

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

Fiscal Year	2019
NHTSA Grant Application	ARIZONA - Highway Safety Plan - FY 2019
State Office	Arizona Governor's Office of Highway Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	ARIZONA - Highway Safety Plan - FY 2019
Application Version:	4.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Renee Bracamonte
Submission On:	7/9/2018 9:53 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Through its established processes and available data sources, the Arizona Governor's Office of Highway Safety (GOHS) has identified its highway safety problems, determined its highway traffic safety performance measures, established its performance targets, and developed and selected evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets by the following:

GOHS uses the following data sources:

- Fatality Analysis Reporting System (FARS) – FARS is a national data collection system that contains information on all known motor vehicle traffic crashes in which there was at least one fatality;
- Arizona Motor Vehicle Crash Facts - This publication is an annual statistical review of the motor vehicle crashes in the State of Arizona;

- Arizona Department of Transportation Accident Location Identification Surveillance System (ALISS) - ALISS is the central repository for crash data within Arizona;
- Arizona Seat Belt and Driver Survey - A study to determine the statewide seat belt use rate;
- GOHS DUI Reporting System - A statistical reporting system of DUI and all other traffic enforcement activities for law enforcement agencies.

The data validates that the three leading causes of fatalities and serious injuries from vehicular collisions in Arizona are speeding and reckless driving, impaired driving, and unrestrained passenger vehicle occupants, respectively. Consequently, the majority of funding in the Highway Safety Plan is allocated to include Police Traffic Services, Impaired Driving, and Occupant Protection. GOHS has established a channel of communication and understanding among the Governor's Office, the Legislature, state agencies, political subdivisions, and community groups to address these and other aspects of the statewide highway safety program.

GOHS develops performance measures and targets to determine its HSP's effectiveness against provided funds for countermeasure strategies and projects that will ultimately make Arizona roadways safer. GOHS, in conjunction with ADOT and FHWA, sets targets for three core performance measures (Fatalities, Serious Injuries, and VMT). The remaining core performance measures, as designated by NHTSA, serve as guidelines for GOHS in implementing evidence-based countermeasures.

GOHS uses all core performance measures to guide program and project activities and assist in justifying resources/funding allocations. The primary highway safety goal for Arizona is to reduce fatalities across all program areas. GOHS tracks performance measures based on FARS data in combination with several other data sources to understand trends and set safety performance targets. GOHS uses Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 (CTW) as a primary reference aid in the selection of effective evidence-based countermeasure strategies for the HSP program areas. The following table summarizes the performance measures established by GOHS:

Type	Program Area	Performance Measure	Data Source
Outcome	Overall	Number of traffic-related fatalities.	FARS
Outcome	Overall	Number of traffic-related serious injuries.	ADOT
Outcome	Overall	Fatalities per 100 million VMT.	FARS
Outcome	Alcohol and Other Drugs (AL)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or greater.	FARS
Outcome	Occupant Protection (OP)	Number of unrestrained passenger vehicle occupant fatalities in all seating positions.	FARS
Behavior	Occupant Protection (OP)	Percent of front seat vehicle occupants who are observed using safety belts.	Survey
Outcome	Police Traffic Services (PTS)	Number of speeding-related fatalities.	FARS
Outcome	Police Traffic Services (PTS), Alcohol and Other Drugs (AL), Motorcycle, Bicycle, and Pedestrian Safety (MC/P5), and Occupant Protection (OP)	Number of drivers age 20 or younger involved in fatal crashes.	FARS
Outcome	Motorcycle Safety (MC)	Number of motorcycle fatalities.	FARS
Outcome	Motorcycle Safety (MC)	Number of unhelmeted motorcycle fatalities.	FARS
Outcome	Pedestrian Safety (P5)	Number of pedestrian fatalities.	FARS
Outcome	Bicycle Safety (P5)	Number of bicycle fatalities.	FARS

Proven strategies include enforcement and educational/public affairs components to try to effect positive behavioral change by all roadway users. Strategies include targeted enforcement focusing on specific violations, such as speeding and reckless driving, High Visibility Enforcement and sustained enforcement for impaired driving and seat belt enforcement, and mandated holiday enforcement impaired driving saturation patrols, and mobilization periods, such as Click It Or Ticket. The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and similar strategies, using data to identify high crash locations requiring specific solutions are also employed.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

GOHS has established a channel of communication and understanding among the Governor's Office, the Legislature, state agencies, political subdivisions, and community groups to address these and other aspects of the statewide highway safety program. Participants in the processes include the following:

- National Highway Traffic Safety Administration - Region 9;
- Arizona Strategic Highway Safety Plan Committee;
- Arizona DUI Abatement Council (state funds);
- Arizona Association of Chiefs of Police;
- Arizona Sheriffs Association;
- Arizona Prosecuting Attorneys Advisory Council;
- Arizona DRE Committee;
- Local and State Law Enforcement Agencies;
- Governmental Agencies.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

During the problem identification process, emphasis was given to assessing changes in severity over a period or a reduction over the previous year's data; whichever showed the most realistic incremental change for improved highway safety. While the HSP is a one-year plan, behavioral change takes time. A countermeasure instituted to address a particular traffic safety problem may not show a measurable impact for several years or more. For this reason, GOHS establishes performance targets that reflect incremental but important gains in safety. Measured over a series of years, these reductions in crashes and resulting injuries and fatalities add up to safer travel for everyone on Arizona's roadways. GOHS supports activities having the greatest potential to save lives, reduce injuries, and improve highway safety in Arizona. A broad range of data is analyzed, together with highway safety research and the expertise of GOHS staff, to identify the most significant safety problems in the State. The relative magnitude of the various contributing crash factors is reviewed and tracked over time, as are the demographic characteristics of drivers and crash victims and whether they used, or did not use, appropriate safety equipment.

Total Fatalities categorized by Crash Factors 2017

Alcohol Impaired Driving	Unrestrained Vehicle Occupant	Speeding Related	Pedestrians	Motorcycle	Drivers Age 20 and Younger*	Bicyclists
322	312	281	228	160	113	32
32%	31%	28%	23%	16%	12%	3%

Source: 2017 state crash data

*Drivers involved in fatal crashes (918)

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

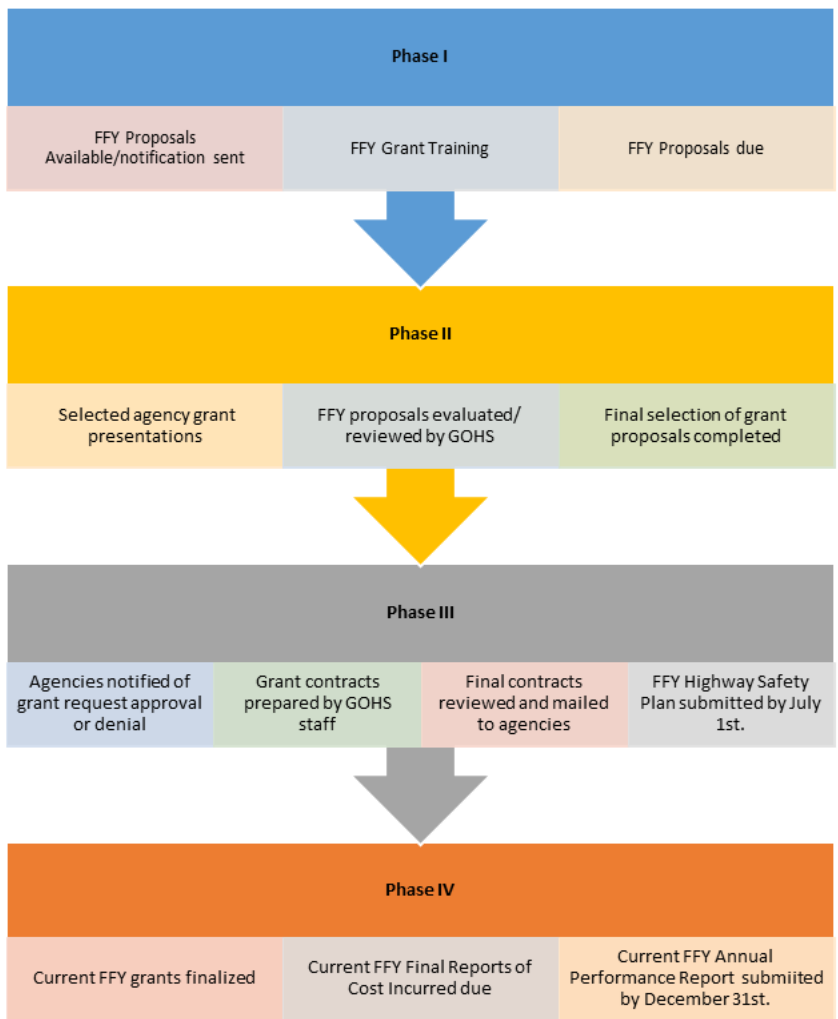
The project selection process is as follows:

Phase I -- GOHS sent a letter to political subdivisions, state agencies, and non-profits outlining the proposal process and priority program areas. All statewide law enforcement and non-profit agencies were encouraged to participate actively in Arizona's Highway Safety Program. In addition to written notification, the letter and proposal Guide were posted on the GOHS website. GOHS hosted a Grant training for agencies to assist in the proposal process and provide information for the new grant cycle. Proposals were due to GOHS in in this phase.

Phase II -- Selected Agencies made formal presentations in which they provided agency background, progress of prior year projects, data for the previous two years and an overview of their current proposal requests. Meetings with the GOHS Director, Grant Manager, Fiscal Manager, and Grant Project Coordinators were conducted to review the proposals. During these meetings, each proposal was discussed and the level of funding was determined. When evaluating grant applications, GOHS based decisions on an agency's past performance, fiscal responsibility, data reporting and meeting projected goals. GOHS's policy is to fund all proposals that meet the criteria to ensure the HSP is representative of the entire State. Once the grant funding levels were determined by program area, Executive Staff began HSP development.

Phase III -- Agencies will be notified of awards based on the final review decision and Grant Project Coordinators will begin writing contracts. Agencies will be sent grant contracts and gain approval (if necessary) from appropriate governing boards and councils. Once completed, the GOHS Director will sign contracts and the agencies can begin incurring costs pursuant to the grant contract.

Phase IV -- GOHS will begin to finalize and closeout previous year grants with Agencies along with submitting the Annual Report due in December.



Enter list of information and data sources consulted.

GOHS uses the following data sources:

- Fatality Analysis Reporting System (“FARS data”);
- Arizona Motor Vehicle Crash Facts and ad-hoc data retrieval prepared by the Arizona Department of Transportation (“ADOT/ALISS data”);
- Annual Arizona Seat Belt Use and Driver Survey;
- GOHS DUI Reporting System.

Since GOHS is committed to providing the most accurate and recent data available, ADOT data is included alongside FARS data.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

GOHS is an active partner in Arizona’s Strategic Highway Safety Plan (SHSP) process. GOHS participates in the update of the SHSP. The plan is data-driven and includes statewide goals, objectives, and emphasis areas which represent the State’s crash problems. The Plan includes the following emphasis areas which align with areas in the HSP:

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

The first four emphasis areas above are associated with Arizona’s highest number of fatalities and serious injuries and have been designated by the SHSP Executive Committee as top focus emphasis areas. The GOHS Director is a member of the SHSP Executive Committee. Director Gutier coordinates with ADOT to ensure the performance measures common between the HSP and their Highway Safety Improvement Program, or HSIP, (fatalities, fatality rate, and serious injuries) are defined identically as coordinated through the SHSP. The Agency will use the HSP and its resources to support the emphasis areas included in the plan. GOHS coordinates the HSP with the Highway Safety Improvement Program (HSIP). Targets for fatalities, serious injuries, and the fatality rate must be consistent between the HSP and the HSIP.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS, in conjunction with the Arizona Department of Transportation (ADOT) and FHWA, set a 2014-2018 5-year rolling average target for Number of Traffic Fatalities at 934.6 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS and ADOT, predict that total 2018 traffic fatalities will reach 1,053, a 5.1% increase from the 2017 actual of 1,001.

Based on the 2018 estimated fatalities, the projected 5-year rolling average for 2014-2018 will be 935.3, a 0.1% difference of the 934.6 target. Based on this data, the current projected target of Not Meet is applied to the C-1) Number of Traffic Fatalities performance report progress for the FY 2019 HSP. While "Not Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities on Arizona roadways.

*2017 Actuals, 2018 Estimated, and 2018 Targets are all on 5-year rolling averages in the table below.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-1)	Traffic fatalities*	894.6	935.3	934.6	0.1%	Not Meet

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS, in conjunction with the Arizona Department of Transportation (ADOT) and FHWA, set a 2014-2018 5-year rolling average target for Number of Serious Injuries at 4,330.4 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS and ADOT, predict that total 2018 serious traffic injuries will be 4,046, a 1.6% decrease from the 2017 actual of 4,111.

Based on the 2018 estimated serious injuries, the projected 5-year rolling average for 2014-2018 will be 4,157.1, a 4.0% difference of the 4,330.8 target. Based on this data, the current projected target of "Meet" is applied to the C-2) Number of Serious Traffic Injuries performance report progress for the FY 2019 HSP. While "Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of serious traffic injuries on Arizona roadways.

*2017 Actuals, 2018 Estimated, and 2018 Targets are all on 5-year rolling averages in the table below.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-2)	Serious Traffic Injuries*	4,213.4	4,157.1	4,330.4	-4.0%	Meet

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS, in conjunction with the Arizona Department of Transportation (ADOT) and FHWA, set a 2014-2018 5-year rolling average target for Fatalities/VMT at 1.412 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS, ADOT, and FHWA predict that total 2018 serious traffic injuries will be 1.478, a 2.5% increase from the 2017 actual of 1.441.

Based on the 2018 estimated fatalities/VMT, the projected 5-year rolling average for 2014-2018 will be 1.388, a 1.7% difference of the 1.412 target. Based on this data, the current projected target of "Meet" is applied to the C-3) Fatalities/VMT performance report progress for the FY 2019 HSP. While "Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of fatalities/VMT on Arizona roadways.

*2017 Actuals, 2018 Estimated, and 2018 Targets are all on 5-year rolling averages in the table below.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-3)	Fatalities/100 MVMT*	1.372	1.388	1.412	-1.7%	Meet

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Unrestrained Occupant Fatalities of 255 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 unrestrained occupant fatalities will be 231, a 9.4% decrease from the 2018 target.

Based on this data, the current projected target of "Meet" is applied to the C-4) Number of Unrestrained Occupant Fatalities performance report progress for the FY 2019 HSP. While "Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

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.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-4)	Unrestrained fatalities	312	231	255	-9.4%	Meet

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Alcohol Impaired Fatalities of 272 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 alcohol impaired fatalities will be 235, a 13.6% decrease from the 2018 target.

Based on this data, the current projected target of "Meet" is applied to the C-5) Number of Alcohol Impaired Fatalities performance report progress for the FY 2019 HSP. While "Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

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.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-5)	Alcohol-impaired fatalities (>=0.08 BAC)	322	235	272	-13.6%	Meet

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Speeding Related Fatalities of 301 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 speeding related fatalities will be 289, a 4.0% decrease from the 2018 target.

Based on this data, the current projected target of "Meet" is applied to the C-6) Number of Speeding Related Fatalities performance report progress for the FY 2019 HSP. While "Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of speeding related fatalities on Arizona roadways.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-6)	Speeding-related fatalities	281	289	301	-4.0%	Meet

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Motorcycle Fatalities of 143 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 motorcycle fatalities will be 174, a 21.7% increase from the 2018 target.

Based on this data, the current projected target of "Not Meet" is applied to the C-7) Number of Motorcycle Fatalities performance report progress for the FY 2019 HSP. While "Not Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

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.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-7)	Motorcycle fatalities	160	174	143	21.7%	Not Meet

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Unhelmeted Motorcycle Fatalities of 85 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 unhelmeted motorcycle fatalities will be 86, a 1.2% increase from the 2018 target.

Based on this data, the current projected target of "Not Meet" is applied to the C-8) Number of Unhelmeted Motorcycle Fatalities performance report progress for the FY 2019 HSP. While "Not Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

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.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-8)	Unhelmeted motorcycle fatalities	71	86	85	1.2%	Not Meet

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Drivers Aged 20 or Younger Involved in a Fatal Crash of 86 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 aged 20 or younger drivers in fatal crashes will be 122, a 41.9% increase from the 2018 target.

Based on this data, the current projected target of "Not Meet" is applied to the C-9) Number of Drivers Aged 20 or Younger Involved in a Fatal Crash performance report progress for the FY 2019 HSP. While "Not Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of young drivers involved in fatal crashes on Arizona roadways.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-9)	Young driver involvement in fatal crashes (<=20)	113	122	86	41.9%	Not Meet

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Pedestrian Fatalities of 185 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 pedestrian fatalities will be 248, a 34.1% increase from the 2018 target.

Based on this data, the current projected target of "Not Meet" is applied to the C-10) Number of Pedestrian Fatalities performance report progress for the FY 2019 HSP. While "Not Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of pedestrian fatalities on Arizona roadways.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-10)	Pedestrian fatalities	228	248	185	34.1%	Not Meet

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Number of Bicycle Fatalities of 37 in the FY 2018 HSP. Based on recently published 2017 State crash data, GOHS projects that total 2018 bicycle fatalities will be 35, a 5.4% decrease from the 2018 target.

Based on this data, the current projected target of "Meet" is applied to the C-11) Number of Bicycle Fatalities performance report progress for the FY 2019 HSP. While "Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of bicycle fatalities on Arizona roadways.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
C-11)	Bicycle Fatalities	32	35	37	-5.4%	Meet

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

GOHS set a 2018 target for Observed Seat Belt Use of 90.6% in the FY 2018 HSP. Based on recently published 2017 State Survey data, GOHS projects that total 2018 seat belt usage rate will be 86.4%, a 4.6% decrease from the 2018 target.

Based on this data, the current projected target of "Meet" is applied to the B-1) Observed Seat Belt Use performance report progress for the FY 2019 HSP. While "Not Meet" is applied to the projected 2018 target, the status of the performance report measure is still "In-Progress" as the 2018 calendar year is not yet complete.

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.

	Performance Measure	2017 Actuals (State Data)	2018 Estimated (FARS Data)	2018 Target (FFY 2018 HSP)	% Difference (Estimated vs Target)	Projected to Meet/Not Meet Target
B-1)	Observed seat belt use	86.1%	86.4%	90.6%	-4.6%	Not Meet

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	1,001.5
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	4,166.9
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.442
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	2019	205.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2019	2019	226.0
C-6) Number of speeding-related fatalities (FARS)	Annual	2019	2019	280.0
C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	2019	183.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2019	87.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	2019	128.0
C-10) Number of pedestrian fatalities (FARS)	Annual	2019	2019	273.0
C-11) Number of bicyclists fatalities (FARS)	Annual	2019	2019	36.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	89.9
S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)	Annual	2019	2019	116.0
S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)	Annual	2019	2019	27.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

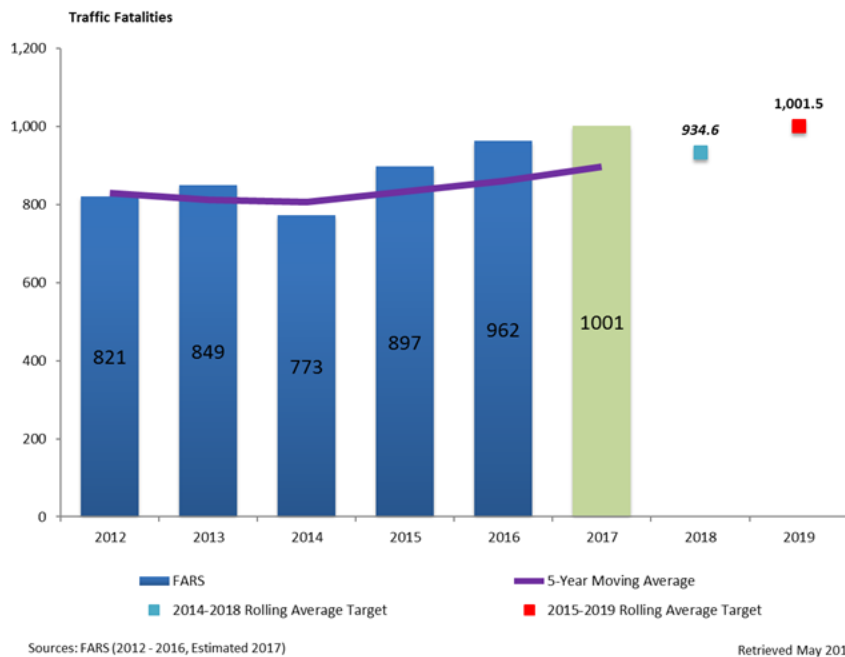
C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 1,001.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The chart below shows the 5-year rolling average target for 2019 total traffic fatalities. The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2012 - 2016 was analyzed, along with 2017 state crash data to project annual traffic fatalities for calendar year 2018 and 2019. These projections were then calculated in to a 5-year rolling average for the years of 2015-2019.

The 2019 target for Core Performance Measure, C-1, is 1,001.5 total traffic fatalities based on a 5-year rolling average for the years of 2015-2019.

GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways. Since a 2014 low of 773 fatalities, Arizona has experienced a 9.1% average annual increase of traffic fatalities each year.



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

Is this a traffic records system performance measure?

No

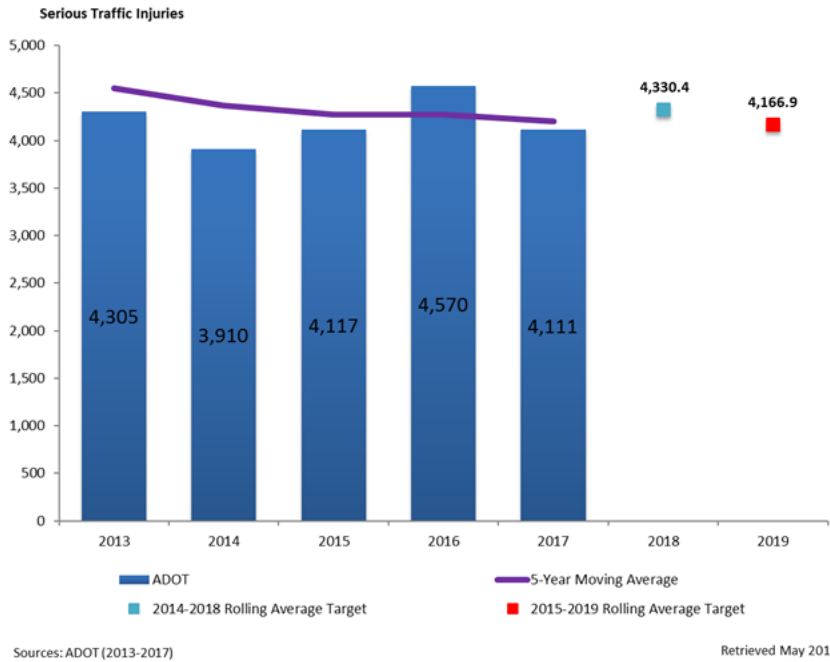
C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 4,166.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The chart below shows the 5-year rolling average target for 2019 Serious Traffic Injuries. The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2013 - 2017 was analyzed to project annual serious traffic injuries for calendar year 2018 and 2019. These projections were then calculated in to a 5-year rolling average for the years of 2015-2019.

The 2019 target for Core Performance Measure, C-2, is 4,166.9 serious traffic injuries based on a 5-year rolling average for the years of 2015-2019.

GOHS continues to fund priority programs in its HSP that will lead to lower serious injuries crashes. Current trend projections show a decrease in serious traffic injuries through 2019. A multiple of factors may be influencing this positive trend, including but not limited to; safer vehicles, higher seat belt use, effective traffic enforcement, and awareness and education campaigns.



C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

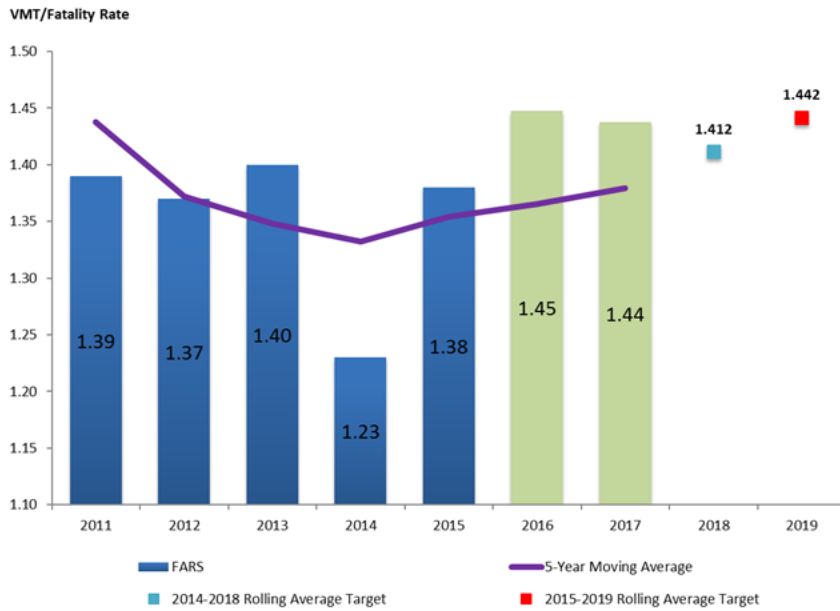
C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.442
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The chart below shows the 5-year rolling average target for 2019 fatalities per 100 million vehicle miles travelled (fatalities/VMT). The C-3 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2011 - 2011 was analyzed, along with 2016 and 2017 state crash data to project annual fatalities/VMT rates for calendar year 2018 and 2019. These projections were then calculated in to a 5-year rolling average for the years of 2015-2019.

The 2019 target for Core Performance Measure, C-3, is 1.442 fatalities/VMT based on a 5-year rolling average for the years of 2015-2019.

GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways. Based on 2018 and 2019 annual fatalities/VMT projections, there has been an average 1.2% annual increase per year of the VMT rate.



Sources: FARS (2011 - 2015, Estimated 2016 - 2017)

Retrieved May 2018

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 205.0
Target Period: Annual
Target Start Year: 2019

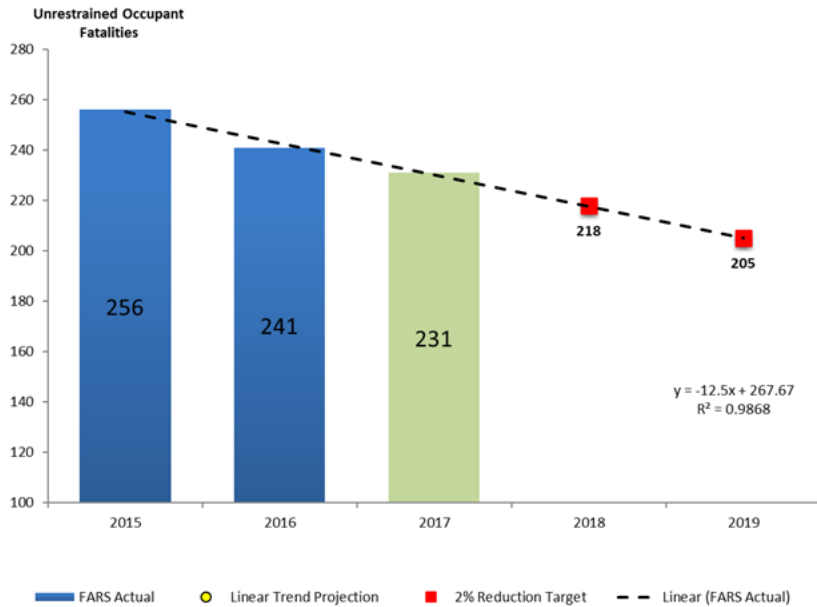
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that unrestrained occupant fatalities are decreasing year over year since 2015. If this trend holds, Arizona will see a 20% reduction in unrestrained fatalities by 2019 from 256 fatalities in 2015. Given the positive downward trend, GOHS has set an annual 2019 target of 205 for core performance measure C-4) unrestrained occupant vehicle fatalities.



Sources: FARS (2015 - 2016, Estimated 2017)

May 2018

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 226.0
Target Period: Annual
Target Start Year: 2019

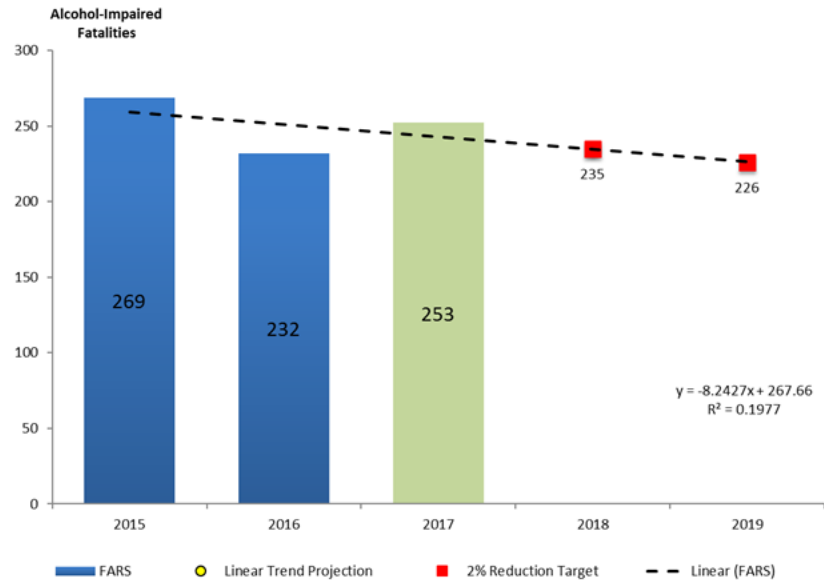
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that the number of alcohol-impaired driving fatalities are decreasing over the past 3 years. Based on estimated 2017 FARS data, current projections show 235 and 226 fatalities in 2018 and 2019 respectively. If the decreasing trend line holds through 2019, Arizona could achieve a 16% reduction since 2015. Given the decreasing trend projections, GOHS has set an annual 2019 target of 226 for core performance measure C-5) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.



Sources: FARS (2015 - 2016, Estimated 2017)

Retrieved May 2018

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 280.0
Target Period: Annual
Target Start Year: 2019

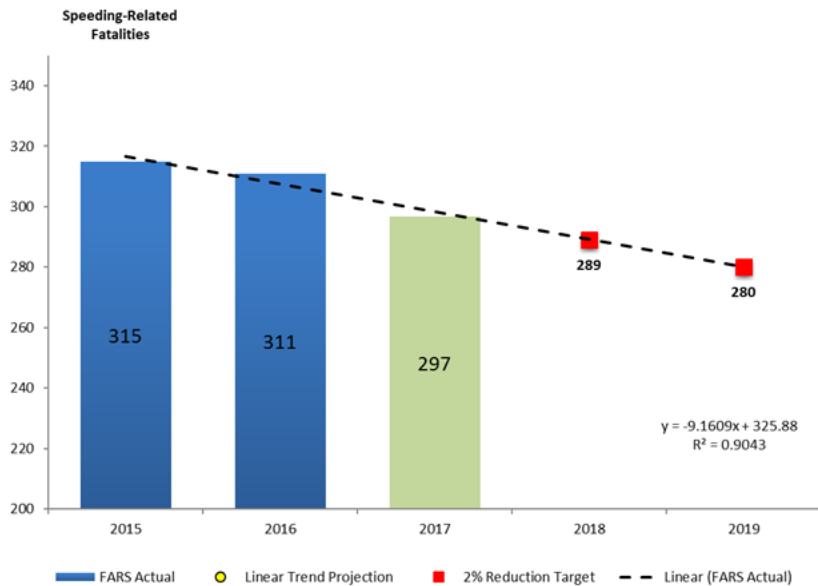
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that the number of speeding-related fatalities are decreasing over the past 3 years. Based on estimated 2017 FARS data, current projections show 289 and 280 fatalities in 2018 and 2019 respectively. If the decreasing trend line holds through 2019, Arizona could achieve an 11% reduction since 2015. Given the decreasing trend projections, GOHS has set an annual 2019 target of 280 for core performance measure C-6) number of speeding-related fatalities.



Sources: FARS (2015 - 2016, Estimated 2017)

Retrieved May 2018

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 183.0
Target Period: Annual
Target Start Year: 2019

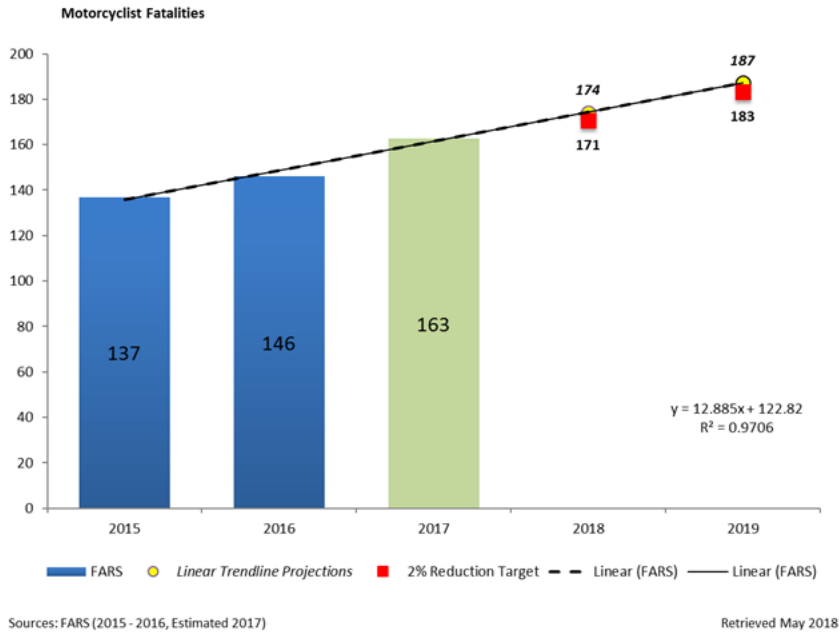
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that motorcyclist fatalities are increasing at an alarming rate since 2015. Based on estimated 2017 FARS data, current projections show 174 and 187 fatalities in 2018 and 2019 respectively. If the trend projection holds, Arizona will experience an average 8.1% annual increase in motorcycle fatalities since 2015. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 183 for core performance measure C-7) Number of motorcyclist fatalities.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 87.0
Target Period: Annual
Target Start Year: 2019

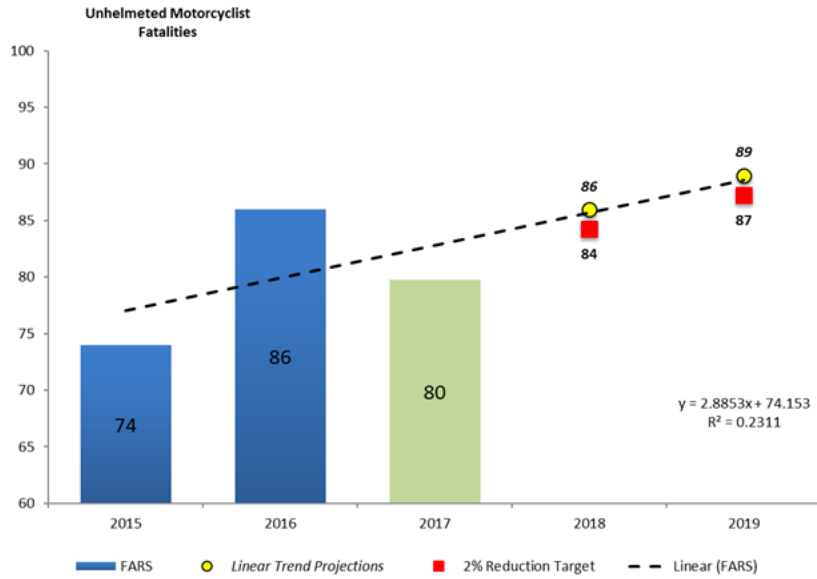
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that unhelmeted motorcyclist fatalities are increasing since 2015. Based on estimated 2017 FARS data, current projections show 86 and 89 fatalities in 2018 and 2019 respectively. If the trend projection holds, Arizona will experience an average 5.1% annual increase in unhelmeted motorcycle fatalities since 2015. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 87 for core performance measure C-8) Number of unhelmeted motorcyclist fatalities.



Sources: FARS (2015 - 2016, Estimated 2017)

Retrieved May 2018

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 128.0
Target Period: Annual
Target Start Year: 2019

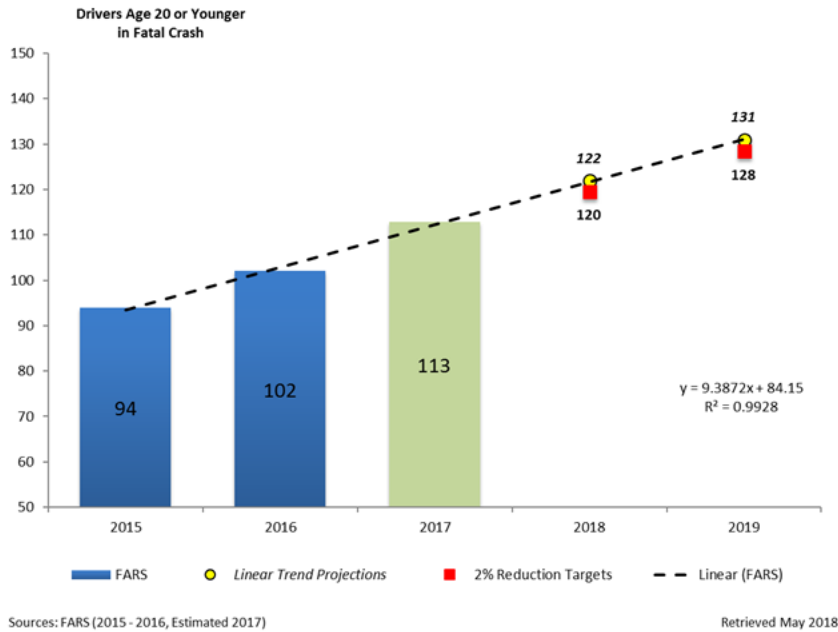
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that drivers age 20 or younger involved in a fatal crash are increasing dramatically since 2015. Based on estimated 2017 FARS data, current projections show 122 and 131 fatalities in 2018 and 2019 respectively. If the trend projection holds, Arizona will experience a 39.3% increase in young drivers involved in fatal crash in 2019 over the 94 experienced in 2015. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 128 for core performance measure C-9) Number of drivers age 20 or younger involved in a fatal crash.



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 273.0
 Target Period: Annual
 Target Start Year: 2019

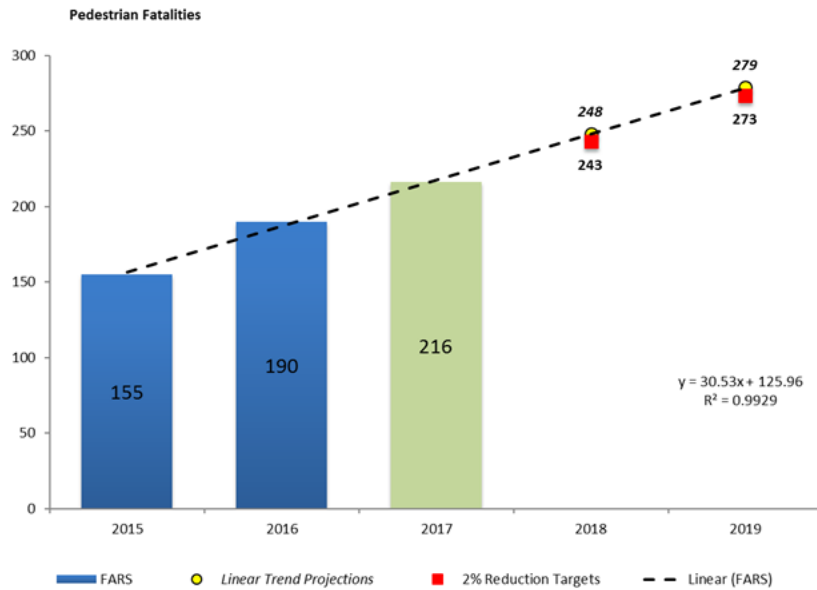
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that pedestrian fatalities are increasing at an alarming rate the past few years. Based on estimated 2017 FARS data, current projections show 248 and 279 fatalities in 2018 and 2019 respectively, an 80% increase over 2015 fatalities of 155. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 273 for core performance measure C-10) Number of pedestrian fatalities.



Sources: FARS (2015 - 2016, Estimated 2017)

Retrieved May 2018

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 36.0
Target Period: Annual
Target Start Year: 2019

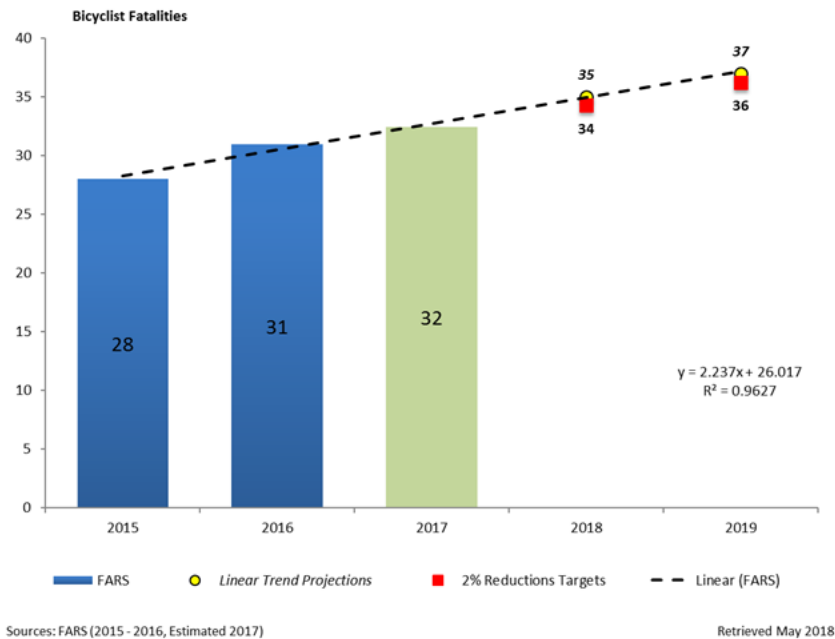
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that bicyclist fatalities are increasing at a slight rate since 2015. Based on estimated 2017 FARS data, current projections show 35 and 37 fatalities in 2018 and 2019 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 36 for core performance measure C-11) Number of bicyclist fatalities.



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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Numeric
Target Value: 89.9
Target Period: Annual
Target Start Year: 2019

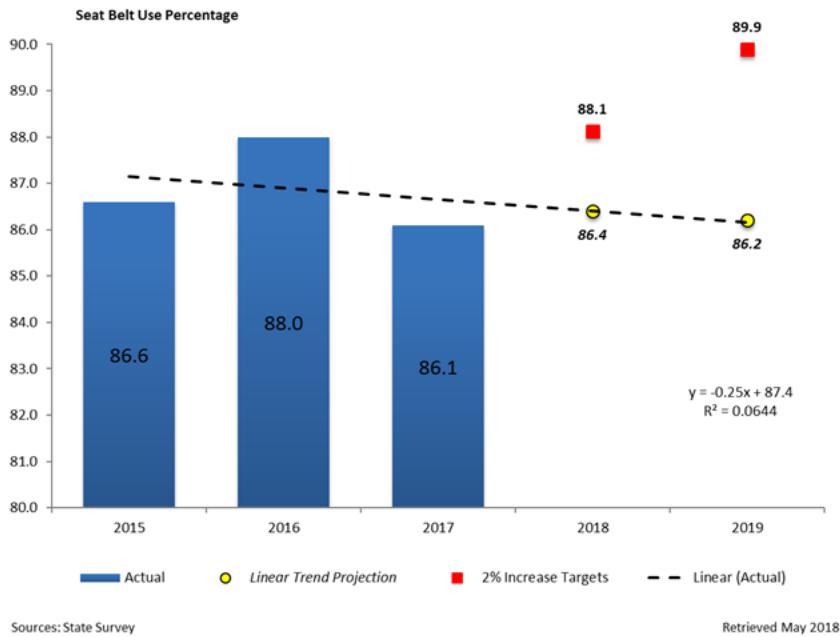
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that the rate of seat belt usage is decreasing. Based on the recent 2017 state seat belt survey, current projections show an 86.4% and 86.2% usage rate in 2018 and 2019 respectively. Given the decreasing trend projections for seat belt usage, GOHS has set an annual 2019 target of 89.9% for core performance measure B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants.



S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)

Is this a traffic records system performance measure?

No

Number of unrestrained passenger vehicle occupants on rural roads-2019

Target Metric Type: Numeric

Target Value: 116.0

Target Period: Annual

Target Start Year: 2019

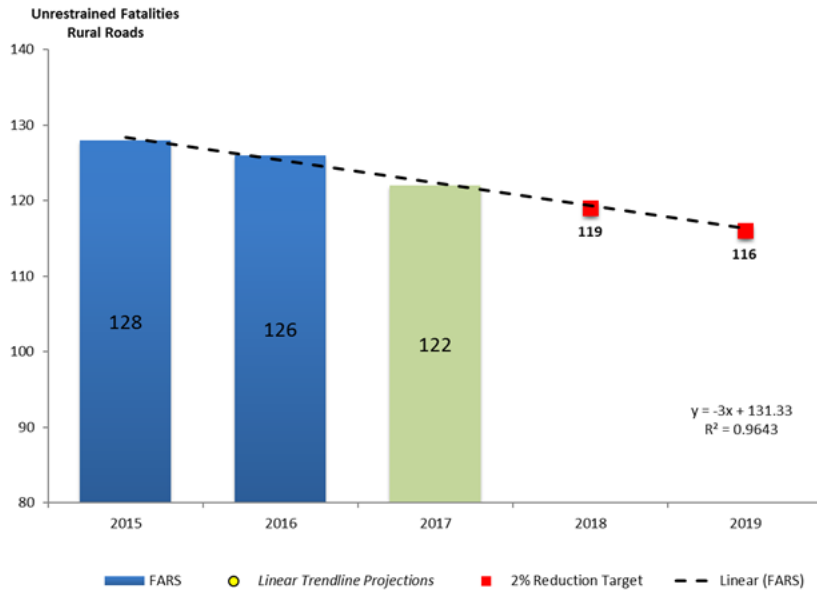
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that unrestrained fatalities on rural roads are decreasing slightly year over year since 2015. Based on estimated 2017 FARS data, current projections show 119 and 116 in 2018 and 2019 respectively. Given the positive downward trend, GOHS has set an annual 2019 target of 116 for non-core performance measure S-1) unrestrained occupant vehicle fatalities on rural roads.



Sources: FARS (2015 - 2016, Estimated 2017)

Retrieved May 2018

S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)

Is this a traffic records system performance measure?

No

S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 27.0

Target Period: Annual

Target Start Year: 2019

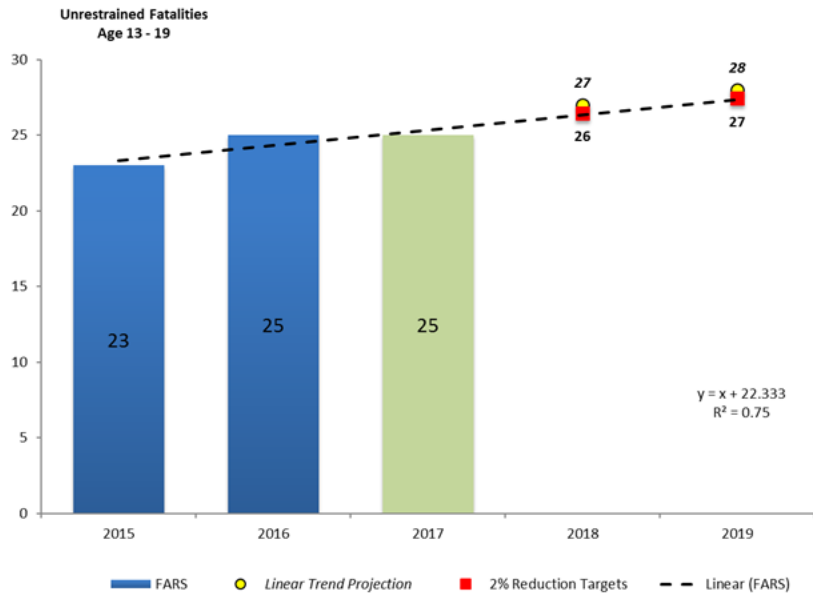
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOHS has established annual 2019 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2015 final FARS and 2016 ARF FARS, as well as estimating 2017 FARS by using the 2017 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.

While most FARS data matches State data closely, there are a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2017 FARS data allows the most up-to-date crash data to be utilized in projecting 2019 performance targets.

GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2015-2017) for each core performance measure to establish projected 2018 and 2019 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2019 target will be based on the linear trend projection line.

Current trends show that unrestrained occupant fatalities aged 13 - 19 are increasing slightly year over year since 2015. Based on estimated 2017 FARS data, current projections show 27 and 28 fatalities in 2018 and 2019 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 27 for non-core performance measure S-2) unrestrained occupant vehicle fatalities aged 13 - 19.



Sources: FARS (2015 - 2016, Estimated 2017)

Retrieved May 2018

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	31238

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	27655

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	254171

5 Program areas

Program Area Hierarchy

1. Emergency Medical Services
 - Emergency Medical Assistance
 - Emergency Extrication equipment and supplies
 - FAST Act NHTSA 402
2. Motorcycle Safety
 - Motorcycle Training and Education
 - Motorcycle Safety Training and Awareness
 - FAST Act NHTSA 402
3. Traffic Records

- Improves timeliness of a core highway safety database
 - Data Collection and Analysis of Traffic Records
 - FAST Act 405c Data Program

4. Police Traffic Services

- Public Information supporting enforcement
 - Roadway Safety Awareness
 - FAST Act NHTSA 402
- Other Enforcement methods
 - Selective Traffic Equipment
 - FAST Act NHTSA 402
 - Selective Traffic Materials and Supplies
 - FAST Act NHTSA 402
- High Visibility Enforcement
 - Selective Traffic Enforcement and Overtime
 - FAST Act NHTSA 402
- Crash Investigation
 - Crash Investigation Training and supplies
 - FAST Act NHTSA 402
 - Crash Investigation Overtime
 - FAST Act NHTSA 402

5. Impaired Driving (Drug and Alcohol)

- Youth and Awareness Programs
 - DUI/Impaired Driving Awareness
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
- High Visibility Enforcement/Saturation Patrols/Checkpoints
 - DUI/Impaired Driving Enforcement and Overtime
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Int
 - DUI/Impaired Driving Equipment
 - FAST Act NHTSA 402
 - DUI/Impaired Driving Materials and Supplies
 - FAST Act NHTSA 402
- Enforcement of Drug-Impaired Driving
 - DUI/Impaired Training
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
- DWI Courts
 - Traffic Safety Resource Prosecutor
 - FAST Act 405d Impaired Driving Mid
- Court Monitoring
 - DUI/Impaired Driving Awareness
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid

6. Non-motorized (Pedestrians and Bicyclist)

- Pedestrian/Bicycle safety education and awareness
 - Pedestrian and Bicycle Safety Awareness
 - FAST Act NHTSA 402
 - FAST Act 405h Nonmotorized Safety
- Enforcement Campaigns
 - Pedestrian and Bicycle Safety Overtime
 - FAST Act 405h Nonmotorized Safety
 - School Bus Safety Overtime
 - FAST Act NHTSA 402

7. Occupant Protection (Adult and Child Passenger Safety)

- Sustained Enforcement
 - Occupant Protection Enforcement and Overtime
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - Occupant Protection High Risk Population
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
- Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
 - Occupant Protection Enforcement and Overtime
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - Occupant Protection High Risk Population
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
- Observational Survey
 - Occupant Protection Seat belt Survey
 - FAST Act 405b OP Low

Inspection Stations and Education

Occupant Protection Awareness and Education

FAST Act NHTSA 402

FAST Act 405b OP Low

Occupant Protection Materials and Supplies

FAST Act 405b OP Low

FAST Act NHTSA 402

8. Communications (Media)

Mass Media Campaign

DUI/Impaired Driving Media Campaign

FAST Act 405d Impaired Driving Mid

Selective Traffic Media Campaign

FAST Act NHTSA 402

Occupant Protection Media Campaign

FAST Act 405b OP Low

Motorcycle Safety Media Campaign

FAST Act 405f Motorcycle Programs

9. Planning & Administration

(none)

Traffic Records Program Administration

FAST Act NHTSA 402

Crash Investigation Program Administration

FAST Act NHTSA 402

DUI/Impaired Driving Program Administration

FAST Act NHTSA 402

FAST Act 405d Impaired Driving Mid

Emergency Medical Program Administration

FAST Act NHTSA 402

Planning and Administration

FAST Act NHTSA 402

Motorcycle Safety Program Administration

FAST Act NHTSA 402

Occupant Protection Program Administration

FAST Act NHTSA 402

Pedestrian/Bike Safety Program Administration

FAST Act NHTSA 402

Selective Traffic Program Administration

FAST Act NHTSA 402

School Bus Safety Program Administration

FAST Act NHTSA 402

5.1 Program Area: Emergency Medical Services

Program area type Emergency Medical Services**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The State of Arizona is a largely rural state, which over the past several years has consistently had a fatality rate that is above the national average (FARS). Emergency Medical Services have a direct relationship to all fatal and injury collisions. Prompt medical attention can reduce the severity of injuries and can prevent injuries from becoming fatalities. Extrication equipment and supplies are necessary to improve survival rates of crash victims by insuring that emergency medical care is provided within the "Golden Hour." The "Golden Hour" has been a term used for the last two decades when describing the principle of rapid intervention, timely extrication, treatment, and transportation to trauma center. Emergency medical services (EMS) response times for an ambulance in Arizona can be anywhere from 10-30 minutes. Transport times to a hospital can even be longer, depending upon the location of the call for service. The longer a patient with a life-threatening injury waits for transport, the chances for survival diminish.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,001.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	4,166.9

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Emergency Medical Assistance

5.1.1 Countermeasure Strategy: Emergency Medical Assistance

Program area	Emergency Medical Services
Countermeasure strategy	Emergency Medical Assistance

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

NHTSA has supported the development of comprehensive Emergency Medical Services (EMS) systems for more than 40 years. When injuries occur as a result of motor vehicle crashes, it is imperative to get the victims to appropriate medical attention as soon as possible. In order to accomplish this, vehicle occupants must be extricated from the vehicle quickly, and without aggravating existing or creating further injuries. Modern vehicles are smaller, have systems such as electric or hybrid, and use stronger metal alloys making extrication more difficult and requiring more specialized equipment, tools, and procedures to safely access and remove victims. The equipment must be available and located strategically located to achieve this goal.

Proposed planned activities that fall in line with the outlined strategies are:

Emergency Extrication equipment and supplies

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The problem identified is to decrease the amount of time it takes to get the collision victims to the hospital. The target is to reduce at-scene medical services time and increase survivability rates by providing funding for the effective tools.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Highway Safety Program Guideline 11: Emergency Medical Services requires that each state, in cooperation with its political subdivisions, ensures that persons incurring traffic injuries or trauma receive prompt emergency care under the range of emergency conditions encountered.

To improve extrication safety, efficiency and times by purchasing equipment and supplies that are technologically advanced, safe and reliable.
To decrease average crash to hospital arrival time

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EM-EQ	Emergency Extrication equipment and supplies	Emergency Medical Assistance

5.1.1.1 Planned Activity: Emergency Extrication equipment and supplies

Planned activity name	Emergency Extrication equipment and supplies
Planned activity number	EM-EQ
Primary countermeasure strategy	Emergency Medical Assistance

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities include the purchase of equipment that supports and enhances emergency medical services. The items purchased may include extrication equipment and supplies.

Enter intended subrecipients.

Fire Districts, Fire Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Emergency Medical Assistance

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$199,792.00	\$20,997.04	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) set of lift bags kit	1	\$25,587.00	\$25,587.00	\$25,587.00	\$25,587.00

One (1) Spreader and Charger	1	\$12,592.00	\$12,592.00	\$12,592.00	\$12,592.00
One (1) RAM Set	1	\$13,542.00	\$13,542.00	\$13,542.00	\$13,542.00
One (1) Vehicle stabilization and lift equipment	1	\$17,565.00	\$17,565.00	\$17,565.00	\$17,565.00
One (1) Battery operated spreader	1	\$11,802.00	\$11,802.00	\$11,802.00	\$11,802.00
One (1) highway vehicle stabilization kit	1	\$6,770.00	\$6,770.00	\$6,770.00	\$6,770.00
One (1) battery operated cutter	1	\$10,355.00	\$10,355.00	\$10,355.00	\$10,355.00
One (1) battery operated spreader	1	\$12,535.00	\$12,535.00	\$12,535.00	\$12,535.00
One (1) extrication set	1	\$26,540.00	\$26,540.00	\$26,540.00	\$26,540.00
One (1) Extrication set	1	\$11,916.00	\$11,916.00	\$11,916.00	\$11,916.00
One (1) Vehicle stabilization kit, 10 ton airbag lift set	1	\$11,359.00	\$11,359.00	\$11,359.00	\$11,359.00
One (1) highway vehicle stabilization kit	1	\$7,404.00	\$7,404.00	\$7,404.00	\$7,404.00
One (1) Emergency services traffic alert board	1	\$7,750.00	\$7,750.00	\$7,750.00	\$7,750.00
One (1) fuel tank patch kit, cribbing kit with accessories	1	\$14,444.00	\$14,444.00	\$14,444.00	\$14,444.00

5.2 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

According to 2016 FARS data, motorcycle fatalities in Arizona increased from 137 in 2015 to 146 in 2016 – an increase of 6.5 percent. GOHS provides grant funding to support enforcement of violations by motorists that affect motorcycle safety and illegal motorcycle riding practices, training of riders in safe motorcycle operation, and motorcycle safety awareness campaigns geared to the general motoring public.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	183.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	87.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Training and Education

5.2.1 Countermeasure Strategy: Motorcycle Training and Education

Program area Motorcycle Safety
Countermeasure strategy Motorcycle Training and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Motorcycles require more skill to safely operate than a passenger vehicle. The relationship of speed and balance is a key consideration when operating a motorcycle. A motorcycle offers no protection in a crash as opposed to the protective features of passenger vehicles. In Arizona, high-severity motorcycle crashes have increased. For

most rider age groups, severe motorcycle crashes have actually increased.

GOHS will address motorcycle safety through the use of these planned activities: 1). Law enforcement agencies to conduct motorcycle training courses and education; and 2). Raise public awareness, especially among passenger vehicle drivers, with respect to motorcycle safety.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Below are the training schools:



Motor Vehicle Division
Third Party DataLink System
PROFESSIONAL DRIVING SCHOOL (PDS)
MOTORCYCLE TRAINING SCHOOLS (CLASS M)

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Print Date 6/14/18
Revision 2.0.1

AUTH. NBR.	OFFICIAL BUSINESS NAME	ADDRESS	CITY	PHONE
COCHISE				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	1100 AVENIDA COCHISE	SIERRA VISTA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	5225 BUENA SCHOOL BOULEVARD	SIERRA VISTA	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	2100 AIRPORT AVE	SIERRA VISTA	(520) 876-4775
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	311 E WILCOX DRIVE	SIERRA VISTA	(520) 876-4775
MARICOPA				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	2910 W APACHE TRAIL	APACHE JUNCTION	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	6895 W CHANDLER BLVD	CHANDLER	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	36 N WILLIAM DILLARD DRIVE	GILBERT	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	GCC 6000 W OLIVE AVE	GLENDALE	(480) 998-9888
2723	CPS MESA LLC DBA: DESERT WIND HARLEY-DAVIDSON	922 S COUNTRY CLUB DRIVE	MESA	(480) 894-0404
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16101 N 83RD AVENUE	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16130 N ARROWHEAD FOUNTAIN CENTER	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16844 N ARROWHEAD FOUNTAIN CENTER DR	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	8546 W LUDLOW DR SUITE 100	PEORIA	(480) 998-9888



Motor Vehicle Division
Third Party DataLink System
PROFESSIONAL DRIVING SCHOOL (PDS)
MOTORCYCLE TRAINING SCHOOLS (CLASS M)

AUTH. NBR.	OFFICIAL BUSINESS NAME	ADDRESS	CITY	PHONE
MARICOPA				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	13850 N CAVE CREEK ROAD	PHOENIX	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	15500 N HAYDEN ROAD	SCOTTSDALE	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	15656 N HAYDEN RD	SCOTTSDALE	(480) 998-9888
MOHAVE				
1493	MOHAVE COMMUNITY COLLEGE	3400 AZ95	BULLHEAD CITY	(928) 757-0819
1493	MOHAVE COMMUNITY COLLEGE	1971 JAGERSON AVENUE SUITE 108	KINGMAN	(928) 757-0819
1493	MOHAVE COMMUNITY COLLEGE	1977 ACOMA BLVD	LAKE HAVASU CITY	(928) 757-0819
PIMA				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	7355 N I-10 EASTBOUND FRONTAGE ROAD	MARANA	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	11285 WEST GRIER ROAD	MARANA	(520) 876-4775
208	PIMA COUNTY COMMUNITY COLLEGE DISTRICT DBA: PIMA COUNTY COMMUNITY COLLEGE DISTRICT-COMM CAMPUS	2202 W ANKLAM ROAD	TUCSON	(520) 206-2741
208	PIMA COUNTY COMMUNITY COLLEGE DISTRICT DBA: PIMA COUNTY COMMUNITY COLLEGE DISTRICT-COMM CAMPUS	401 N BONITA AVE	TUCSON	(520) 206-2741
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	5125 W CAMINO DE FUEGO	TUCSON	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	7501 EAST 22ND STREET	TUCSON	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	12000 S HOUGHTON	TUCSON	(520) 876-4775
PINAL				
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	1556 N ARIZOLA ROAD	CASA GRANDE	(520) 876-4775



Motor Vehicle Division
Third Party DataLink System
PROFESSIONAL DRIVING SCHOOL (PDS)
MOTORCYCLE TRAINING SCHOOLS (CLASS M)

AUTH. NBR.	OFFICIAL BUSINESS NAME	ADDRESS	CITY	PHONE
PINAL				
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	512 S ELEVEN MILE CORNER ROAD	CASA GRANDE	(520) 876-4775
YAVAPAI				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	3001 MAIN STREET SUITE 2A-1	PRESCOTT VALLEY	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	3201 N MAIN STREET	PRESCOTT VALLEY	(480) 998-9888
YUMA				
2664	INLAND VALLEY MOTORSPORTS TRAINING LLC DBA: INLAND VALLEY MOTORSPORTS TRAINING	1440 W DESERT HILLS DRIVE	YUMA	(928) 376-7489

Number of Companies Listed 31

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 5, Section 3.2 - Motorcycle Rider training

More than half of all motorcycle crashes involve riders with fewer than five months of experience. GOHS supports the Motorcycle Safety Foundation's mission, "To make motorcycling safer and more enjoyable by ensuring access to lifelong quality education and training for current and prospective riders, and by advocating a safer riding environment." In practical terms, if word gets out that many motorcycle riders complete rigorous safety training, they may be seen with more respect. Though a motorcycle safety course teaches skills in a highly controlled environment, the MSF says that the techniques are applicable to any situation. Various rider courses provide motorcyclists with techniques to master riding skills and builds confidence. That confidence will pay dividends in the end, because well-trained riders will be less distracted and more able to concentrate on developing their rider skills and techniques even further. Ultimately, motorcyclists can depend only on themselves, so it is essential to develop the proper skill sets. Being injured is an ongoing concern for new and experienced riders alike. Although nothing can guarantee that a rider will not get hurt, rider courses can prepare all riders to cope with a variety of situations and enjoy the road as safely as possible.

Kardamanidis, Martiniuk, Stevenson, and Thistlethwaite (2010) evaluated the results of 23 studies for a Cochrane Review and found conflicting evidence with regard to the effectiveness of motorcycle rider training in reducing crashes or offenses. Due to the poor quality of available studies, the authors were unable to draw any conclusions about its effectiveness. However, data suggests that having training for motorcyclists may reduce crashes and offenses by discouraging motorcycle riding, thus limiting exposure.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-AW	Motorcycle Safety Training and Awareness	Motorcycle Training and Education

5.2.1.1 Planned Activity: Motorcycle Safety Training and Awareness

Planned activity name	Motorcycle Safety Training and Awareness
Planned activity number	MC-AW
Primary countermeasure strategy	Motorcycle Training and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned awareness activities to include community awareness regarding motorcycle interaction. Funding to law enforcement agencies providing motorcycle awareness and training to both experienced and beginning motorcycle riders.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Training and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$51,617.00	\$5,424.66	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The goal of Arizona's Traffic Records program is to ensure GOHS, ADOT, and law enforcement are able to access accurate and complete data. The data are critical for identifying problem areas in need of attention by GOHS and its partners. ADOT's Motor Vehicle Division (MVD) collects, manages, and analyzes traffic records data for GOHS. With funding from GOHS, MVD, and the Traffic Records Coordinating Committee (TRCC) maintain the database on motor vehicle fatalities and injuries. Arizona made great strides in data processing improvement including the redesign of the Crash Report Form and the implementation of AZ TraCS (Traffic and Criminal Software) for data collection. TRCC, under the direction of GOHS and ADOT, continues to work on a number of projects to enhance data collection.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,001.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

5.3.1 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The collection, analysis, and dissemination of accurate traffic crash data is paramount to conducting effective and impactful highway safety programs and countermeasures. The Arizona Department of Transportation's Traffic Records Department relies upon advanced software products and engineering to receive electronic crash data from law enforcement agencies throughout the state of Arizona in a timely matter.

The traffic crash data received by the Traffic Records Department in the upcoming fiscal year will be used to make decisions as they relate to the funding and implementation of highway safety and engineering projects. This data will be used by a wide variety of public agencies and private businesses.

By providing the annual TraCS licensing to the Arizona Department of Transportation, they are able to provide the TraCS integration at no cost to law enforcement agencies throughout Arizona who wish to participate in the program. The integration of an agency using the TraCS system allows for expedited crash data to the Arizona Department of Transportation with maximum accuracy.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Arizona Department of Transportation relies on the use of TraCS software for a expeditious transfer of crash data from a participating agency to the crash records database. The department allows agencies throughout the State of Arizona to integrate their records management system to the TraCS system at no cost to the law enforcement agency. The goal is to have all Arizona law enforcement agencies utilize the electronic submission of crash reports to ADOT. Achieving this goal will accelerate the analysis and short-term decision making process on highway safety measures used to lower traffic fatalities on Arizona roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High quality state traffic records data is critical to effective safety programming, operational management, and strategic planning. Every state, in cooperation with its local, regional and Federal partners, should maintain a traffic records system that supports the data-driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012.)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-DATA	Data Collection and Analysis of Traffic Records	Improves timeliness of a core highway safety database

5.3.1.1 Planned Activity: Data Collection and Analysis of Traffic Records

Planned activity name	Data Collection and Analysis of Traffic Records
Planned activity number	TR-DATA
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activity to include management of projects relating to the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data throughout Arizona by the Arizona Department of Transportation.

Enter intended subrecipients.

State Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$79,000.00		\$19,750.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

According to 2016 FARS data, 311 speeding-related fatalities occurred, a 1.27 percent decrease from 2015. Speeding-related fatalities accounted for approximately 36 percent of all traffic fatalities in 2016. Throughout the year, the public hears about the number of persons arrested for impaired driving and wonders about the dangers on our streets and highways posed by these impaired drivers, but the public does not seem to perceive the danger posed by speeders. Countless tragedies are caused by excessive speed crashes. Arizona's wide thoroughfares are conducive to driving far in excess of the posted speed limit, changing lanes, tailgating, and passing dangerously on the daily commute. Some drivers ignore the most important rules of safe driving, which are common sense and courtesy.

Law enforcement officers are aided by strong statutes governing speeding and reckless driving. Arizona has a "Double Fine" program to reduce persistent speeding and reckless driving violations in construction zones. The program provides for a driver license suspension when eight or more points are accumulated within a 12-month period. The "Double Fine" program also applies to speeding in excess of the posted speed limit in construction zones when workers are present. Enforcement deters speeders, but adjudication by prosecutors and the courts also is essential. Posted speed limits are not a suggestion; they are the law. Reasonable and prudent speeds require drivers to realize the dangers posed to themselves and others while speeding. Arizona also aggressively prosecutes and adjudicates red light violators. In addition to providing overtime for Selective Traffic Enforcement (STEP), GOHS funds laser and radar guns, speed trailers, and enforcement vehicles for law enforcement agencies.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,001.5
2019	C-6) Number of speeding-related fatalities (FARS)	Annual	2019	280.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Public Information supporting enforcement
2019	Other Enforcement methods
2019	High Visibility Enforcement
2019	Crash Investigation

5.4.1 Countermeasure Strategy: Public Information supporting enforcement

Program area Police Traffic Services
Countermeasure strategy Public Information supporting enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Prior project experience has shown that enforcement conducted in concert with well-planned public information and education campaigns is much more effective than stand-alone enforcement. It is generally essential that public information and education be provided specifically for traffic law enforcement programs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As the economy and population of Arizona improves, more large commercial trucks are driving on Arizona roadways. According to the Federal Motor Carrier Safety Administration in 2016, there was 83 fatalities in crashes involving commercial trucks on Arizona roadways. This represents an increase of 10% of total traffic fatalities in Arizona.

By funding an effective communications and education campaign, Arizona drivers may become more aware of how to safely operate a motor vehicle around commercial trucks. This is particularly important against teen drivers who are new drivers to Arizona's busy highways and roads.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Public information and education projects are designed and executed to support specific enforcement activities. Both the enforcement and public information and education portions of a project are planned and coordinated at the same time so they are mutually supportive. By conducting enforcement and public information and education in a coordinated effort, the motoring public is made aware of enforcement activities while understanding the dangers of risky driving behaviors.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RS-AW	Roadway Safety Awareness	Public Information supporting enforcement

5.4.1.1 Planned Activity: Roadway Safety Awareness

Planned activity name	Roadway Safety Awareness
Planned activity number	RS-AW
Primary countermeasure strategy	Public Information supporting enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activity to include awareness regarding the dangers of speeding and reckless driving around commercial vehicles and to promote "Share the Road" programs that include emphasizing the importance of safety seat belt use, no texting, or hand-held cell phone use while vehicles are in motion.

GOHS funds a grant for the Arizona Trucking Education Foundation to continue its mission to advocate for highway safety through its highly acclaimed "Share the Road" and "Teens and Trucks" programs. Specifically, this grant allows ATEF to use its mobile "Share the Road" commercial trailer with the "Stay Out of the No-Zone" graphics to travel around Arizona sharing its safety message.

"Share the Road" program has three objectives:

- Educate all highway users, including passenger car drivers, motorcyclists and commercial vehicle operators, how to share the road safely to reduce truck-involved crashes.
- Expand public awareness of sharing the road safely with trucks hauling over-dimensional loads.

Intensify outreach to several key groups, including novice drivers, senior citizens and others unaware of how their actions around commercial vehicles can create unsafe traffic situations.

Enter intended subrecipients.

Non Profit organization

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information supporting enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	\$24,150.00	\$2,538.03	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Other Enforcement methods

Program area	Police Traffic Services
Countermeasure strategy	Other Enforcement methods

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Speeding violations are arguably the most common reason for traffic stops around the country. In this regard, speeding becomes a "gateway" violation that enables law enforcement officers to detect impaired drivers, occupant protection violations, and a host of other traffic safety and/or criminal issues.

Many traffic enforcement operations help to deter speeding and aggressive driving as well as other traffic offenses. In addition to high visibility enforcement campaigns and automated enforcement, a number of technologies have been recommended to address speeding and aggressive driving (NHTSA, 2001).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Police Traffic Safety/Speed Control program focuses on enforcing and encouraging compliance with seat belt use, speed limit, aggressive/reckless driving and other traffic laws. The grants for selective enforcement and education are highly effective in reducing traffic collisions. Grants may include funding to support the purchase of equipment and supplies to be implemented to resolve the described problem.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 3., Section 2.3 - Other enforcement methods

Laser speed measuring equipment can provide more accurate and reliable evidence of speeding (NHTSA, 2001a) (Countermeasures That Work, 8th Edition, 2015).

Traffic law enforcement personnel need accurate and reliable equipment to monitor traffic speeds and provide evidence that meets the standards of proof needed to uphold a speed limit citation. The use of speed detection equipment provides a means of increasing enforcement effectiveness and permits police administration to make better use of scarce personnel.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-EQ	Selective Traffic Equipment	Other Enforcement methods
PTS-MS	Selective Traffic Materials and Supplies	Other Enforcement methods

5.4.2.1 Planned Activity: Selective Traffic Equipment

Planned activity name Selective Traffic Equipment
 Planned activity number PTS-EQ
 Primary countermeasure strategy Other Enforcement methods

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities include the purchase of equipment that supports and enhances speed enforcement efforts. Examples of funded equipment may include but are not limited to: visible speed display radar trailers, and computers.



Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Other Enforcement methods

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$176,329.00	\$18,531.21	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) SpeedAlert Message Sign w/trailer	1	\$15,469.00	\$15,469.00	\$15,469.00	\$15,469.00
One (1) Radar recorder and software	1	\$7,596.00	\$7,596.00	\$7,596.00	\$7,596.00
One (1) Police Package Motorcycle	1	\$33,781.00	\$33,781.00	\$33,781.00	\$33,781.00
One (1) Speed Radar Trailer	1	\$8,014.00	\$8,014.00	\$8,014.00	\$8,014.00
One (1) Police Package Motorcycle	1	\$24,199.00	\$24,199.00	\$24,199.00	\$24,199.00
One (1) Radar Speed Trailer	1	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00
One (1) Police Package Vehicle	1	\$46,000.00	\$46,000.00	\$46,000.00	\$46,000.00
One (1) Radar Speed Display Trailer	1	\$16,746.00	\$16,746.00	\$16,746.00	\$16,746.00
One (1) Solar Powered Flashing Speed Sign	1	\$9,524.00	\$9,524.00	\$9,524.00	\$9,524.00

5.4.2.2 Planned Activity: Selective Traffic Materials and Supplies

Planned activity name Selective Traffic Materials and Supplies

Planned activity number PTS-MS

Primary countermeasure strategy Other Enforcement methods

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include the purchase of materials and supplies that support and enhance speeding and reckless enforcement efforts. The items purchased may include and are not limited to Lidars, radars, tint meters.



Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Other Enforcement methods

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019 FAST Act NHTSA 402 Police Traffic Services (FAST) \$41,877.00 \$4,401.04 \$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.3 Countermeasure Strategy: High Visibility Enforcement

Program area Police Traffic Services

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic law enforcement plays a critical role in deterring impaired driving, increasing seat belt usage, encouraging compliance with speed laws and reducing unsafe driving actions. Law enforcement agencies have been selective in traffic enforcement efforts by providing maximum enforcement effort at selected times and in selected areas.

Many crashes are caused or aggravated by drivers' noncompliance with traffic laws pertaining to speed and distracted driving. The effectiveness of enforcement can be increased if drivers perceive there is a significant chance they may be cited for the violation. Visible enforcement programs can increase drivers' perceptions of the enforcement-related risks of speeding and distracted driving and can be effective in deterring drivers from speeding and driving distracted.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 3., Section 2.2 - High visibility enforcement

Several studies have reported reductions in crashes or reductions in speeding or other violations attributed to both general and targeted high-visibility enforcement campaigns. Although the evidence is not conclusive, the trends are promising. These efforts have included a substantial increase in general traffic enforcement in Fresno, California (Davis et al., 2006), and a neighborhood high-visibility speed enforcement campaign in Phoenix and Peoria, Arizona (Blomberg & Cleven, 2006).

Results from the NHTSA high visibility enforcement program suggest hand-held cell phone use among drivers dropped 57 percent in Hartford and 32 percent in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS-EN	Selective Traffic Enforcement and Overtime	High Visibility Enforcement

5.4.3.1 Planned Activity: Selective Traffic Enforcement and Overtime

Planned activity name	Selective Traffic Enforcement and Overtime
Planned activity number	PTS-EN
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned enforcement activities to include - year-long sustained enforcement patrols to assist in detecting, deterring, and apprehending speeding, reckless, and aggressive drivers.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,169,764.00	\$122,935.75	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.4 Countermeasure Strategy: Crash Investigation

Program area Police Traffic Services

Countermeasure strategy Crash Investigation

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Due to changing technologies in both vehicles and crash investigation equipment, up-to-date training is necessary to properly investigate a fatal accident. In addition to advanced equipment, providing overtime to partnering agencies to help smaller police agencies efficiently investigate a crash scene and provide high-level expertise to secure a successful prosecution if necessary.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As the Arizona population continues to increase and the accompanying increase of vehicles on the road, the potential for fatal crashes also increases. By providing advanced crash investigation training, law enforcement agencies, court prosecutors will have a more successful case to build for the prosecution of vehicular crimes.

The Vehicular Crime Units (VCU) detectives of the Maricopa County Sheriff's Office often provide assistance to smaller law enforcement agencies to handle fatal crash investigations. This assistance allows the smaller law enforcement agency to expedite a fatal crash investigation and clear a crash scene sooner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Crash Investigation area grants provide funding to improve the overall ability of the Vehicular Crime Units (VCU) detectives to investigate fatality and serious injury collisions. Funding supports the purchase of equipment and materials and supplies to provide the agencies with the most technically advanced crash measuring and documentation systems to reconstruct collisions for causation for subsequent criminal prosecution. Additionally, funding provides both in-state and out-of-state training for VCU personnel to receive the most current training and trends in the field of collision reconstruction along with overtime funding to agencies in assisting other political subdivisions in crash investigations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AI-TR	Crash Investigation Training and supplies	Crash Investigation
AI-OT	Crash Investigation Overtime	Crash Investigation

5.4.4.1 Planned Activity: Crash Investigation Training and supplies

Planned activity name	Crash Investigation Training and supplies
Planned activity number	AI-TR
Primary countermeasure strategy	Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include training for crash investigations to support the ongoing efforts to stay current on investigation techniques.

Planned activities to include the purchase of materials and supplies for crash investigations to assist in accurate and timely reconstruction of traffic accident investigations. The items purchased may include and are not limited to software upgrades, reflective traffic cones, CDR cables, etc.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Accident Investigation (FAST)	\$37,778.00	\$3,970.26	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.4.2 Planned Activity: Crash Investigation Overtime

Planned activity name Crash Investigation Overtime

Planned activity number AI-OT

Primary countermeasure strategy Crash Investigation

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include overtime funding for crash investigations of serious bodily injury and fatal crashes.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Crash Investigation

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Accident Investigation (FAST)	\$26,113.00	\$2,744.33	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Drivers impaired by alcohol and both legal and illegal drugs continue to be a challenge in Arizona. Reducing the number of alcohol-related fatalities and injuries occurring on the highways remains a top safety focus area. Data shows from the NHTSA Fatality Analysis and Reporting System (FARS) 232 fatalities in 2016 involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 13.8 percent decrease from 2015. Research shows sustained, long-term, highly-visibility enforcement coupled with effective education programs reduces impaired driving crashes and fatalities.

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

GOHS allocates funding to law enforcement and non-law enforcement agencies, the state highway patrol, and other state agencies to participate in overtime enforcement details and purchase equipment to enhance impaired driving enforcement.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,001.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	4,166.9
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2019	226.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Youth and Awareness Programs
2019	High Visibility Enforcement/Saturation Patrols/Checkpoints
2019	Enforcement of Drug-Impaired Driving
2019	DWI Courts
2019	Court Monitoring

5.5.1 Countermeasure Strategy: Youth and Awareness Programs

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Youth and Awareness Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Law enforcement agencies and fire departments conduct "mock crashes" to educate high school students about the risks associated with underage alcohol consumption; Non-profit organizations implement programs to educate high school students on the dangers of impaired driving.

Starting as a pilot program in 2009, the "Know Your Limit" program has turned in to a highly successful campaign aimed at the education and deterrence of impaired driving. By making contact with citizens at night in front of crowded bar districts and areas, agencies encourage citizens take a voluntary breath test to show them how easy it is to reach the legal BAC limit in Arizona. Citizens are then educated on DUI laws and the smart decision to either take alternative transportation home or designate a sober driver for the night.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

General awareness programs are important to reminders to students about the risks of driving after drinking with messages that requires constant reinforcement. However, these general awareness programs are best combined with other programs that focus on individual behavior change and enhanced enforcement.

The Know Your Limit program quickly went from an occasional event to a weekly campaign for law enforcement agencies partnering with GOHS to provide this innovative program. In recent years, agencies have conducted Know Your Limit details during high profile events such as the Super Bowl, the NCAA College Football Championship, and the Waste Management Phoenix Open.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 1. Section 6.5 - Youth Programs

States and communities have conducted extensive youth drinking-and-driving-prevention programs over the past 25 years. These programs seek to motivate youth not to drink, not to drink and drive, and not to ride with a driver who has been drinking.

GOHS currently partners with over 30 agencies in providing the Know Your Limit program. Each year, new agencies are provided funding to conduct campaigns in their city or county.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-AW	DUI/Impaired Driving Awareness	

5.5.1.1 Planned Activity: DUI/Impaired Driving Awareness

Planned activity name	DUI/Impaired Driving Awareness
Planned activity number	AL-AW
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned awareness activities to include - mock crashes, Know Your Limit program and community awareness regarding the dangers of impaired driving.

Enter intended subrecipients.

Law Enforcement Agencies, Non-Profit Organizations, Fire Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth and Awareness Programs
2019	Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$197,177.00	\$20,722.20	\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$50,500.00	\$12,625.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2 Countermeasure Strategy: High Visibility Enforcement/Saturation Patrols/Checkpoints

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy High Visibility Enforcement/Saturation Patrols/Checkpoints

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

GOHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers. Arizona's impaired driving program utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol- and drug-impaired collisions.

GOHS will continue to fund these proven effective strategies to reduce the number of alcohol and drug driving-related fatalities by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, and regularly informing the public about the dangers associated impaired driving and the threat of legal consequences and associated economic costs (fines, court costs, insurance, jobloss, etc.)

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW - Chapter 1. Section 2.1 - Publicized sobriety checkpoints, 2.2 - High visibility saturation patrols

Enforcement/Saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity. They should be highly visible and publicized extensively to be effective in deterring impaired driving. Communication and enforcement plans should be coordinated. Messages should clearly support enforcement. Some jurisdictions combine checkpoints with other activities, such as saturation patrols to enhance the visibility of law enforcement operations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

AL-EN	DUI/Impaired Driving Enforcement and Overtime	High Visibility Enforcement/Saturation Patrols/Checkpoints
AL-EQ	DUI/Impaired Driving Equipment	High Visibility Enforcement/Saturation Patrols/Checkpoints
AL-MS	DUI/Impaired Driving Materials and Supplies	High Visibility Enforcement/Saturation Patrols/Checkpoints

5.5.2.1 Planned Activity: DUI/Impaired Driving Enforcement and Overtime

Planned activity name DUI/Impaired Driving Enforcement and Overtime
Planned activity number AL-EN
Primary countermeasure strategy High Visibility Enforcement/Saturation Patrols/Checkpoints

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

Planned enforcement activities to include - year-long sustained enforcement efforts and periodic enhanced enforcement campaigns, such as the Holiday DUI Task Force enforcement efforts to detect impaired drivers.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$922,514.00	\$96,951.13	\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$1,134,969.00	\$283,742.25	
2019	FAST Act 405d Impaired Driving Int	405d Int Alcohol (FAST)	\$235,000.00	\$58,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2.2 Planned Activity: DUI/Impaired Driving Equipment

Planned activity name DUI/Impaired Driving Equipment

Planned activity number AL-EQ

Primary countermeasure strategy High Visibility Enforcement/Saturation Patrols/Checkpoints

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities may include the purchase of equipment that supports and enhance impaired driving enforcement efforts. The items purchased may include DUI vans, DUI Vehicles, Intoxilyzers, Crime lab instruments.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$10,422.00	\$1,095.29	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Intoxilyzer	1	\$10,422.00	\$10,422.00	\$10,422.00	\$10,422.00

5.5.2.3 Planned Activity: DUI/Impaired Driving Materials and Supplies

Planned activity name DUI/Impaired Driving Materials and Supplies
Planned activity number AL-MS
Primary countermeasure strategy High Visibility Enforcement/Saturation Patrols/Checkpoints

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include the purchase of materials and supplies that support and enhance impaired driving enforcement efforts. The items purchased may include and are not limited to portable breath testing devices (PBTs), phlebotomy supplies, PBT and Intoxilyzer mouthpieces, drug testing kits, urine and blood kits, tint meters, gas cylinders used to calibrate PBTs and Livescan instruments.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Alcohol (FAST)	\$63,909.00	\$6,716.48	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3 Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Enforcement of Drug-Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In 2017, Arizona law enforcement agencies made approximately 1.3 million traffic stops and over 27,000 DUI arrests. Though Arizona has some of the toughest impaired driving laws in the country, there is an alarming increase in arrests stemming from drug impaired driving. Prescription drug abuse is an epidemic and "medical marijuana" is legal. As drugged driving has become more prevalent, arrests have increased dramatically, from about 700 in 2008 to over 7,000 in 2017, a 900% increase in 9 years. This increase is more likely due to the focus on drugged driving recognition training (DRE) for law enforcement. The State has a cadre of superbly trained officers in alcohol- and drug-impaired driver detection, but the challenges continue. Most law enforcement training in drugged driving recognition is through the Advanced Roadside Impaired Driving Enforcement (ARIDE) course. This course is targeted at NHTSA Standardized Field Sobriety Test (SFST) certified officers. It is HIGHLY recommended that every law enforcement agency send as many officers as possible to the 16-hour course.



GOVERNOR'S OFFICE OF HIGHWAY SAFETY 2017 IMPAIRED DRIVING TRAINING

CLASS MONTH	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Impairment Training for Educational Professionals (DITEP)	Drug Recognition Expert (DRE)			Phlebotomy			Standardized Field Sobriety Test Horizontal Gaze Nystagmus (SFST/HGN)			2017 Monthly Totals
			Training	Refresher	Instructor	Training	Refresher	Instructor	Training	Refresher	Instructor	
JANUARY	4	13	0	0	0	0	0	0	64	0	8	89
FEBRUARY	42	9	0	0	0	7	0	0	28	10	0	96
MARCH	10	0	0	0	7	12	11	0	30	24	6	100
APRIL	17	22	0	0	0	10	36	0	55	0	5	145
MAY	16	0	0	12	5	0	20	0	30	0	0	83
JUNE	15	17	9	1	0	0	0	0	33	0	1	76
JULY	18	0	0	0	9	0	0	0	63	34	0	124
AUGUST	46	7	22	0	0	11	0	0	41	2	8	137
SEPTEMBER	0	6	19	0	9	10	30	0	17	0	0	91
OCTOBER	9	16	9	28	0	0	40	0	8	0	0	110
NOVEMBER	12	57	0	11	0	11	63	0	109	0	0	263
DECEMBER	0	0	0	0	0	6	23	0	0	0	0	29
2017 Class Totals:	189	147	59	52	30	67	223	0	478	70	28	1343

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

GOHS has provided funding in support of law enforcement training programs, conference speakers with special training knowledge, and conference registrations to provide necessary updates for Arizona's DREs, as well as funding training for law enforcement phlebotomists.

Arizona takes drugged driving impairment seriously and to date all Department of Public Safety officers are mandated to attend ARIDE training. GOHS also conducts training for prosecutors and judges on DUI law issues through the Arizona Prosecuting Attorneys Advisory Council and the Arizona Supreme Court.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW - Chapter 1. Section 7.1 - Enforcement of drug-Impaired Driving

Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85% or more of the cases. Drug-impaired driving enforcement can be integrated into other enforcement activities within three months; however, time will be needed to train DREs in detecting drug impairment. DRE training consists of nine (9) days of classroom instruction, and DRE candidates are also required to perform a number of supervised field evaluations in order to become certified.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-TR	DUI/Impaired Training	Enforcement of Drug-Impaired Driving

5.5.3.1 Planned Activity: DUI/Impaired Training

Planned activity name	DUI/Impaired Training
Planned activity number	AL-TR
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned training activities to include Standardized Field Sobriety Test (SFST), Drug Recognition Expert (DRE), Horizontal Gaze Nystagmus (HGN), law enforcement phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE), DRE Certification Nights, Drug Impairment Training for Educational Professionals (DITEP), Judges Conference, Law Enforcement and Prosecutors Conference.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies, GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$75,117.00	\$7,894.38	\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$245,000.00	\$61,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.4 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Arizona GOHS TSRP program supports the innovative work conducted in Arizona in DUI and impaired driving enforcement in numerous ways. The TSRP provides training to prosecutors, law enforcement officers, crime lab personnel, judges, interns, and community members. The TSRP coordinates speakers for additional programs that occur as needed.

Arizona's TSRP program has focused on four primary objectives:

1. Provide training to prosecutors, law enforcement and other traffic safety professionals;
2. Be a resource for prosecutors and the traffic safety community statewide;
3. Improve communication; and
4. Be a liaison.

The TSRP assists prosecutors statewide in the adjudication of impaired driving cases. The TSRP focuses on two goals: 1) increase the visibility of traffic safety cases with prosecutors and prosecutors' visibility within the traffic safety community and 2) increase the confidence of prosecutors in the courtroom.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

GOHS will continue to fund the TSRP program as the education provided is essential for law enforcement and prosecutors who must provide testimony in DUI court cases.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW - Chapter 1. Section 3.1 - DWI courts

Traffic Safety Resource Prosecutors (TSRPs) are current (or former) prosecutors who specialize in the prosecution of traffic crimes, and DWI cases in particular. They provide training, education, and technical support to other prosecutors and law enforcement agencies within their State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-TSRP	Traffic Safety Resource Prosecutor	DWI Courts

5.5.4.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	AL-TSRP
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activity for Arizona's Traffic Safety Resource Prosecutor (TSRP) to assist prosecutors statewide in the adjudication of impaired driving cases.

Enter intended subrecipients.

Traffic Safety Resource Prosecutor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$77,450.00	\$19,362.50	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.5 Countermeasure Strategy: Court Monitoring

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In court monitoring programs, citizens observe, track, and report on DWI court or administrative hearing activities. Court monitoring provides data on how many cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. Court monitoring programs usually are operated and funded by citizen organizations such as MADD.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Court monitoring programs inform GOHS, nonprofits, the TSRP, and others about prosecution and adjudication practices. The main requirement for a court monitoring program is a reliable supply of monitors. Monitors typically are unpaid volunteers from MADD, Remove Intoxicated Drivers (RID), or a similar organization.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 1 Section 3.3 - Court Monitoring

Shinar (1992) found that court-monitored cases in Maine produced higher conviction rates and stiffer sentences than unmonitored cases. Probst et al. (1987) found that judges, prosecutors, and other officials in 51 communities believed that court monitoring programs helped increase DWI arrests, decrease plea agreements, and increase guilty pleas.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-AW	DUI/Impaired Driving Awareness	

5.5.5.1 Planned Activity: DUI/Impaired Driving Awareness

Planned activity name	DUI/Impaired Driving Awareness
Planned activity number	AL-AW
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned awareness activities to include - mock crashes, Know Your Limit program and community awareness regarding the dangers of impaired driving.

Enter intended subrecipients.

Law Enforcement Agencies, Non-Profit Organizations, Fire Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	Youth and Awareness Programs
2019	Court Monitoring

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$197,177.00	\$20,722.20	\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$50,500.00	\$12,625.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Arizona has experienced a dramatic increase in pedestrian fatalities over the past 10 years. State crash data shows an 87% increase in pedestrian fatalities from 2008-2017. According to Arizona Crash Facts, 228 pedestrians were killed in collisions on Arizona roadways in 2017. In that same year, 32 bicyclists died because of injuries sustained in motor vehicle collisions. These numbers are 18% and 3% increases, respectively, when compared to 2016 numbers.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	Annual	2019	273.0
2019	C-11) Number of bicyclists fatalities (FARS)	Annual	2019	36.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian/Bicycle safety education and awareness
2019	Enforcement Campaigns

5.6.1 Countermeasure Strategy: Pedestrian/Bicycle safety education and awareness

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Pedestrian/Bicycle safety education and awareness

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

GOHS grantees conduct traffic safety programs including bicycle rodeos for elementary, middle and high schools, and community groups in an effort to increase awareness among various age groups. To boost compliance with the law and decrease injuries, safety bicycle helmets are properly fitted and distributed to children in need. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, biking and walking behaviors. A bicycle and pedestrian community program should be designed to increase safety awareness and skills among pedestrians and bicyclists and should also address driver behaviors.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures to improve pedestrian and bicycle safety are listed below and are combined in the countermeasure strategy for this program area:

CTW Chapter 8 Pedestrians -

- Section 2.1 - Elementary-age child pedestrian training
- Section 2.2 - Safe routes to School (SRTS)
- Section 2.3 - Child School bus training

CTW Chapter 9 Bicycles -

- Section 1.3 - Bicycle safety education for children
- Section 1.4 - Cycling skills clinics, bike fairs, bike rodeos
- Section 3.2 - Promote bicycle helmet use with education
- Section 4.2 - Share the Road awareness programs

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-AW	Pedestrian and Bicycle Safety Awareness	Pedestrian/Bicycle safety education and awareness

5.6.1.1 Planned Activity: Pedestrian and Bicycle Safety Awareness

Planned activity name	Pedestrian and Bicycle Safety Awareness
Planned activity number	PS-AW
Primary countermeasure strategy	Pedestrian/Bicycle safety education and awareness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include community awareness through education, print, and electronic media on pedestrian and bicycle traffic safety laws at various events. These events may include and are not limited to bike rodeos.

Enter intended subrecipients.

Law Enforcement Agencies, Non-Profit Organizations, Fire Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrian/Bicycle safety education and awareness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$5,000.00	\$525.47	\$0.00
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$101,509.00	\$25,377.25	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Enforcement Campaigns

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Enforcement Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A good program is unified and comprehensive and takes into consideration trends and developments as well as driver, pedestrian, and bicyclist behaviors. Pedestrians and/or motorists may be misinformed regarding traffic laws, which may lead to risky or reckless behavior. Pedestrian and driver education can provide information to roadway users and help motivate a change in specific behaviors to reduce the risk of pedestrian injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Overtime funding may be used to conduct targeted pedestrian/bicyclist education and awareness (i.e., bike rodeos) and enforcement campaigns. Officers will stop motorists, pedestrians, or bicyclists who violate any state traffic laws or any applicable city codes. Campaigns will be a combination of educational and enforcement efforts where violators of traffic law may receive a citation. Good enforcement requires enforcing traditional traffic laws as well as ensuring equal protection for drivers as well as pedestrians and bicyclists. These include increased police presence around school zones, residential neighborhoods, and other areas with high pedestrian activity and high profile, mass media campaigns to

help set the public agenda. Enforcement can increase driver awareness of the need to share the roadway and reduce pedestrian-related traffic crashes. A campaign's mission is to increase pedestrian and bicycle safety, and in turn, reduce collisions involving these groups with motor vehicles.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Countermeasures to improve pedestrian and bicycle safety are listed below and are combined in the countermeasure strategy for this program area:

CTW Chapter 8 Pedestrians -

- Section 4.1 - Pedestrian safety zones
- Section 4.2 - Reduce and enforce speed limits
- Section 4.4 - Targeted enforcement

CTW Chapter 9 Bicycles -

- Section 3.3 - Enforcement strategies

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS-EN	Pedestrian and Bicycle Safety Overtime	Enforcement Campaigns
SB-EN	School Bus Safety Overtime	Enforcement Campaigns

5.6.2.1 Planned Activity: Pedestrian and Bicycle Safety Overtime

Planned activity name Pedestrian and Bicycle Safety Overtime

Planned activity number PS-EN

Primary countermeasure strategy Enforcement Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned enforcement activities to include enforcement efforts representing cites with identified problems, such as speeding through school zones and crashes involving motor vehicles and pedestrians and bicycles. Enforcement details are conducted within communities to aggressively enforce school zone and pedestrian traffic laws.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$186,839.00		\$46,709.75

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.2 Planned Activity: School Bus Safety Overtime

Planned activity name School Bus Safety Overtime

Planned activity number SB-EN

Primary countermeasure strategy Enforcement Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned enforcement activities to include enforcement efforts designed to target school zones as well as violators who pass school buses while loading and unloading children.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Pupil Transportation Safety (FAST)	\$67,500.00	\$7,093.88	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

According to 2016 FARS data, unrestrained passenger vehicle occupant fatalities decreased 5.9 percent from 256 in 2015 to 241 in 2016. GOHS accomplishes its goal of improving safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of "Buckle Up, Arizona...It's the Law!"

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	205.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	89.9
2019	S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)	Annual	2019	116.0
2019	S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)	Annual	2019	27.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
2019	Observational Survey
2019	Inspection Stations and Education

5.7.1 Countermeasure Strategy: Sustained Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Occupant Protection grants provide highly effective programs which reduce traffic fatalities and injuries by increasing the usage of seat belts. These grants provide traffic safety education, and overtime funds to conduct seat belt enforcement. A strong commitment requires help from the entire community including public agencies and the private sector to increase seat belt compliance.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Besides the CIOT campaign, GOHS supports and funds high-visibility enforcement throughout the Federal fiscal year. In addition to occupant protection enforcement programs, as a secondary offense seat belt law state, agencies receiving high-visibility enforcement funds are encouraged to educate and enforce seat belt laws when making a traffic stop.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 2. Section 2.3 - Sustained enforcement

Nichols and Ledingham (2008) conducted a review of the impact of enforcement, as well as legislation and sanctions, on seat belt use over the past two decades and concluded that sustained enforcement is as effective as "blitz" enforcement (short-term, high-visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	

5.7.1.1 Planned Activity: Occupant Protection Enforcement and Overtime

Planned activity name	Occupant Protection Enforcement and Overtime
Planned activity number	OP-EN
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned enforcement activities to include - year-long sustained enforcement efforts for law enforcement agencies to enforce safety belt and child safety seat laws. Planned activities may include but not limited to high visibility enforcement and periodic enhanced enforcement campaigns such as Buckle Up Arizona. It's the Law/Click it or Ticket.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$7,499.00	\$788.10	\$0.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$359,284.00	\$89,821.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.2 Planned Activity: Occupant Protection High Risk Population

Planned activity name Occupant Protection High Risk Population

Planned activity number OP-HR

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

Planned activities to provide 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.

Enter intended subrecipients.

Law Enforcement Agencies, Fire Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$23,300.00	\$2,448.70	\$0.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$87,800.00	\$21,950.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Arizona enforcement community actively participates in the Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) and Child Passenger Safety campaigns and related events. GOHS will determine these agencies in early January 2019. In 2019, agencies will receive funding for occupant protection enforcement. GOHS includes child restraint and booster seat use and enforcement as a part of the Click It or Ticket campaign.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Occupant Protection grants provide highly effective programs which reduce traffic fatalities and injuries by increasing the usage of child safety/booster seats. These grants provide traffic safety education, low-cost child safety seats, bilingual educational programs and materials, and overtime funds to conduct child safety seat checks and enforcement.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Chapter 2., Section 2.1 - Short term, high visibility seat belt law enforcement, 5.1 - Short high-visibility CR law enforcement

Most states currently conduct short-term, high visibility seat belt law enforcement programs in May of each year as part of national seat belt mobilizations (Solomon et al., 2004; Solomon, Chaffe, et al., 2007). NHTSA suggests that in order to maximize child restraint enforcement efforts, certain activities should be part of the overall program. Decina et al. (2010) found that the most effective approaches for enforcing booster seat laws depend on top management support to enforce these laws, having resources to support dedicated booster seat law enforcement programs, and enforcement methods that are dedicated to booster seat and other child restraint laws. In their systematic review of evidence of effectiveness for child restraint interventions, Zaza et al. (2001) determined that community-wide information plus enhanced enforcement campaigns were effective in increasing child restraint use.

Between 2002 and 2005, NHTSA evaluated the effects of Click It or Ticket campaigns on belt use in the United States. In 2002, belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by 0.5 percentage points across 4 States that used no paid advertising (Solomon, Ulmer & Preusser, 2002). Hedlund et al. (2008) compared 16 States with high seat belt rates and 15 States with low seat belt rates. The single most important difference between the two groups was the level of enforcement, rather than demographic characteristics or the amount spent on media. High-belt use states issued twice as many citations per capita during their Click It or Ticket campaigns as low-belt-use states.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	

5.7.2.1 Planned Activity: Occupant Protection Enforcement and Overtime

Planned activity name Occupant Protection Enforcement and Overtime

Planned activity number OP-EN

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned enforcement activities to include - year-long sustained enforcement efforts for law enforcement agencies to enforce safety belt and child safety seat laws. Planned activities may include but not limited to high visibility enforcement and periodic enhanced enforcement campaigns such as Buckle Up Arizona. It's the Law/Click it or Ticket.

Enter intended subrecipients.

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$7,499.00	\$788.10	\$0.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$359,284.00	\$89,821.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2.2 Planned Activity: Occupant Protection High Risk Population

Planned activity name	Occupant Protection High Risk Population
Planned activity number	OP-HR
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to provide 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.

Enter intended subrecipients.

Law Enforcement Agencies, Fire Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Sustained Enforcement
2019	Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$23,300.00	\$2,448.70	\$0.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$87,800.00	\$21,950.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3 Countermeasure Strategy: Observational Survey

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Observational Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

In addition to determining how a State will qualify for Section 405 grant funds, the observational survey provides information on seat belt compliance within the State and reveals locations in the State where countermeasures may be required to increase usage rates.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Observation Survey of Seat Belt Use increases and reaffirms knowledge about Arizonans who are and are not using seat belts. Consistent with previous state surveys, the 2017 survey has identified the groups and geographic areas that warrant special attention because of their lower rates of seat belt use. Due to the absence of a primary seat belt law in Arizona, to increase overall seat belt use, significantly greater compliance with the present secondary seat belt law must occur among those populations that consistently have relatively low rates of seat belt use. Hence, media and enforcement initiatives; which promote greater seat belt use, must be strengthened; become ongoing, rather than periodic. One approach to increasing seat belt use is cited by Williams and Wells (2004: 179). They maintain that what is necessary in the United States to achieve seat belt use rates of 90% or greater is widespread, methodical, and sustained application of enforcement programs, augmented by the use of creative publicity campaigns. In absence of a primary seat belt law, Arizona can only strive to achieve a seat belt use rate of 90% or greater through widespread, methodical, and sustained enforcement programs and creative media campaigns directed disproportionately at those groups who are least compliant with Arizona's existing seat belt law.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Under the Occupant Protection Grant program (Section 405), an eligible State can qualify for grant funds as either a high seat belt use rate State or a lower seat belt use rate State. A high seat belt use rate State is a State that has an observed seat belt use rate of 90 percent or higher; a lower seat belt use rate State is a State that has an observed seat belt use rate lower than 90 percent. (U.S. DOT/NHTSA – Uniform Procedures for State Highway Safety Grant Program).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-SB	Occupant Protection Seat belt Survey	Observational Survey

5.7.3.1 Planned Activity: Occupant Protection Seat belt Survey

Planned activity name	Occupant Protection Seat belt Survey
Planned activity number	OP-SB
Primary countermeasure strategy	Observational Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activity to include GOHS to contract to provide an annual safety belt and child safety seat survey.

Enter intended subrecipients.

GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Observational Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405b OP Low	405b OP Low (FAST)	\$58,800.00		\$14,700.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.4 Countermeasure Strategy: Inspection Stations and Education

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Inspection Stations and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Occupant Protection grants provide highly effective programs which reduce traffic fatalities and injuries by increasing the usage of seat belts and child safety/booster seats. These grants provide traffic safety education, low-cost child safety seats, bilingual educational programs and materials, and overtime funds to conduct child safety seat checks and enforcement. A strong commitment requires help from the entire community including public agencies and the private sector, to increase seat belt and child safety seat compliance and correct usage.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

GOHS fully supports and encourages law enforcement and fire departments to have staff who are CPS Technician certified. GOHS annually partners with the Department of Health Services and Safe Kids of Maricopa in the coordination of the CPS activities involving CPS instructors, technicians, inspection stations, and car seat distribution. The state maintains a sufficient pool of certified CPS technicians. Administrators of CPS inspection stations, local Safe Kids coordinators, and certified CPS instructors are called upon to continually recruit new CPS technician candidates.

Child Safety Seat Check Locations											
Location	City	County	Urban	Rural	At-Risk	Location	City	County	Urban	Rural	At-Risk
Chinle Comprehensive Health Care	Chinle	Apache		X	X	Navajo County Public Health	Holbrook	Navajo		X	
Indian Health Services	Tsaile	Apache		X	X	Timber Mesa Fire and Medical	Lakeside	Navajo		X	
Tsaile Health Center	Tsaile	Apache		X	X	Pinetop Fire Department	Pinetop	Navajo		X	
Sierra Vista Fire Department	Sierra Vista	Cochise	X			Pinon Health Center - Health	Pinon	Navajo		X	
Coconino County Health Department	Flagstaff	Coconino	X			Hopi Resource Enforcement Services CR2	Second Mesa	Navajo		X	
John C Page Memorial Park	Page	Coconino	X			Navajo County Public Health	Show Low	Navajo	X		
Tuba City Regional Health Care Corp	Tuba City	Coconino	X			Winslow Indian Health Care Center	Winslow	Navajo	X		
Williams Police Department	Williams	Coconino		X	X	Green Valley Fire District	Green Valley	Pima	X		X
Gila County Health Department	Globe	Gila	X			Marana Police Department	Marana	Pima	X		X
La Paz County Public Health	Parker	La Paz		X	X	Child Protective Services	Tucson	Pima	X	X	X
Apache Junction Super Station Fire	Apache Junction	Maricopa	X		X	Drexel Heights Fire District	Tucson	Pima	X		X
Avondale Fire Department	Avondale	Maricopa	X		X	Golder Ranch Fire District	Tucson	Pima	X		X
Chandler Fire Department	Chandler	Maricopa	X		X	Northwest Fire Rescue District	Tucson	Pima	X		X
Fort McDowell Tribal Police	Fort McDowell	Maricopa		X	X	Pascua Yaqui Health Dept-Injury	Tucson	Pima	X		X
Gilbert Fire Department	Gilbert	Maricopa	X		X	Pima Community College	Tucson	Pima	X		X
Luke Air Force Base	Glendale	Maricopa	X		X	Pima County Health Department	Tucson	Pima	X		X
Goodyear Fire Department	Goodyear	Maricopa	X		X	Tucson Medical Center Family Support	Tucson	Pima	X		X
Maricopa Medical Center Car Seat	Maricopa	Maricopa	X		X	Tucson Police Department - West	Tucson	Pima	X		X
Banner Children's Center	Mesa	Maricopa	X		X	Tucson Police Department Child Assistance	Tucson	Pima	X		X
Maricopa County Department of Public Health	Mesa	Maricopa	X		X	Rincon Valley Fire District - Station 1	Vail	Pima	X	X	X
Mesa Fire Department	Mesa	Maricopa	X		X	Rincon Valley Fire District - Station 2	Vail	Pima	X		X
Peoria Fire Department	Peoria	Maricopa	X		X	Arizona DPS-Casa Grande	Casa Grande	Pinal	X		
Peoria Police Department	Peoria	Maricopa	X		X	Casa Grande Police Dept.	Casa Grande	Pinal	X		
City of Phoenix Fire Department	Phoenix	Maricopa	X		X	Camp Verde Fire District	Camp Verde	Yavapai	X		
Hi-Tech Car Care	Phoenix	Maricopa	X		X	Verde Valley Fire District - Station 32	Cornville	Yavapai		X	
Maricopa County Department of Public Health	Phoenix	Maricopa	X		X	Cottonwood Fire Department	Cottonwood	Yavapai	X		
Phoenix Police Department-Child Safety	Phoenix	Maricopa	X		X	Verde Valley Fire District - Station 31	Cottonwood	Yavapai	X		
Salt River Police Department	Scottsdale	Maricopa	X		X	Sedona Fire District	Sedona	Yavapai	X		
Scottsdale Fire Department	Scottsdale	Maricopa	X		X	Yuma County Health Department	Yuma	Yuma	X		
Sun City Fire Department	Sun City	Maricopa	X		X	Yuma Police Department	Yuma	Yuma	X		
Surprise Fire Medical Department	Surprise	Maricopa	X		X						
Surprise Police Department - Citizens Patrol	Surprise	Maricopa	X		X						
Association for Supportive Child	Tempe	Maricopa	X		X						
Southwest Car Care Collision	Tempe	Maricopa	X		X						
Tempe Fire Department	Tempe	Maricopa	X		X						
Wittmann Fire District	Wittmann	Maricopa	X		X						
						Totals					
						Safety Seat Check Locations:					
						Urban Locations Served					
						Rural Locations Served					
						At-Risk					
						67					
						54					
						12					
						*57					

* The majority of car seat inspection stations and car seat events throughout the year are located in Maricopa and Pima county. The populations served in these counties include a wide range of race demographics and socioeconomic standings. These populations include the majority of the state's at-risk population of low-income and hispanic families. Having bilingual CPS techs in these counties is crucial in outreach of education on proper child safety seat use.

Arizona - CPS Technicians / Instructors						
County	Population Ages 0-9 (2010 Census)	% of State Population	CPS Techs	CPS Instructors	Tech Proxy	Spanish Speaking
State Population	909,395	100.00%	962	65	1	157
Apache	11,982	1.32%	66	4		1
Cochise	16,687	1.83%	23	3		2
Coconino	17,708	1.95%	49	2		3
Gila	6,179	0.68%	28			2
Graham	6,096	0.67%	4			
Greenlee	1,289	0.14%	0			
La Paz	2,033	0.22%	13			1
Maricopa	565,479	62.18%	427	42		86
Mohave	22,256	2.45%	22			2
Navajo	17,296	1.90%	59	4		
Pima	124,294	13.67%	135	4	1	18
Pinal	59,203	6.51%	47	2		3
Santa Cruz	7,596	0.84%	31	1		19
Yavapai	21,383	2.35%	24	2		7
Yuma	29,914	3.29%	31	1		13

- 1) Arizona has 962 CSTs from rescue/EMS, law enforcement, public health, hospital medical and others from highway safety, non-profit organizations, schools/universities, businesses, and other designations.
- 2) Arizona has 157 bilingual CPSTs to assist families in 12 of the 15 counties.
- 3) Arizona's largest minority population is Hispanic (30.5 percent). (2015 Census Report Quick Facts)

Safety Technician Training Courses					
Status	Course ID	Location	Start Date	# of Seats	Course Type
Scheduled	TBD	Flagstaff, AZ	August 2019	15	Certification
Scheduled	TBD	Goodyear, AZ	Spring 2019	15	Certification
Scheduled	TBD	Goodyear, AZ	Fall 2019	15	Certification
Scheduled	TBD	Phoenix, AZ	May 2019	15	Certification
Scheduled	TBD	Phoenix, AZ	September 2019	15	Certification
Scheduled	TBD	Phoenix, AZ	March 2019	20	Certification
Scheduled	TBD	Phoenix, AZ	November 2019	20	Certification
Scheduled	TBD	Phoenix, AZ	April 2019	15	Certification
Scheduled	TBD	Phoenix, AZ	November 2019	15	Certification
Scheduled	TBD	Phoenix, AZ	October 2019	15	Special Needs
Scheduled	TBD	Phoenix, AZ	September 2019	15	Certification
Scheduled	TBD	Phoenix, AZ	February 2019	15	Certification
Scheduled	TBD	Scottsdale, AZ	October 2019	20	Certification
Scheduled	TBD	Surprise, AZ	February 2019	15	Certification
Scheduled	TBD	Surprise, AZ	April 2019	15	Certification
Scheduled	TBD	Surprise, AZ	October 2019	15	Certification
Scheduled	TBD	Surprise, AZ	November 2019	15	Certification
Scheduled	TBD	Tucson, AZ	Jan or Feb 2019	15	Certification
Scheduled	TBD	Tucson, AZ	Jan & Sept 2019	15	Certification
Scheduled	TBD	Yuma or Parker, AZ	March or April 2019	15	Certification

*Please note 2019 Renewal Testing dates are to be determined at a later time.

Children Are Precious Passengers (CAPP) Classes				
Location	AZ City	# of Classes	# of Students	Language
Coconino County Health Department	Flagstaff	12	1 - 12	English
Coconino County Health Department	Page	6	1 - 12	English
Tuba City Regional Health Care Corp	Tuba City	6	1 - 12	English & Navajo
Phoenix Children's Hospital	Phoenix	21	1 - 12	English & Spanish
St. Joseph's Hospital & Medical Center	Phoenix	24	1 - 12	English & Spanish
Tempe Police Department	Tempe	18	1 - 12	English & Spanish
Banner Del E Webb Medical Center	Sun City West	12	1 - 12	English
Banner Desert Medical Center	Mesa	14	1 - 12	English & Spanish
Tucson Medical Center	Tucson	24	1 - 12	English & Spanish
Casa Grande Police Department	Casa Grande	24	1 - 12	English & Spanish

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Charter 2., Section 7.2 - Inspection stations

One study evaluated Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations (to provide as much local exposure as possible). The objective of the study was to measure parent confidence levels, skill development and safe behavior over a 6-week interval using checklists and a matching behavioral survey. Results showed that within the 6-week time period, the child passenger safety checkup events successfully and positively changed parents' behavior and increased their knowledge: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

Another study evaluated whether a "hands-on" educational intervention makes a difference in whether or not parents correctly use their child restraints. All study participants received a free child restraint and education, but the experimental group also received a hands-on demonstration of correct installation and use of the child restraint in their own vehicles. Parents who received this demonstration were also required to demonstrate that they could correctly install the restraint. Follow-up observations found that the intervention group was four times more likely to correctly use their child restraints than was the control group (Tessier, 2010).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-AW	Occupant Protection Awareness and Education	Inspection Stations and Education
OP-MS	Occupant Protection Materials and Supplies	Inspection Stations and Education

5.7.4.1 Planned Activity: Occupant Protection Awareness and Education

Planned activity name	Occupant Protection Awareness and Education
Planned activity number	OP-AW
Primary countermeasure strategy	Inspection Stations and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned awareness and education activities to include providing certification and recertification training for Child Passenger Safety technicians to agencies statewide. Funds also provide the opportunity for education on the proper installation and use of child safety seats. GOHS supports "Public Safety Days" at the Arizona State Fair to promote public awareness and education about Arizona occupant protection laws and general traffic safety issues.

Enter intended subrecipients.

GOHS, Non Profit Organizations, Hospitals, Fire Districts/Departments, Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Inspection Stations and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$51,310.00	\$5,392.40	\$0.00
2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$115,467.00	\$28,866.75	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Box Trailer	1	\$16,000.00	\$16,000.00	\$16,000.00	\$16,000.00

5.7.4.2 Planned Activity: Occupant Protection Materials and Supplies

Planned activity name: Occupant Protection Materials and Supplies
 Planned activity number: OP-MS
 Primary countermeasure strategy: Inspection Stations and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include the purchase of materials and supplies that support and enhance occupant protection efforts. The items purchased may include and are not limited to child safety seats, booster seats, latch manuals, safety seat fitting accessories, etc.

Enter intended subrecipients.

Law Enforcement Agencies, Non-Profit Organizations, Hospitals, Fire Departments, GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Inspection Stations and Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$16,000.00	\$4,000.00	
	2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$172,298.00	\$18,107.57	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Box Trailer	1	\$16,000.00	\$16,000.00	\$16,000.00	\$16,000.00

5.8 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

GOHS captures a large amount of earned media through the distribution of public service announcements, media interviews, press conferences, and media alerts. Arizona also uses paid media to support the national mobilizations in impaired driving, and occupant protection. GOHS also promotes the message of mutual respect in sharing the road and cautions all road users on the need to watch out for motorcycles and the dangers of speeding and reckless driving around commercial vehicles.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	1,001.5
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	4,166.9

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Mass Media Campaign

5.8.1 Countermeasure Strategy: Mass Media Campaign

Program area	Communications (Media)
Countermeasure strategy	Mass Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

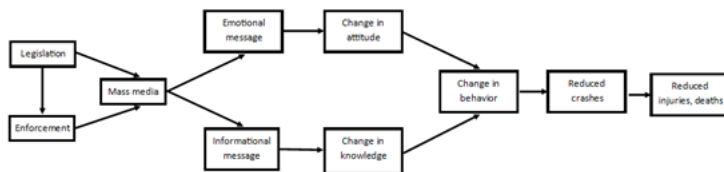
Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Highway safety campaigns can be defined as purposeful attempts to inform, persuade, and motivate a population (or sub-group of a population) to change its attitudes and/or behaviors to improve road safety, using organized communications involving specific media channels within a given time period. It can have many and multiple purposes, such as informing the public of new or little known traffic rules, increasing problem awareness or convincing people to refrain from hazardous behaviors and adopting safe ones instead. That is where highway safety campaigns come in. Together with other 'behavioral' measures (e.g., law enforcement, education, training, and even infrastructure to some extent), road safety campaigns are used as a means of influencing the public to behave more safely in traffic. Media activities included advertisements in newspaper, radio, broadcast and cable television, PSAs, billboards, posters, banners, stickers, with a combination of paid and earned media.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2004 the World Health Organization concluded that road safety campaigns were able to influence behavior when used in conjunction with legislation and law enforcement. Without enforcement and/or education, a mass media campaign has virtually no effect in terms of reducing the number of road accidents. Interestingly enough, the local, personally directed campaigns show by far the biggest effect on road accidents.

Preventive behavior (e.g., seat belt use and the designated driver concept to reduce drunk driving) is a particularly difficult goal to achieve through mass media campaigns because such campaigns asking an individual to change now by taking a preventive action in order to lower the probability of some unwanted future even that may not happen anyway. Because radio and billboards offer immediacy, radio and billboards represent a potential delivery vehicle for highway safety programs. Everyone listening to the radio and attending to a billboard safety message has an opportunity to act immediately. More effective campaigns use the news media as a means of increasing their visibility and go in tandem with an aggressive enforcement strategy.



Logical framework of causal relationships between different types of interventions and road crashes

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

There is strong evidence that mass media campaigns reduce alcohol-impaired driving when campaigns are carefully planned and well executed, attain adequate audience exposure, and are implemented in settings with other ongoing alcohol-impaired driving prevention activities, such as enhanced enforcement efforts. When implemented well, mass media campaigns have been shown to reduce alcohol-impaired crashes, injury-producing alcohol-related crashes, and the proportion of drivers who have consumed alcohol. Various campaign messages have demonstrated positive effects, including those focused on law enforcement activities and the legal consequences of drinking and driving, and the social and health consequences of alcohol-impaired driving. Funding will be allocated to support priority programs with printed material, education items, mass media campaigns and special events.



Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-Media	DUI/Impaired Driving Media Campaign	Mass Media Campaign
PTS-Media	Selective Traffic Media Campaign	Mass Media Campaign
OP-Media	Occupant Protection Media Campaign	Mass Media Campaign
MC-Media	Motorcycle Safety Media Campaign	Mass Media Campaign

5.8.1.1 Planned Activity: DUI/Impaired Driving Media Campaign

Planned activity name	DUI/Impaired Driving Media Campaign
Planned activity number	AL-Media
Primary countermeasure strategy	Mass Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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



Memorial Day Weekend
May 25th - May 28th 2018

IMMEDIATE MEDIA ADVISORY
May 23rd 2018

ARIZONA STATEWIDE HOLIDAY DUI ENFORCEMENT

PLEASE NOTE - These are the Impaired Driving Deployment activities that will occur during the Memorial Day Weekend throughout the state by 85 law enforcement agencies. Specially trained drug recognition experts (DRE's) will be working DUI checks. GOHS Director, Alberto Cuellar will meet everyone to enjoy the holiday festivities and to discuss responsibility by having a designated driver, calling a friend, or taking a taxi home.

These are all Saturation Patrol Enforcement Details unless specified by a particular agency

Table with 4 columns listing law enforcement agencies and their assigned personnel for Memorial Day Weekend enforcement. Agencies include various police departments and sheriff's offices across Arizona.

"Drive Hammered... Get Nailed!"

1700 WEST WASHINGTON STREET, DUKESVILLE TOWER, SUITE 400, PHOENIX, AZ 85007 | TEL:PHOENIX (602) 255-1216 | TOLL FREE (877) 355-1216 | FAX: (602) 255-1265

WWW.AZGOHS.OOV

Enter intended subrecipients.

GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Mass Media Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$100,000.00	\$25,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.2 Planned Activity: Selective Traffic Media Campaign

Planned activity name Selective Traffic Media Campaign

Planned activity number PTS-Media

Primary countermeasure strategy Mass Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned awareness activities to include community awareness regarding the dangers of speeding and reckless driving.



Enter intended subrecipients.

GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Mass Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$27,000.00	\$2,837.55	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.1.3 Planned Activity: Occupant Protection Media Campaign

Planned activity name Occupant Protection Media Campaign

Planned activity number OP-Media

Primary countermeasure strategy Mass Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of and compliance with AZ's occupant protection, safety belt, and child safety seat laws and seatbelt usage assessments. GOHS supports "Public Safety Days" at the AZ State Fair to provide information and education about Arizona Occupant Protection laws and general traffic safety issues. GOHS will conduct an annual safety belt and child safety seat survey.



DOUGLAS A. DUCEY
GOVERNOR

ALBERTO C. GUTIER
DIRECTOR
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

Child Passenger Safety Week

September 17-23, 2017

The Governor's Office of Highway Safety announces the beginning of Child Passenger Safety week on Sunday, September 17th through 23rd. During this week, the Governor's Office of Highway Safety will partner with state agencies, law enforcement, hospitals and non-profit organizations to educate drivers about child safety seat and booster seat usage. The Governor's Office of Highway Safety reminds you: "Buckle Up Arizona... It's the Law!"

ENFORCEMENT

Sunday, Sept. 17 through Saturday, Sept. 23 GLENNDALE POLICE DEPARTMENT Sgt. Dayer 625-94-9648	Sunday, Sept. 17 through Saturday, Sept. 23 BUCKEYE POLICE DEPARTMENT Off. Mueser 625-345-6423	Sunday, Sept. 17 through Saturday, Sept. 23 PRESCOTT POLICE DEPARTMENT Sgt. Deaver 928-775-1943
Sunday, Sept. 17 through Saturday, Sept. 23 NOGALES POLICE DEPARTMENT Off. Maestas 520-987-0987	Sunday, Sept. 17 through Saturday, Sept. 23 SHERA VISTA POLICE DEPARTMENT Commander Bouts 520-439-2343	Sunday, Sept. 17 through Saturday, Sept. 23 NAVAJO COUNTY SHERIFF'S OFFICE Det. Muesler 928-234-4000
Sunday, Sept. 17 through Saturday, Sept. 23 GOODYEAR POLICE DEPARTMENT Sgt. Saveling 625-502-7722	Sunday, Sept. 17 through Saturday, Sept. 23 TOMBSTONE MARSHAL'S OFFICE Marshal Bonnell 520-249-6026	Sunday, Sept. 17 through Saturday, Sept. 23 THATCHER POLICE DEPARTMENT Off. Elsworth 928-451-1502
Sunday, Sept. 17 through Saturday, Sept. 23 SUPERIOR POLICE DEPARTMENT Sgt. Robinson 623-223-4122	Sunday, Sept. 17 through Saturday, Sept. 23 FINCHTOP-LAURENCE POLICE DEPARTMENT Sgt. Wilks 928-365-8900	Sunday, Sept. 17 through Saturday, Sept. 23 TOLESON POLICE DEPARTMENT Sgt. Gaytan 602-689-0756
Sunday, Sept. 17 through Saturday, Sept. 23 PIMA COUNTY SHERIFF'S DEPARTMENT Sgt. Torres 520-825-6480	Sunday, Sept. 17 through Saturday, Sept. 23 ARIZONA DEPARTMENT OF PUBLIC SAFETY SP-1/California	Sunday, Sept. 17 through Saturday, Sept. 23 TUCSON POLICE DEPARTMENT Sgt. Deane 520-687-7200
Sunday, Sept. 17 through Saturday, Sept. 23 PRIMAVERA POLICE DEPARTMENT Sgt. Deane 520-775-0202	Sunday, Sept. 17 through Saturday, Sept. 23 SARASOTA POLICE DEPARTMENT Off. Swann 620-946-7020	Sunday, Sept. 17 through Saturday, Sept. 23 SNOWBOWL POLICE DEPARTMENT Chief Carter 928-536-7500
Sunday, Sept. 17 through Saturday, Sept. 23 PHOENIX POLICE DEPARTMENT Lt. Patrick Hoffman 602-531-4100	Sunday, Sept. 17 through Saturday, Sept. 23 LAKE HAVASU POLICE DEPARTMENT Sgt. Burns 928-695-1171	Sunday, Sept. 17 through Saturday, Sept. 23 GLOBE POLICE DEPARTMENT Lt. Polzer 928-200-8877
Sunday, Sept. 17 through Saturday, Sept. 23 GILBERT POLICE DEPARTMENT Lt. Kach 480-453-7186	Sunday, Sept. 17 through Saturday, Sept. 23 WILLIAMS POLICE DEPARTMENT Theresa Johnson 928-435-4461	Sunday, Sept. 17 through Saturday, Sept. 23 MEHA POLICE DEPARTMENT Sgt. Carrasco 480-644-4375

EDUCATION/AWARENESS

DEL. BRENK HEIGHTS FIRE DISTRICT Safety classes for adults, nurseries 520-890-3210	TUBA CITY REGIONAL MEDICAL 9/26-CAFF Class Register: 928-283-2844 Register: 928-283-2844	PHOENIX FIRE DEPARTMENT 9/26-Safe Kids/Safe-Care/Campbell/Denney- 20K/5-50th/Phoenix-Area/Phoenix 7722 N. 43 rd Ave, Phoenix Captain Chastain
TUCSON POLICE DEPARTMENT 9/16-Child Safety Seat Class (HSM) Police Substation-1310 W. Miracle Mile 520-637-7250	HANMER ENGINEERS 9/16-CAFF Class (Free) w/ Car seat Register: 602-230-2273	MARIKOPA MEDICAL CENTER 9/18-9/23- Car Seat Classes Register: 602-344-2344
SHOW LOW POLICE DEPARTMENT 9/16-CAFF Class Register: 928-537-5011	TUCSON MEDICAL CENTER 9/24-CAFF Class Register: 677-602-4111	HANMER CHILDREN'S MEDICAL CENTER 9/16-CAFF Class Register: 602-230-2273

CAR SEATMENTS

TUCSON MEDICAL CENTER, TUCSON POLICE DEPARTMENT, SAFE KIDS PIMA, TUCSON FIRE Saturday, Sept. 23 Car Seat Checkup Event 7:00am-1:00pm O'Reilly Chevrolet 6102 E. Broadway Blvd. Tucson, AZ 85711 For additional information please call 520-637-7250	NOGALES POLICE DEPT., RIO RICO FIRE AZ DEPT. OF PUBLIC SAFETY, MARIKOPA HEALTH Sept. 18 th (9-12PM), 20 th (1-4PM), 22 nd (9-12PM) Wal-Mart Parking Lot 100 W. White Pines Dr. Nogales, AZ 85621 Off. Maestas 520-987-0987	SAFEEKIS MARIKOPA, PHOENIX FIRE, THE BOMBERS Saturday, Sept. 23 rd Adventure/Health/Chino (9-12PM) 7722 N. 43 rd Ave, Phoenix Captain Chastain
TEMPE POLICE DEPARTMENT Saturday, Sept. 16th Child Car Seat event (9-11AM) Millwright- 1380 W. Elliot, Tempe Sgt. Blanton 480-656-2239	YAVAPAI REGIONAL MEDICAL Saturday, Sept. 16th 9am-9:30am-12pm 1003 Willow Creek Rd, Prescott David Barke 928-771-5651	COCODONO COUNTY Saturday, Sept. 23 (9-12PM) Tempe- 1625 S. Mill Ave, Flagstaff Corey Cooper 928-676-7261
PHOENIX POLICE DEPARTMENT Saturday, Sept. 23 rd (9-12PM)- Safety Booth Franklin High School- 1645 W. McDowell Rd, Phoenix	PHOENIX POLICE DEPARTMENT Saturday, Sept. 23 rd (9-12PM)- Safety Booth Franklin High School- 1645 W. McDowell Rd, Phoenix	EL MERAGE FIRE DEPARTMENT Saturday, Sept. 30 th (9-11AM) Fire Station- 15601 N. El Mirage Rd. 623-565-7968

1700 WEST WASHINGTON STREET, EXECUTIVE TOWER SUITE 430, PHOENIX, ARIZONA 85007 TELEPHONE: (602) 255-5216 / TOLL FREE: (877) 355-5216 / FAX: (602) 255-1265
WWW.AZGOHS.GOV

Child Safety Seats and Booster Seats Work

Facts about lives that are saved when using the proper child safety seat:

- 71% effective in reducing the risk of fatal injury for children younger than 1 year old
- 54% effective in reducing the risk of fatal injury for children 1 to 4 years old
- 45% effective in reducing the risk of fatal injury for children ages 4 to 8 years old
- Reduces hospitalization by 69%

SEE AN UNBUCKLED CHILD?

CALL 1-800-505-BABY

The Arizona Governor's Office of Highway Safety and Director Alberto Gutier would like to take this opportunity to remind Arizona drivers that every child must be protected in the proper child safety seat or booster seat, every trip, every time!

BUCKLE UP BABY!

Phone: (602) 255-5216
Fax: (602) 255-1265
Toll Free: 1-877-255-2216
www.azgohs.gov



Alberto Gutier
Director



Child Safety Seats and Booster Seats Save Lives

Buckle Up Arizona... It's the Law

Buckle Up Baby!

Child safety seat and booster seat use is the law in Arizona!

Arizona Revised Statutes §28-907 A and B require:

- A child safety seat or booster seat for children up to 8 years old
- Correct use of child safety seat
- Fines from \$50-\$250
- Primary offense (An officer can pull you over and cite you)

**Not just a good idea—
It's the LAW!**

Rear-Facing Seats
For infants and children under 2 years old



Forward-Facing Seats
For children over 2 years old



Booster Seats
Required for children over 5 years old and under 8 years old, who are not taller than 4'9"



Best Practices -

- Use rear-facing child safety seat as long as practical or up to 2 years old
- NEVER place a rear-facing child safety seat in the front seat where an air bag is active
- Always refer to the child safety seat manufacturer's instructions for height, weight, and installation requirements
- Keep children under 12 years old properly restrained in the back seat of the vehicle as long as practical
- Always set a good example by doing your part in buckling up

4 Steps for Kids



Enter intended subrecipients.

GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Mass Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405b OP Low	405b OP Low (FAST)	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.4 Planned Activity: Motorcycle Safety Media Campaign

Planned activity name Motorcycle Safety Media Campaign
 Planned activity number MC-Media
 Primary countermeasure strategy Mass Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Arizona GOHS's motorcycle awareness program will promote public awareness and compliance with Arizona's motorcycle laws, safety measures, including distracted operation. The awareness campaign includes the development of brochures, collateral material, print media, radio, outdoor advertising, event-related sponsorship, broadcast and social media.

GOHS's aim is to provide a strategic awareness program that will reduce the occurrence of motorcycle crashes on high-incidence roadways. With the assistance of ADOT, GOHS will place motorcycle awareness messages on ADOT traffic boards on these identified highways. Messages will broadcast on days leading up to the weekend. GOHS will place motorcycle awareness messages during the Motorcycle Awareness Month of May in conjunction with the Governor's Proclamation.



In addition to message board awareness, GOHS will coordinate with local media outlets to broadcast messages throughout 2018 to all motorists to increase public awareness of motorcycle riders on Arizona roadways which may include TV and radio buys and PSAs for the "Look out for Motorcycles" campaign.

Enter intended subrecipients.

GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Mass Media Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-PA	Traffic Records Program Administration	Highway Safety Office Program Management
AI-PA	Crash Investigation Program Administration	Highway Safety Office Program Management
AL-PA	DUI/Impaired Driving Program Administration	Highway Safety Office Program Management
EM-PA	Emergency Medical Program Administration	Highway Safety Office Program Management
GOHS-PA	Planning and Administration	Highway Safety Office Program Management
MC-PA	Motorcycle Safety Program Administration	Highway Safety Office Program Management
OP-PA	Occupant Protection Program Administration	Highway Safety Office Program Management
PS-PA	Pedestrian/Bike Safety Program Administration	Highway Safety Office Program Management

PTS-PA	Selective Traffic Program Administration	Highway Safety Office Program Management
SB-PA	School Bus Safety Program Administration	Highway Safety Office Program Management

5.9.1 Planned Activity: Traffic Records Program Administration

Planned activity name Traffic Records Program Administration

Planned activity number TR-PA

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$2,160.00	\$227.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.2 Planned Activity: Crash Investigation Program Administration

Planned activity name Crash Investigation Program Administration

Planned activity number AI-PA

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$12,962.00	\$1,362.23	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.3 Planned Activity: DUI/Impaired Driving Program Administration

Planned activity name	DUI/Impaired Driving Program Administration
Planned activity number	AL-PA
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$71,300.00	\$7,493.24	\$0.00
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$118,830.00	\$29,707.50	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.4 Planned Activity: Emergency Medical Program Administration

Planned activity name	Emergency Medical Program Administration
Planned activity number	EM-PA
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$34,568.00	\$3,632.91	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.5 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	GOHS-PA
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include costs necessary for the overall management and operations of the AZ GOHS.

Enter intended subrecipients.

GOHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$658,000.00	\$205,290.47	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.9.6 Planned Activity: Motorcycle Safety Program Administration

Planned activity name Motorcycle Safety Program Administration
Planned activity number MC-PA
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$6,480.00	\$681.01	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.7 Planned Activity: Occupant Protection Program Administration

Planned activity name Occupant Protection Program Administration

Planned activity number OP-PA

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$66,975.00	\$7,038.70	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.8 Planned Activity: Pedestrian/Bike Safety Program Administration

Planned activity name Pedestrian/Bike Safety Program Administration

Planned activity number PS-PA

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.****Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$49,690.00	\$5,222.14	\$0.00

Major purchases and dispositions**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.9 Planned Activity: Selective Traffic Program Administration

Planned activity name	Selective Traffic Program Administration
Planned activity number	PTS-PA
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$159,875.00	\$16,801.98	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.10 Planned Activity: School Bus Safety Program Administration

Planned activity name	School Bus Safety Program Administration
Planned activity number	SB-PA
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Enter intended subrecipients.

GOHS staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act NHTSA 402	Planning and Administration (FAST)	\$2,160.00	\$227.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-EN	DUI/Impaired Driving Enforcement and Overtime	High Visibility Enforcement/Saturation Patrols/Checkpoints
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	
PTS-EN	Selective Traffic Enforcement and Overtime	High Visibility Enforcement
AL-Media	DUI/Impaired Driving Media Campaign	Mass Media Campaign
PTS-Media	Selective Traffic Media Campaign	Mass Media Campaign
OP-Media	Occupant Protection Media Campaign	Mass Media Campaign
MC-Media	Motorcycle Safety Media Campaign	Mass Media Campaign

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Arizona continues to experience an increase in total traffic fatalities year over year. With 2017 fatalities approaching 1,000, there are three major problem areas that GOHS has identified and continues to focus a large amount of HSP funds towards. Those areas are; Impaired Driving Enforcement, Unrestrained Occupant Enforcement and Speeding and Reckless Driving. In the table below, these three categories were a causation or involved in approximately 30% of total traffic fatalities in 2017.

Total Fatalities categorized by Crash Factors 2017

Alcohol Impaired Driving	Unrestrained Vehicle Occupant	Speeding Related	Pedestrians	Motorcycle	Drivers Age 20 and Younger*	Bicyclists
322	312	281	228	160	113	32
32%	31%	28%	23%	16%	12%	3%

Source: 2017 state crash data

*Drivers involved in fatal crashes (918)

In addition to the NHTSA mandated National Mobilization Enforcement Campaigns, GOHS provides funds to law enforcement agencies to conduct overtime enforcement focusing on these three area throughout the year. Law enforcement agencies focus on proactive enforcement in their local jurisdictions based on their local data analysis. While law enforcement agencies around Arizona receive HSP funding to conduct impaired, speeding, and occupant protection enforcement, the majority enforcement funds are focused in the counties of Maricopa and Pima. These two counties account for approximately 75% of the State's total population based on 2017 population estimates from the Arizona Office of Economic Opportunity.

The tables below go in to further detail on the amount of total traffic, impaired related, speeding related, and unrestrained occupant crashes, injuries, and fatalities by county in 2017.

**Traffic Crash Representation by County
2017 State Crash Data**

Counties	Population Estimate 2017	Total Traffic Crashes	%	Total Traffic Fatalities	%	Total Persons Injured	%
Maricopa	4,221,684	93,603	73.7%	470	47.0%	39,131	70.5%
Pima	1,026,099	11,707	9.2%	114	11.4%	6,733	12.1%
Pinal	427,603	3,977	3.1%	71	7.1%	1,802	3.2%
Yavapai	225,364	3,565	2.8%	55	5.5%	1,592	2.9%
Yuma	221,648	2,459	1.9%	26	2.6%	1,261	2.3%
Mohave	209,792	3,107	2.4%	44	4.4%	1,416	2.6%
Coconino	144,057	3,818	3.0%	46	4.6%	1,346	2.4%
Cochise	128,383	1,291	1.0%	22	2.2%	518	0.9%
Navajo	111,266	1,129	0.9%	47	4.7%	561	1.0%
Apache	72,713	380	0.3%	42	4.2%	180	0.3%
Gila	54,947	812	0.6%	29	2.9%	388	0.7%
Santa Cruz	51,507	446	0.4%	6	0.6%	120	0.2%
Graham	38,275	320	0.3%	8	0.8%	157	0.3%
La Paz	21,598	364	0.3%	18	1.8%	226	0.4%
Greenlee	10,961	84	0.1%	1	0.1%	42	0.1%
Grand Total	6,965,897	127,062	100%	999	100%	55,473	100%

Source: 2017 State Crash Data

Impaired-Related Crash Representation by County
2017 State Crash Data

Counties	Population Estimate 2017	Total Impaired Crashes	%	Total Impaired Fatalities	%	Total Impaired Injuries	%
Maricopa	4,221,684	3,081	63.4%	165	51.2%	1,856	60.0%
Pima	1,026,099	672	13.8%	36	11.2%	458	14.8%
Pinal	427,603	195	4.0%	18	5.6%	104	3.4%
Yavapai	225,364	170	3.5%	14	4.3%	112	3.6%
Yuma	221,648	116	2.4%	9	2.8%	77	2.5%
Mohave	209,792	184	3.8%	13	4.0%	137	4.4%
Coconino	144,057	180	3.7%	21	6.5%	126	4.1%
Cochise	128,383	38	0.8%	9	2.8%	26	0.8%
Navajo	111,266	73	1.5%	15	4.7%	74	2.4%
Apache	72,713	32	0.7%	11	3.4%	27	0.9%
Gila	54,947	59	1.2%	7	2.2%	54	1.7%
Santa Cruz	51,507	11	0.2%	1	0.3%	8	0.3%
Graham	38,275	23	0.5%	1	0.3%	20	0.6%
La Paz	21,598	15	0.3%	1	0.3%	9	0.3%
Greenlee	10,961	7	0.1%	1	0.3%	7	0.2%
Grand Total	6,965,897	4,856	100%	322	100%	3,095	100%

Source: 2017 State Crash Data

Unrestrained Occupant Crash Representation by County
2017 State Crash Data

Counties	Population Estimate 2017	Total Unrestrained Crashes	%	Total Unrestrained Fatalities	%	Total Unrestrained Injuries	%
Maricopa	4,221,684	2,419	61.5%	1,402	56.3%	88	38.3%
Pima	1,026,099	352	8.9%	249	10.0%	20	8.7%
Pinal	427,603	217	5.5%	149	6.0%	14	6.1%
Yavapai	225,364	169	4.3%	118	4.7%	16	7.0%
Yuma	221,648	123	3.1%	96	3.9%	8	3.5%
Mohave	209,792	187	4.8%	117	4.7%	19	8.3%
Coconino	144,057	140	3.6%	98	3.9%	19	8.3%
Cochise	128,383	66	1.7%	54	2.2%	8	3.5%
Navajo	111,266	76	1.9%	54	2.2%	11	4.8%
Apache	72,713	36	0.9%	23	0.9%	11	4.8%
Gila	54,947	57	1.4%	43	1.7%	7	3.0%
Santa Cruz	51,507	23	0.6%	19	0.8%	3	1.3%
Graham	38,275	41	1.0%	30	1.2%	1	0.4%
La Paz	21,598	24	0.6%	34	1.4%	5	2.2%
Greenlee	10,961	6	0.2%	5	0.2%	0	0.0%
Grand Total	6,965,897	3,936	100%	2,491	100%	230	100%

Source: 2017 State Crash Data

*No motorcycle data included

Speeding-Related Crash Representation by County
2017 State Crash Data

Counties	Population Estimate 2017	Total Speeding Crashes	%	Total Speeding Fatalities	%	Total Speeding Injuries	%
Maricopa	4,221,684	36,848	77.3%	120	42.7%	16,139	72.8%
Pima	1,026,099	3,792	8.0%	36	12.8%	2,205	9.9%
Pinal	427,603	1,498	3.1%	20	7.1%	718	3.2%
Yavapai	225,364	1,246	2.6%	24	8.5%	704	3.2%
Yuma	221,648	645	1.4%	9	3.2%	373	1.7%
Mohave	209,792	1,145	2.4%	17	6.0%	619	2.8%
Coconino	144,057	1,197	2.5%	8	2.8%	580	2.6%
Cochise	128,383	334	0.7%	4	1.4%	181	0.8%
Navajo	111,266	268	0.6%	15	5.3%	181	0.8%
Apache	72,713	88	0.2%	7	2.5%	58	0.3%
Gila	54,947	265	0.6%	8	2.8%	184	0.8%
Santa Cruz	51,507	105	0.2%	2	0.7%	54	0.2%
Graham	38,275	61	0.1%	3	1.1%	47	0.2%
La Paz	21,598	152	0.3%	8	2.8%	117	0.5%
Greenlee	10,961	20	0.0%	0	0.0%	17	0.1%
Grand Total	6,965,897	47,664	100%	281	100%	22,177	100%

Source: 2017 State Crash Data

Enter explanation of the deployment of resources based on the analysis performed.

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies using the data provided in their grant proposal request. The HSP narrative outlines Arizona’s broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures (using Countermeasures That Work and other proven methods) for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. Several mandated holiday enforcement saturation patrols are also included.

The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by GOHS. Further details on specific enforcement efforts can be found in each of the program areas.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

- Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
- Mass Media Campaign
- High Visibility Enforcement/Saturation Patrols/Checkpoints
- High Visibility Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-EN	DUI/Impaired Driving Enforcement and Overtime	High Visibility Enforcement/Saturation Patrols/Checkpoints
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	
AL-Media	DUI/Impaired Driving Media Campaign	Mass Media Campaign
OP-Media	Occupant Protection Media Campaign	Mass Media Campaign

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

- Avondale Police Department
- AZ Dept. of Public Safety
- Buckeye Police Department
- Casa Grande Police Department
- Chandler Police Department
- Cochise County Sheriff's Office
- Coolidge Police Department
- El Mirage Police Department
- Gila River Police Department
- Gilbert Police Department
- Glendale Police Department
- Goodyear Police Department
- Kingman Police Department
- La Paz County Sheriff's Office
- Maricopa County Sheriff's Office
- Mesa Police Department
- Peoria Police Department
- Phoenix Police Department
- Prescott Police Department
- Prescott Valley Police Department
- Scottsdale Police Department
- Surprise Police Department
- Tempe Police Department
- Tucson Police Department
- Yavapai County Sheriff's Office
- Eloy Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The Arizona enforcement community actively participates in the Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) and Child Passenger Safety campaigns and related events. GOHS will determine these agencies in early January 2019. In 2019, agencies will receive funding for occupant protection enforcement. One additional agency participated in an enforcement campaign using their own funding mechanism. Besides the CIOT campaign, GOHS supports and funds high-visibility enforcement throughout the Federal fiscal year. In addition to occupant protection enforcement programs, as a primary offense child safety seat law state but a secondary offense seat belt law state, agencies receiving high-visibility enforcement funds are encouraged to educate and enforce seat belt laws when making a traffic stop.

Below is a chart of the FFY 2018 Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) stats:

Buckle Up Arizona 2018 (May 21-June 3)															
	Seat Belt Citations	Child Safety Seat Citations	Moving Violations 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
Avondale PD	35	1	24	0	19	5	3	87	0	0	0	0	0	3	7
AZ DPS	143	14	28	1	6	1	5	198	1	0	2	2	0	3	1
Buckeye PD	174	5	35	1	64	10	18	305	6	3	0	14	3	8	52
Casa Grande PD	85	14	51	0	38	5	7	201	1	1	0	2	0	0	6
Chandler PD	90	3	31	0	21	24	13	182	2	1	1	1	0	3	20
Cochise CSO	41	1	190	6	24	20	3	285	10	12	4	2	0	3	8
Coolidge PD	8	0	58	0	12	5	4	87	0	0	0	3	0	2	7
El Mirage PD	7	2	56	0	78	28	19	190	4	4	3	12	1	10	24
Eloy PD	8	4	46	0	7	7	13	85	4	2	0	3	0	6	19
Gila River PD	13	1	73	0	11	0	2	100	0	0	0	0	0	0	0
Gilbert PD	364	4	181	0	54	38	14	655	3	3	3	20	0	10	15
Glendale PD	74	8	739	0	514	0	0	1335	17	0	111	310	0	27	39
Goodyear PD	113	3	21	1	40	21	5	204	1	1	1	26	0	7	24
Kingman PD	4	0	23	0	12	14	7	60	5	6	27	49	3	27	10
La Paz CSO	72	2	43	1	17	3	1	149	9	0	0	6	0	0	1
Maricopa CSO	17	3	221	0	31	8	3	283	2	0	0	12	0	3	4
Mesa PD	216	19	167	1	45	15	17	335	2	1	0	3	1	3	17
Peoria PD	60	1	512	0	224	80	30	907	12	2	0	0	0	0	65
Phoenix PD	160	12	1478	1	1907	533	250	4341	172	445	408	1072	286	1297	468
Prescott PD	22	1	135	1	89	41	6	288	9	13	9	20	1	7	8
Prescott Valley PD	25	0	16	0	65	27	0	133	3	44	8	44	2	13	26
Scottsdale PD	140	11	57	0	43	6	2	259	0	0	0	1	0	0	2
Surprise PD	35	0	339	0	137	55	17	548	25	2	22	85	8	29	17
Tempe PD	103	24	214	0	129	68	10	548	0	0	0	7	0	7	12
Tucson PD	86	15	734	0	301	69	28	1233	5	6	4	12	0	10	33
Yavapai CSO	46	0	9	0	10	0	2	66	1	1	0	10	0	5	1
TOTALS	2141	148	5481	13	3898	1083	479	13064	294	547	603	1716	305	1483	886

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Mass Media Campaign

Inspection Stations and Education

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-AW	Occupant Protection Awareness and Education	Inspection Stations and Education
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	
OP-MS	Occupant Protection Materials and Supplies	Inspection Stations and Education
OP-Media	Occupant Protection Media Campaign	Mass Media Campaign

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 67

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 55

Populations served - rural 12

Populations served - at risk 15

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Inspection Stations and Education

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-AW	Occupant Protection Awareness and Education	Inspection Stations and Education
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	
OP-MS	Occupant Protection Materials and Supplies	Inspection Stations and Education
OP-Media	Occupant Protection Media Campaign	Mass Media Campaign

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 33

Estimated total number of technicians 1028

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes

Comprehensive occupant protection program No

Occupant protection program assessment Yes

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Sustained Enforcement

Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Mass Media Campaign

High Visibility Enforcement/Saturation Patrols/Checkpoints

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-AW	Occupant Protection Awareness and Education	Inspection Stations and Education
OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	
OP-MS	Occupant Protection Materials and Supplies	Inspection Stations and Education

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Sustained Enforcement

Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

Mass Media Campaign

High Visibility Enforcement/Saturation Patrols/Checkpoints

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-AW	Occupant Protection Awareness and Education	Inspection Stations and Education

OP-EN	Occupant Protection Enforcement and Overtime	
OP-HR	Occupant Protection High Risk Population	
OP-MS	Occupant Protection Materials and Supplies	Inspection Stations and Education

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 4/29/2016

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

9/21/2017

1/25/2018

3/15/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Timothy L. Jordan

Title of State's Traffic Records Coordinator: Custodian of State Crash Records

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Arizona Traffic Records Coordinating Committee Membership - 2018				
First Name	Agency	Phone	Email	Core System
Technical Committee Members				
David Harden	AZ Dept of Health Services - EMS	(602) 364-3188	david.james.harden@azdhs.gov	EMS, Injury Surveillance
David Rico	City of Mesa	(480) 644-3198	david.rico@mesaaz.gov	Crash
Doug Opferbeck	Phoenix PD	(602) 261-8582	douglas.opferbeck@phoenix.gov	Crash
Esther Corbett	Inter Tribal Council of AZ	(602) 258-4822	esther.corbett@itcaonline.com	Crash
Jackie Gentner	AZ Dept of Transportation - MVD	(602) 712-7384	jgentner@azdot.gov	Vehicle, Driver
Jeff King	Federal Highway Administration	(602) 379-3646	jeffrey.king@dot.gov	NA
Kiran Guntipalli	City of Glendale	(623) 930-2951	kguntipalli@glendaleaz.com	Crash
Pat McGrath	Administrative Office of the Courts	(602) 452-3335	pmcgrath@courts.az.gov	Citation, Adjudication
Paul Hruby	City of Scottsdale	(480) 312-5089	phruby@scottsdaleaz.gov	Crash
Scott Beck	AZ Dept of Transportation - TSMO	(602) 712-6391	sbeck@azdot.gov	Crash
Steve West	AZ Dept of Transportation - ITG	(602) 712-8343	swest@azdot.gov	Vehicle, Driver
Reed Henry	AZ Dept of Transportation - Roadway Design support	(602) 712-8488	dhenry@azdot.gov	Roadway
Executive Committee Members				
Alberto Gutier - Chair	Governor's Office of Highway Safety - Director	(602) 255-3216	agutier@azgohs.gov	NA
Cara Christ	AZ Dept of Health Services - Director	(602) 542-1025	Cara.Christ@azdhs.gov	NA
Chris Murphy	National Highway Traffic Safety Administration - Region 9 Admin	(415) 744-3089	chris.murphy@nhtsa.dot.gov	NA
Frank Milstead	AZ Dept of Public Safety - Director	(602) 223-2000	fmilstead@azdps.gov	NA
John Halikowski	AZ Dept of Transportation - Director	(602) 712-7227	jhalikowski@azdot.gov	NA
Karla Petty	Federal Highway Administration - AZ Administrator	(602) 379-3646	karla.petty@fhwa.dot.gov	NA
Matthew Fix	Federal Motor Carrier Safety Administration - Region 9 Admin	(602) 379-6851	matt.fix@dot.gov	NA
Additional Attendees / Non Voting Members				
Courtney Coolidge	AZ Dept of Public Safety - Legislative Liaison	(602) 223-5070	ccoolidge@azdps.gov	NA
Ed Gebing	National Highway Traffic Safety Administration - Region 9 Admin	(916) 498-5055	edward.gebing@dot.gov	NA
Eli Golob	AZ Assistant Attorney General	(602) 542-8842	eli.golob@azag.gov	NA
Eric Ickes	Federal Motor Carrier Safety Administration - Region 9 Admin	(602) 379-6851	eric.ickes@dot.gov	NA
Wayde Webb	AZ Dept of Public Safety	(602) 223-2354	wwebb@azdps.gov	NA
Coordinator				
Tim Jordan	AZ Dept of Transportation - TSMO	(602) 712-7487	tjordan@azdot.gov	NA
Assistant Coordinators				
Chris Held	Governor's Office of Highway Safety	(602) 255-3216	cheld@azgohs.gov	NA
John Carlson	AZ Dept of Transportation - GRPD	(602) 712-8145	jcarlson@azdot.gov	NA

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

TRCC Management Module

Recommendations:

- Strengthen the capacity of the Traffic Records Coordinating Committee to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Planning Module

Recommendations:

- Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Crash Data System Module

Recommendations:

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Data System Module

Recommendations:

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Data System Module

Recommendations:

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Data System Module

Recommendations:

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Citation & Adjudication System Module

Recommendations:

Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/Injury Surveillance System Module

Recommendations:

Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use & Integration Module

Recommendations:

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Crash Data System Module

Recommendations:

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Share data quality information with TRCC and other stakeholders.

Increase the use of performance measures to monitor improvements in the data system.

Action:

Crash Data system interfaces being upgraded to include more law enforcement to electronic submissions of crash reports. *(see Project #57 combined with Project #70c pg. 6-7 of the State Strategic Plan):*

Procedures/process flows continue to be evaluated by ADOT Traffic Safety Section. Expected completion date November 2018.

Crash Data system interfaces continue to be upgraded now as part of ACIS (formerly Safety DataMart) improvements.

Crash Data quality control program under development now through ADOT Traffic Safety Section.

Roadway Data System Module

Recommendations:

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Update the data dictionary for the Roadway system.
 Expand data collection to include additional MIRE elements.
 Develop a feedback loop to enhance training opportunities for the data collectors.
 Develop additional performance measures for the Roadway data system.

Action:

- Roadway data collection effort currently underway through ADOT Multimodal Planning Division. Complete MIRE program to be operational by September 2026 with the following milestones:

Update the data dictionary for the Roadway system – Complete by 12/31/18
 Expand data collection to include additional MIRE elements – Complete by 8/31/2025
 Develop a feedback loop to enhance training opportunities for the data collectors – Complete by 8/31/2026
 Develop additional performance measures for the Roadway data system – Complete by 12/31/2019

Citation & Adjudication System Module**Recommendations:**

Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Require the inclusion of BAC or drug test results as part of the tracking system.
 Develop performance measures to help measure the health of the citation/adjudication data system.

Action:

Arizona state law (Section 28-668) requires Arizona law enforcement officers to capture the BAC levels on the crash report whenever there is a crash that results in the death or serious injury of the driver.

New crash form developed with law enforcement input on additional data fields related to citation and testing of drug/alcohol.

TraCS (Traffic and Criminal Software):

Improve traffic citation reporting
 E-submissions
 Reduce admin/road time
 Standardize data/reporting

EMS/Injury Surveillance System Module**Recommendations:**

Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Require participation in AZ-PIERS by statute or rule.
 Share data from each ISS component with the TRCC.

Action:

Continue the ADOT/FARS Analyst limited access to the Arizona EMS Registry to obtain FARS data elements (*see pg. 12-13 of the State Strategic Plan*):

Notification Time – EMS
 Arrived Time – EMS
 EMS Time at Hospital

or a number of years, ADOT has a formal agreement with the Arizona Department of Health Services (ADHS) to provide data from the crash database to compare to data in the ADHS Trauma Registry. This agreement can be expanded to include data from the Driver and Vehicle data systems.

Vehicle Data System Module**Recommendations:**

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Link the vehicle and law enforcement data systems.

Action:

ADOT has a formal process of providing data from its Crash, Driver or Vehicle databases to law enforcement agencies that can be used to review and evaluate law enforcement activities. We have standing agreements with many municipalities and counties to gain direct access to these databases.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-DATA	Data Collection and Analysis of Traffic Records	Improves timeliness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

TRCC Management Module

Recommendations:

Strengthen the capacity of the Traffic Records Coordinating Committee to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Implement the changes adopted in the June 2015 charter and strategic plan.

Action:

The TRCC Charter and Bylaws were approved at the 5/18/16 TRCC meeting.

The 2016-2018 TRCC Strategic Plan approved at the 9/6/16 TRCC meeting.

Strategic Planning Module

Recommendations:

Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Include the strengths and needs of all traffic records systems components.

Action:

The TRCC Charter and Bylaws were approved at the 5/18/16 TRCC meeting.

The 2016-2018 TRCC Strategic Plan approved at the 9/6/16 TRCC meeting.

Driver Data System Module

Recommendations:

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations:

Link the driver system to the crash system to ensure that driver information is accurate and to aid in evaluating the causes of crashes and improve countermeasure activities.

Action:

None at this time due to funding and technical constraints. The ADOT Driver License database is over 50 years old and it is technically not feasible to try and integrate this database with the ADOT Crash Database. ADOT is in the process of modernizing its databases, including the Driver data system. This effort is scheduled to be completed in 2020 and at that time the agency could evaluate the feasibility of trying to link these two systems.

Data Use & Integration Module

Recommendations:

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisor

Considerations:

Expand the Safety DataMart to include data from other traffic records system components and include integrated data.

Action:

Safety DataMart has been upgraded by ADOT Traffic Safety to provide users with additional data, search and graphic display functions. Work was completed in March 2018.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

PROGRESS AND PERFORMANCE MEASURES

Arizona has made measurable progress in the systems and performance areas indicated in Table 5. Arizona uses C-T-1: The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database as the performance measure for Timeliness. The performance measures and accomplishments are described in detail in each system's update on pages 6-13. See Table 6.

Table 5. Core Systems and Performance Areas Showing Measurable Progress

System/ Perf. Area	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash	x					
Driver						
Vehicle						
Roadway						
Citation/Adj						
ISS/EMS						

MMUCC and NEMSIS Compliance Update

MMUCC Data.

In FFY-2016 - The TRCC has been discussing putting together a work group to discuss the Arizona Crash Report Form. This work group will discuss possible additions and deletions to the current form. It will be this group that will discuss adding new elements from MMUCC. These changes should be completed in FFY-2017.

In FFY-2017 - ADOT has begun developing a shorter traffic crash form, reducing the form from the current five page format to a three page format. Staff have attempted to limit the impact the shorter form has on MMUCC compliance. The new form is nearing final completion and should be released by August 2017.

In FFY-2018 – The new crash form was released in December 2017, both in PDF and electronic form. The XML schema was provided to those law enforcement agencies needing it. Additionally, ADOT Traffic Records staff conducted 6 training sessions throughout the state to over 300 law enforcement officers on the revisions to the new forms.

NEMSIS Data.

In FFY-2016, FFY-2017 and FFY-2018, there were no changes to the NEMSIS Data.

Crash System Update

The following projects/tasks are under way help implement the AzTRS system. The status of each project is shown in Table # 7. Project numbers shown in parenthesis indicate projects that have been combined into a single project.

Project # 57 (Combined with Project #70c) - IT Infrastructure Development and Support:

This project is on-going. It provides the necessary continuing IT manpower to develop, pilot, deploy and support the AzTraCS and Electronic Incident Data Submission (EIDS) programs (3rd party software). **(On-going) (FFY 16 - \$353,600) (FFY 17 - \$247,200) (FFY 18 - \$271,920)**

Prior to 2010 all crash reports came into ADOT Traffic Records in paper form. Since that time, ADOT has been working to move law enforcement to electronic submissions of the crash reports. In 2010, the Arizona Department of Public Safety (DPS) and Phoenix Police Department, the State's two largest law enforcement agencies, made the change and started sending their crash reports to ADOT electronically. Since 2010 to June 1, 2018, 16 law enforcement agencies have begun sending their crash reports in electronically. See the information below for data regarding and activity during the last two years.

For FFY 2017 - The work to move more law enforcement agencies to electronic submission of their crash reports continued. ADOT offered law enforcement agencies that would agree to move to electronic submission some assistance using HSIP funding. During the federal fiscal year that began October 1, 2016 up to May 1, 2017, no agencies started sending their crash data electronically.

For FFY 2018 - ADOT now receives electronically 73% of all the crash reports being sent from all Arizona law enforcement agencies.

The following law enforcement agencies are sending test crash records to ADOT:

- Lake Havasu PD
- Clarkdale PD
- Greenlee County SO
- Graham County SO
- Pima PD
- Safford PD
- San Luis PD
- Thatcher PD
- Pinetop-Lakeside PD

The following law enforcement agencies have requested ADOT's assistance in moving forward with electronic transmission of crash reports:

- Apache Junction PD
- Bullhead City PD
- Marana PD
- Somerton PD
- St. Johns PD
- Williams PD
- Winslow PD
- Gila River Tribal PD
- La Paz County SO

ADOT Traffic Records is working with these agencies as they move towards electronic submission of their crash reports and data to ADOT:

- Coolidge PD
- Douglas PD
- Eagar PD
- Goodyear PD
- Parker PD
- Sierra Vista PD
- Tempe PD
- Tombstone Marshal's Office
- Hualapai Tribal PD
- Navajo Tribal PD
- Yuma County SO
- Yavapai Prescott Tribal PD
- Chandler PD
- Scottsdale PD
- Gilbert PD

Table 6. Section 405c Interim Progress Report - Amended on 06/12/2018

System to be Impacted	X	CRASH	DRIVER	VEHICLE	ROADWAY
		CITATION/ADJUDICATION		EMS/INJURY	
	OTHER specify:				
Performance Area(s) to be Impacted	ACCURACY	X	TIMELINESS	COMPLETENESS	
	ACCESSIBILITY		UNIFORMITY	INTEGRATION	
	OTHER specify:				
Performance Measure used to track Improvement(s)	Narrative Description of the Measure:				
	<i>C-T-1: The median or mean (Average) number of days from (a) the crash date to (b) the date the crash report is entered into the database.</i>				

ADOT's goal is to improve the average number of days per agency from the crash date to the date the crash report is entered into the states database (ALISS) by moving from paper submission to electronic submission of the crash reports. The following agencies are submitting all of their crash reports electronically; Arizona Department of Public Safety (DPS), Payson PD, Maricopa County SO, Tucson PD, Peoria PD, Mesa PD,

Yuma PD, Phoenix PD, Surprise PD, Show Low PD, Glendale PD, Camp Verde Marshal, Eloy PD, Paradise Valley PD, Tolleson PD and Wickenburg PD. These agencies account for approximately 73% of the crashes be submitted to ADOT each year. Pima County SO is sending crash data electronically but is not currently at 100%.

For those agencies that are still sending in the paper crash reports this is done by mail or courier service. ADOT Traffic Records is working on moving other law enforcement agencies to electronic submission and hopes to have over 30 agencies submitting reports electronically by the end of calendar year 2018, with over 80% of reports coming in electronically.

Relevant Project(s) in the State's Strategic Plan

Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates

Project #57, 70c – IT Infrastructure Development and Support – Page #5 This is also referred to as TraCS LEA Software & EIDS Support – ADOT ITG.

Improvement(s) Achieved or Anticipated

Narrative of the Improvement(s)

Mesa Police Department is reporting the following as improvements within their agency by submitting their crash data electronically to ADOT:

Their QA section no longer has to print the Crash reports of their system and mail them to ADOT. This system delayed the reporting to ADOT because they only did it on a monthly basis.

Timelier reporting of Crash reports to ADOT since the reports are now sent nightly, instead of monthly. This is a big improvement.

The QA section of Mesa PD is able to spend more time on other priority functions since their no longer have to print and mail the Crash reports.

Mesa is seeing an improved turn-around time for corrections.

Maricopa County is reporting the following as improvements within their agency.

Improved ability to satisfy data collection mandates

Electronic entry via TraCS provides a data repository which may be used to quickly and efficiently monitor data and generate statistics for internal and external reporting

Provides the ability to implement workflows for supervisor reviews, automated notifications and additional functionality

Future expansion of the TraCS forms to Incident Reports will provide additional, significant efficiencies over current paper processes

Improved accuracy in completing documentation for violators during traffic stops

Applying business rules to the forms ensures data is entered completely and accurately

The ability to scan drivers' licenses and vehicle registrations ensures accurate data entry

Storing driver and vehicle information in TraCS allows data to be shared between forms, saving time by allowing deputies to create multiple forms quickly and accurately, eliminating duplicate data entry

Shorter duration in processing a crash investigation

TraCS provides the ability for accident reports to be automatically submitted to the Department of Transportation, eliminating the need for manual processing and submittal

Online reports may be reviewed and finalized more efficiently by supervisor and Records staff

Online reports may be provided to the public faster
Deputies have reported they now have the ability to complete all forms prior to the arrival of a tow truck, allowing them to clear a call faster

Ability to submit citations to the courts more efficiently

Electronically transmitting citations to the courts provides several efficiencies and cost savings

§ Sheriff's Office

Eliminates the need for deputies to transport paper citations to each court for filing
Creates cost savings by eliminating manual processing, sorting and storing of paper citations

§ Courts

Creates cost savings to the Justice Courts by eliminating the need for contract services to manually process and enter citations into their case management system
Creates cost savings to the municipal courts by eliminating the need for court staff to file, process and enter citations into their case management system

§ Violators

Electronically transmitting citations to the courts ensures the information is available days sooner, providing the ability for violators to quickly resolve the citation by paying the fine at the court or online

Specification of how the Measure is calculated / estimated

Narrative Description of Calculation / Estimation Method

C-T-1: The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database.

ALISS is set up to count the number of reports coming into the states system by agency and the manner it is being sent in. This allows us to track the crash reports being sent in electronically. In ALISS we can also run a report that shows the time and date of the crash and the date and time that the report was entered into ALISS. From this information we are then able to compute the average number of days from the time of the crash to the time that the crash information is entered into the state's database.

Date and Baseline Value for the Measure

April 1, 2016 thru March 31, 2017

Surprise Police Department sent all of their crash reports to ADOT by paper forms for this time frame. For this time frame there were 1107 crash reports. The average number of days from the date of the crash to the time it was entered into the state's database was 21 days.

Date and Current Value for the Measure

April 1, 2017 thru March 31, 2018

Surprise PD started sending reports electronically on April 22, 2016. For this time frame there were 2219 crash reports. The average number of days from the date of the crash to the time it was entered into the database was 20.28 days. This is an improvement of 1.04 days showing that the timeliness of crash reporting to the state has improved. Days from the date of the crash to the time it was entered into the state's database is 17.92 days. This is an improvement of 2.36 days showing that the timeliness of the crash reporting to the state has improved.

Officers are still reporting that the drop down boxes make it easier for them to fill out the report correctly.

Project # 70b - Reduce Crash Data Backlog:

This project provides funds to pay overtime to ADOT-ITD Traffic Records Section data entry personnel to reduce the crash data backlog. (On-going) (FFY 16 - \$42,000) (FFY 17 - \$42,000) (FFY 18 - \$46,200)

In FFY 2016 - Traffic Records continues to use overtime funding to pay the Traffic Records employees in order to keep a backlog under control. Overtime also helps crash reports move through the system. The number of crash reports waiting to be entered has gotten as high as 2,700 reports. As of May 27, 2016 there were only 902 reports awaiting entry.

In FFY 2017 - Traffic Records continues to use overtime funding to pay the Traffic Records employees in order to keep a backlog under control. Overtime also helps crash reports move through the system. The number of crash reports waiting to be entered has gotten as high as 1500 reports. As of May 12, 2017 there were 1110 reports awaiting entry.

In FFY 2018 – Traffic Records continues to use overtime funding to pay the Traffic Records employees in order to keep a backlog under control. Overtime also helps crash reports move through the system. The number of crash reports waiting to be entered has gotten as high as 2900 reports. As of June 18, 2018 there were 702 reports awaiting entry.

Project # 70c - Reduce Crash Data Backlog with Outside Resources:

This project provides funds to pay an outside vendor to assist Traffic Records in reducing the crash data backlog when needed. Traffic Records first tries to reduce any backlog of crash reports by working overtime utilizing only Traffic Records Staff. When this isn't enough Traffic Records hires an outside vendor to assist in reducing the backlog of Traffic Crash Reports waiting to be entered. (On-going) (FFY 16 - \$0) (FFY17 – \$60,000) (FFY 18 - \$66,000)

In FFY 2016 – Overtime allowed Traffic Records to keep a backlog from developing utilizing only staff members. Therefore, no funding has been requested for this project and no funding has been spent in this area.

In FFY 2017 – Overtime allowed Traffic Records to keep a backlog from developing utilizing only staff members. Therefore, while funding has been requested for this project, no funding has been spent in this area.

In FFY 2018 – With the reduction in full time staff, it was necessary to bring a temporary employee in to assist in the backlog.

Project # 71 - Out of State Travel:

This project provides funds to send state representatives to the annual Traffic Records Forum and to attend the TraCS National Model Steering Committee meetings. (On-going) (FFY 16 - \$6,000) (FFY 17 - \$4,800) (FFY 18 - \$5,400)

In FFY 2016 - Traffic Records sent one representative to the 41st International Traffic Records Forum which was held in Costa Mesa, California. One representative was also sent to the TraCS National Model Steering Committee Meeting held in February in Albuquerque, New Mexico.

One representative attended the second TraCS National Model Steering Committee Meeting in August, 2016 in Pittsburgh. The 42nd International Traffic Records Forum was held in Baltimore, in August 2016. One representative attended.

In FFY 2017 - One representative was sent to the TraCS National Model Steering Committee Meeting held in February in Orlando. The second TraCS National Model Steering Committee Meeting was scheduled for August 2017 in Milwaukee. One representative attended. The Traffic Records Forum was held in New Orleans in August 2017. One representative attended.

In FFY 2018 - Traffic Records sent two representatives to the TraCS National Model Steering Committee Meeting held in February 2018 in Tempe, Arizona. One representative will be going to the August 2018 meeting in Minnesota. One representative will be attending the 43rd International Traffic Records Forum in Wisconsin in August 2018.

Driver Data Update

During the past year, no measurable progress was reported to the TRCC by ADOT regarding upgrading Arizona's Driver Data System.

Vehicle Registration Update

During the past year, no measurable progress was reported to the TRCC by ADOT regarding upgrading Arizona's Vehicle Registration System.

Roadway Inventory Data Update

During the past year, no measurable progress was reported to the TRCC by ADOT regarding upgrading Arizona's Roadway Inventory Data System.

Citations and Adjudication Update

Citations

The Arizona Department of Public Safety and other local law enforcement agencies continue working with local courts to establish "e-citation" programs. The Administrative Office of the Court (AOC) has established a protocol to accept electronic citations and subsequently up-date the courts' databases.

As of this writing, 145 local courts are in production with some form of e-citation processing, including red light cameras, speed cameras, and the usage of hand held devices or in-vehicle computers to enter citation information. In all of these programs, citation data is downloaded to the local court's case management system electronically in batch. This eliminates the law enforcement agency's burden of delivering paper citations to the courts, thereby offering a greater chance of timely adjudication and reporting of convictions. Also, the courts are not required to manually enter electronic citations into their case management systems, which help to alleviate data entry errors.

Of the 145 courts referenced above, 127 are utilizing the AzTraCS software, which comes at no cost to the courts, and allows DPS officers to enter citation information into a hand held device. The information is routed to the court's queue and a batch process triggers the update to the court case management system database, which includes initiating the case and automatically scheduling the initial appearance.

Adjudication

The AOC initiated a statewide rollout of a new case management system. The AJACS system replaces the legacy system AZTEC, and has been successfully deployed to 9 courts, with an expectation that 10 to 12 more courts will be in production by the end of calendar year 2016. The AJACS system was designed with numerous automated workflows and built in edits that will streamline the adjudication process by minimizing data entry errors and alerting users when case and calendar events are coming due. There is also an expectation that reporting requirements to MVD and DPS will be met in a more timely manner with improved accuracy.

Injury Surveillance Systems Update

National EMS Information System (NEMSIS) Data:

Implementing a fully integrated statewide NEMSIS-compliant EMS data collection and improvement system with intra-state agency systems requires comprehensive strategic planning, including:

1. Integrating EMS, Trauma Registry, Hospital Discharge, and Traffic Records data to capture the full spectrum of emergent patient care from incident notification to final outcome.

ADHS successfully completed a probabilistic match of AZ-PIERS (EMS records) with Hospital Discharge Database of EMS runs involving transports to hospitals with a 95% match.

ADHS served as the State Coordinator for Arizona's 2015 Traffic Records Assessment from July - November 2015. Arizona exceeded the national average (74.4% v. 67%, respectively) in meeting Ideal Standards; ADHS Injury Surveillance System exceeded the national average (86.1% v. 64.3%, respectively).

ADHS attended all three TRCC meetings in 2017.

2. Attending regional and national meetings involving the execution and evaluation of the NEMSIS implementation strategic plan.

ADHS attended the 2015 National Association of State EMS Officers (NASEMSO) Annual Meeting covering the Data Managers Committee regarding conversions to NEMSIS Version 3.0.

Coordinating the involvement of more than 330 Arizona-based pre-hospital EMS agencies and more than 100 health care institutions, and the 130 state, county, municipal, and tribal law enforcement agencies.

ADHS collaborated with ADOT, DPS, and the Arizona Traffic Incident Management (TIM) Coalition in continued efforts to train first responders in TIM by serving on the Arizona TIM Coalition and conducting two TIM Train-the-Trainer courses in Phoenix and Kingman, and assisting in two TIM Basic courses in Yavapai County.

ADHS continued serving on the Arizona Traffic Incident Management Coalition representing EMS and public health, Traffic Records Coordinating Committee, and the Arizona Strategic Highway Safety Plan Executive Committee.

ADHS recorded participation of 100 EMS agencies (ground and air) reporting EMS data to AZ-PIERS in 2016.

ADHS recorded 43 trauma centers reporting trauma data to the Arizona State Trauma Registry (ASTR) in 2016.

ADHS generated the 2016 State Trauma Advisory Report.

3. Ensuring uniformity of data captured and submitted by EMS agencies, and ensuring continuous quality review of the response, treatment, and documentation of medical- and crash-related emergent patient care.

ADHS held three State Trauma Registry Users Group meetings designed to improve ASTR quality.

ADHS held four State EMS Registry Users Group meetings designed to improve AZ-PIERS quality.

ADHS completed a 2016 Trauma Registrar Inter-Rater Reliability Study designed to improve ASTR data consistency.

The ADHS FARS Analyst Access Program increased ADOT's EMS Time Data completeness reporting to NHTSA by 79% (July 2013 – December 2015).

ADHS generated a report on Distribution of Glasgow Coma Scores for 2014 Motor Vehicle Traffic Incidents in September 2015.

4. Ensuring the EMS data collection and improvement system continuously furthers the Arizona Strategic Highway Safety Plan as it currently exists and its ongoing amendments.

AZ-PIERS prehospital data registry reached 1.5 million records at the end of 2016.

The ASTR reached approximately 329,556 trauma records at the end of 2016.

ADHS mentored an MPH student whose project was "Public Health Impacts of TIM – Secondary Crash Data" to determine a what phase of the TIM first responders are at greatest risk of being struck and injured or killed.

ADHS attended all SHSP Executive Committee meetings in 2016.

5. Establishing and maintaining a uniform and reliable mechanism to evaluate the costs of injury motor vehicle crashes and emergent medical incidents that leads to improvements in the System's operations, costs, personnel, safety, and reductions in health care institution costs attributed to injury motor vehicle crashes and emergency medical incidents.

ADHS commenced the 2015 EMS Data Annual Report (released May 19, 2016) of data from AZ-PIERS that included cost factors for traffic-related crashes, and emergent medical conditions, and insurance coverage contributions.

Shared Services

Project # 45 - Purchase TraCS License (Yearly Renewal):

Renewal of this license is an ongoing project. After an extensive nationwide study of available data collection and management software applications, the TRCC determined the Iowa Traffic and Criminal Software application (TraCS) provided Arizona both the flexibility and functionality that is needed to implement the AzTRS. The 2010 revisions to the Crash Form were finalized and approved. This was put into the production of AzTraCS for deployment. **(On-going) (FFY 16 - \$60,000) (FFY 17 - \$60,000) (FFY 18 - \$66,000)**

In FFY 2016 - During this federal fiscal year ADOT added the following law enforcement agencies to the list of those sending in their crash data to ADOT Traffic Records electronically. These agencies are:

Pima County Sheriff Office
Surprise PD
Prescott PD

In FFY 2017 - No new agencies started sending reports electronically to ADOT.

In FFY 2018 – To date, the following agencies have started sending reports to ADOT electronically:

Glendale PD
Wickenburg PD
Tolleson PD
Clarkdale PD

Another 6-8 agencies are expected to be sending electronically before the close of FFY 2018.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 11/19/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant**Impaired driving assurances****Impaired driving qualification - Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.



DOUGLAS A. DUCEY
Governor

ALBERTO C. GUTIER
Director
Governor's Highway Safety Representative

Arizona Statewide Impaired Driving Task Force Charter

1. The Arizona Impaired Driving Task Force was established on August 21, 2013, under the authority of the Arizona Governor's Office of Highway Safety and under the direction of the designated Arizona Governor's Highway Safety Representative (GR).
2. The Arizona Impaired Driving Task Force draws on membership from multiple state agencies, private and non-profit organizations directly involved with the enforcement, adjudication, and education of the public on impaired driving.
3. The Arizona Impaired Driving Task Force will monitor and evaluate the progression of the Arizona Impaired Driving Plan.
4. The Arizona Governor's Office of Highway Director, acting as the Arizona Governor's Highway Safety Representative, will be the Chair and official coordinator of the Arizona Impaired Driving Task Force. The director will coordinate the planning and implementation of the plan. The Arizona Governor's Office of Highway Safety will fund the projects and activities listed in the plan.
5. The Chair of the Arizona Impaired Driving Task Force shall hold a meeting at least once per year with key members of the Task Force membership to evaluate the progress of the plan.
6. The Arizona Governor's Office of Highway Director, acting as the Arizona Governor's Highway Safety Representative, shall have the authority to approve the Arizona Impaired Driving Plan for submittal to the National Highway Traffic Safety Administration as permitted under CFR 23-1300.23 (e).



Alberto Gutier, Director
Governor's Highway Safety Representative

6-21-18
Date

1700 West Washington Street, Executive Tower, Suite 430, Phoenix, Arizona 85007
Telephone (602) 255-3216 | Toll free (877) 355-3216 | Fax (602) 255-1265
www.azgohs.gov

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/21/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Statewide Impaired Driving Task Force (Stakeholders):

Organization	Name	Title
Archangel Foundation	Heather Hurst	Executive Director
Arizona Association of Chiefs of Police	Joe Brugman	Chief & Association President
Arizona Department of Public Safety	Frank Milstead	Director

Arizona Department of Health Services	Cara Christ	Director
Arizona Department of Health Services, Emergency Medical Services	James Harden	Program Manager
Arizona Department of Liquor License And Control	John Cocca	Director
Arizona Department of Public Safety, Crime Lab	Vince Figarelli	Superintendent
Arizona Department of Public Safety, Highway Patrol	Wayde Webb	Lt. Colonel
Arizona Department of Public Safety, Vehicle Crimes Unit	Ken Hunte	Lt. Colonel
Arizona Department of Transportation, Hearing Office	Rick Rice	Chief Administrative Law Judge
Arizona Department of Transportation, MVD	Jackie Gentner	Program Administrator/Ignition Interlocks
Arizona Motorcycle Safety Advisory Council	Mick Degn	Executive Director
Arizona Peace Officers Standards And Training	Jack Lane	Executive Director
Arizona Prosecuting Attorney's Advisory Council	Elizabeth Ortiz	Executive Director
Arizona Supreme Court, Office of The Courts	Jerry Landau	Government Relations
Beverage Alcohol Community Information Council	Steve Churci	President, ARA
City of Mesa Court	Matthias Tafoya	Judge
Federal Highway Administration	Karla Petty	Division Administrator, AZ
Federal Motor Carrier Safety Administration	Matt Fix	Division Administrator, AZ
Gila River Indian Community Police Department	Stephen Row Lewis	Governor
Governor's Office of Highway Safety	Alberto Gutier	Director
Maricopa Association of Governments	Sarath Joshua	Senior Program Manager
Maricopa County Attorney's Office	Aaron Harder	Deputy County Attorney
Maricopa County Justice Court	Keith Russell	Presiding Judge
Maricopa County Sheriff's Office	Matt Giordano	Executive Chief
Mesa Police Department	Ramon Batista	Chief
Mothers Against Drunk Driving	Jason Fraiser	Executive Director, Arizona
Oversight Council on Driving or Operating Under The Influence	Vicki Hill	Chairman
Phoenix Fire Department	Shelley Jamison	Assistant Chief
Phoenix Police Department	Mike Parra	Traffic Commander

Phoenix Prosecutor's Office	Beth Barnes	Arizona TSRP
Pima County Attorney	Barbara LaWall	County Attorney
Pinal County Sheriff's Office	Mark Lamb	Sheriff
Salt River Indian Community Police Department	Karl Auerbach	Chief
Scottsdale Police Department	Alan Rodbell	Chief
Students Against Destructive Decisions	Jessica Hugdahl	Executive Director, Arizona
Traffic Records Coordinating Committee	Tim Jordan	Supervisor
Tucson City Prosecutor's Office	Baird Green	Deputy City Attorney
Tucson Police Department	Chris Magnus	Chief
Yavapai County Attorney	Sheila Polk	County Attorney
Yavapai County Sheriff's Office	Scott Masher	Sheriff

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	8
Criminal justice system:	9
Communication program:	15
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	16
Program evaluation and data:	17

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

Revised

Documents Uploaded

2018 - 2019 AZ Impaired Driving Plan.pdf

11 405(d) Alcohol-Iginition Interlock Law

Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.
 - A.R.S. 28-1381 (I) (6)
 - A.R.S. 28-1461

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Arizona Governor's Office of Highway Safety
State authority name/title:	Alberto C Gutier, Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
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CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Maricopa	102094
Pima	28545
Mohave	16669
Yavapai	14544
Pinal	14361
Cochise	6767
Yuma	6241

Enter the total number of registered motorcycles in State.

207610

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Arizona Governor's Office of Highway Safety

State authority name/title: Alberto C Gutier, Director

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	183.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	87.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Maricopa	1321
Pima	242
Mohave	66
Yavapai	44
Pinal	62
Cochise	22
Yuma	31

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 1837

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Motorcycle Training and Education

Mass Media Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-Media	Motorcycle Safety Media Campaign	Mass Media Campaign

13 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

ARIZONA - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

Certification & Assurances for FY 2019 Highway Safety Grants- signed.pdf