

State of Arizona Highway Safety Plan

Federal Fiscal Year 2015

prepared for

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

prepared by

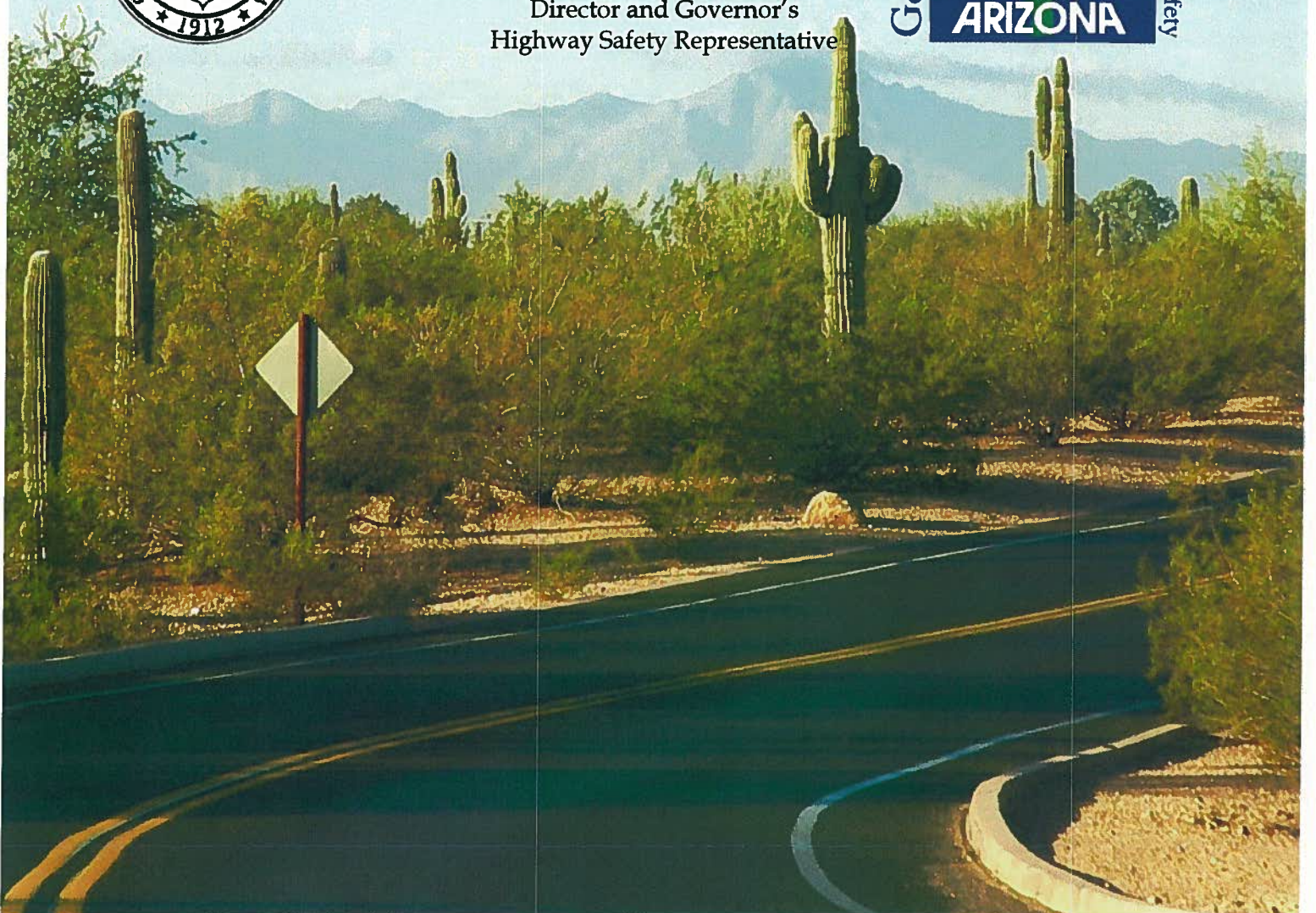
Arizona Governor's Office of Highway Safety

Janice K. Brewer

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Highway Safety Representative



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date

July 1, 2014

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Introduction

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

The 2015 HSP is composed of seven sections - Arizona's Highway Safety Planning Process, Highway Safety Performance Plan, Highway Safety Strategies and Projects, Performance Report, Program Cost Summary, Certifications and Assurances, and Section 405 Grant Application. The Planning Process (Section 1.0) discusses the data sources and processes used to identify Arizona's highway safety problems and establish highway safety performance. It details, through thoughtful and thorough data analysis and problem identification, the progress Arizona is making in addressing its most significant behavioral safety problems, including impaired driving, speeding and aggressive driving, and occupant protection. These issues, which align with the national priority areas identified by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), are linked through specific performance measures and targets to Arizona's goal of reducing fatalities across all program areas in the Performance Plan (Section 2.0).

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

The Performance Report (Section 4.0) is a new Federal requirement. This program area report focuses on Arizona's success in meeting the performance targets for the core performance measures identified in the FFY 2014 HSP. The Program Cost Summary (Section 5.0) details the proposed allocation of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan (Section 2.0) and the projects and activities outlined in the Highway Safety Strategies and Projects (Section 3.0). The funding level is based on what GOHS estimates its share will be under the Federal grant programs for the 2015 Federal Fiscal Year. The Certifications and Assurances (Section 6.0) chapter includes a certification statement signed by the Governor's Representative for Highway Safety. This outlines the measures the State will take to ensure compliance with all applicable laws and regulations, and financial and programmatic requirements mandated under the Section 402 program.

The Section 405 application Appendix D is presented in Section 7.0. In previous years, national-priority safety programs were funded through a variety of Federal grant programs. Under the recently enacted Federal transportation funding legislation known as MAP-21 (Moving Ahead for Progress in the 21st Century), these grant programs (e.g., Section 405c Traffic Safety Information System, Section 405d Impaired Driving, and Section 405f Motorcycle) were merged into a single program, Section 405. In FFY 2015, Arizona is applying for Section 405 funds to address State Traffic Safety Information System Improvements, Impaired Driving Countermeasures, Pedestrian/Bicycle and Motorcyclist Safety.

Arizona GOHS has expended or will expend all carry forward dollars on Sections 2010, 2011, 408, 410 and 164 as suggested by NHTSA Headquarters.



Arizona GOHS slogan and logo.

Mission Statement

GOHS, as the focal point for highway safety issues in Arizona, provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety.



GOHS Director Alberto Gutier opens the GOHS 2013 Statewide DUI News Conference at the Arizona Capitol. Present were members from the Governor of Arizona Janice K. Brewer's Cabinet, Sheriff Joe Arpaio, a couple dozen police chiefs, including Phoenix Chief of Police Danny Garcia, representatives from MADD, SADD, prosecutors, and over 100 police officers and sheriff deputies from all over Arizona. This yearly event that was started by Director Gutier in 1995 emphasizes besides DUI, seat belt, child seats, speeding, and the enforcement of all traffic laws.

1.0 Arizona's Highway Safety Planning Process

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

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

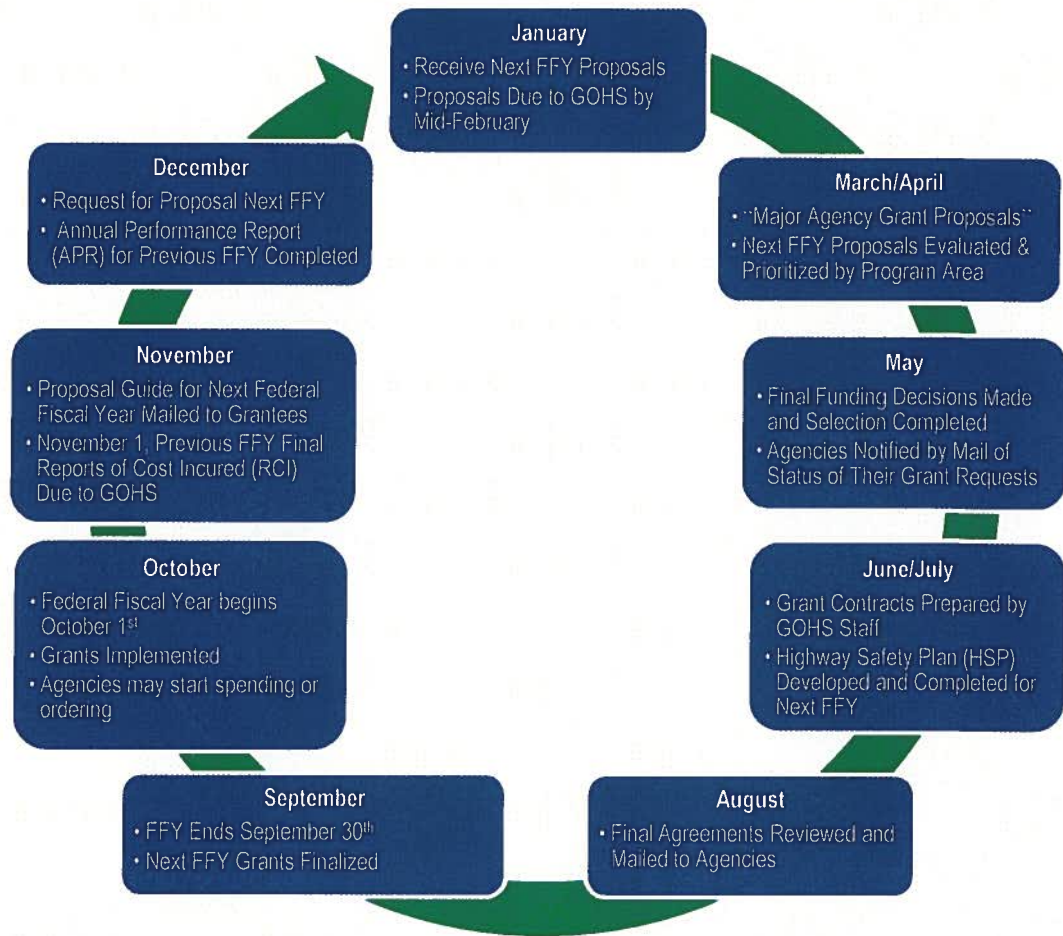
The three leading causes of death from vehicular collisions in Arizona are speeding and aggressive driving, impaired driving, and unrestrained vehicle occupants. Consequently, the majority of funding in the FY 2015 HSP is devoted to Impaired Driving, Police Traffic Services, and Occupant Protection. GOHS has established a channel of communication and understanding among the Governor's Office, the Legislature, state agencies, political subdivisions, and community groups to address these and other aspects of the statewide highway safety program.

1.1 PLANNING PROCESS

In the summer of 2012 the reauthorization legislation known as Moving Ahead for Progress in the 21st Century (MAP-21) became law. As a result, GOHS will submit the HSP by July 1 and be able to fund FFY 2015 grants on October 1, 2014. Programs starting on October 1 will be funded utilizing available carry forward funds until GOHS receives current year funding from Congress.

Figure 1.1 below shows the Arizona Highway Safety Planning process.

Figure 1.1 The Highway Safety Planning Process



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

Proposals are due to GOHS through the GOHS e-grants system in mid-February. Each proposal is assigned a number and pertinent information is added to an Excel spreadsheet.

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

- Is the proposal eligible for funding?

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

***GOHS Grants Philosophy:
Grants for Performance***

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

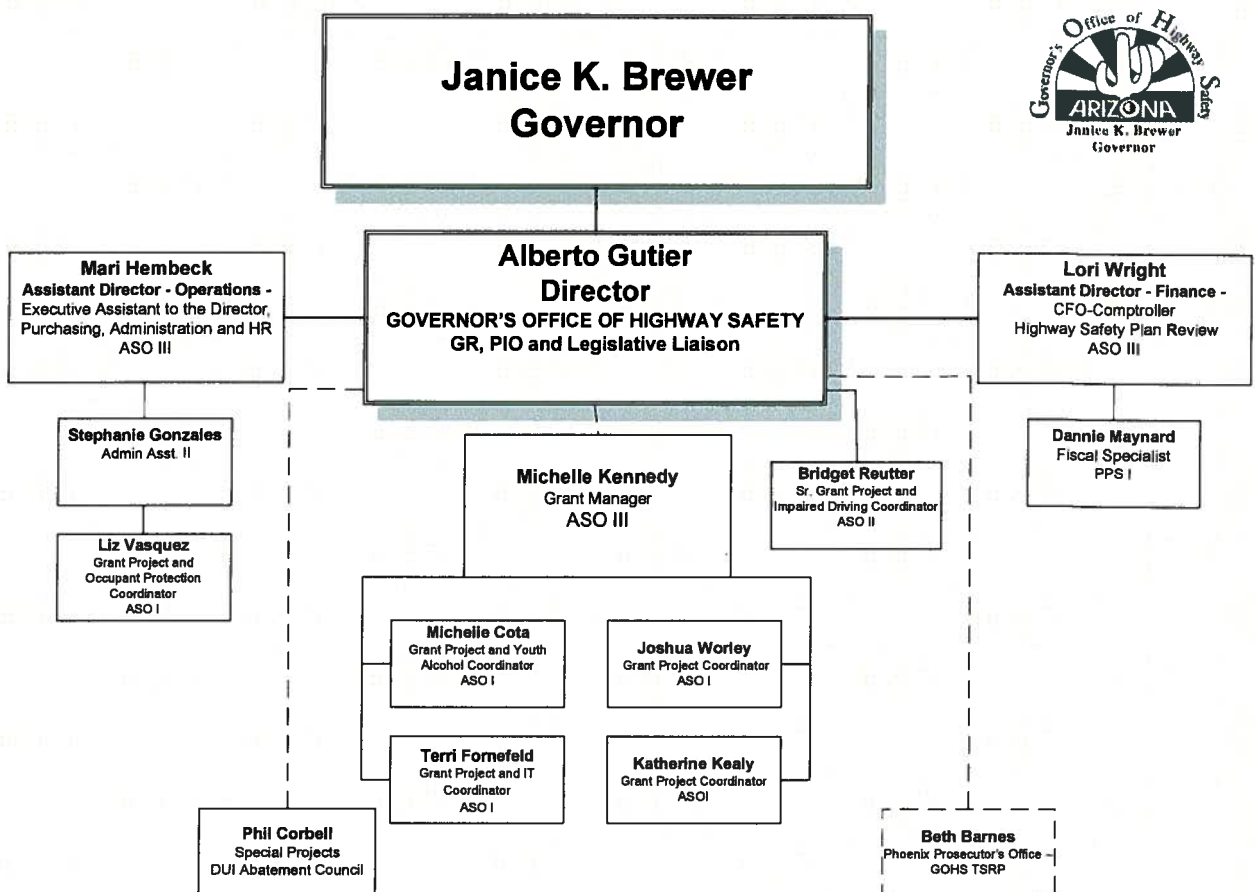
GOHS requires grantees requesting \$100,000 or greater and nonprofit applicants to make formal presentations before GOHS staff. These presentations provide agency background information and an overview of the project request. This process allows the GOHS Director and staff to ask questions and better assess the grant application. GOHS's policy is to fund all proposals that meet the criteria to ensure the HSP is representative of the entire State. Once the grants and funding levels are determined by program area, Project Coordinators begin writing contracts so they can be mailed to grantees by early September. During this time, the Director, Grant Manager, and Comptroller begin HSP development.

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

1.2 GOHS ORGANIZATION

GOHS is led by the Director, Alberto C. Gutier, who is appointed by and reports to the Governor of Arizona, Janice K. Brewer. Mr. Gutier is supported by an administrative staff headed by Executive Assistant, Mari Hembeck; financial staff headed by the Chief Financial Officer Comptroller, Lori Wright; grant-funded programs for a variety of agencies headed by Grant Manager, Michelle Kennedy; and project management staff. The dotted lines in Figure 1.2 depict The Traffic Safety Resource Prosecutor and Special Project coordinator. These two positions are supported by GOHS and housed in offices outside the GOHS office.

Figure 1.2 Organizational Chart



1.3 PROBLEM IDENTIFICATION

GOHS supports activities having the greatest potential to save lives, reduce injuries, and improve highway safety in Arizona. A broad range of data was 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 was reviewed and tracked over time, as were the demographic characteristics of drivers and crash victims and whether they used, or did not use, appropriate safety equipment.

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

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

Table 1.1 below shows the relative importance of the various contributing crash factors and demographics to crash fatalities in Arizona in 2013.

**Table 1.1 Arizona Crash Conditions as Percent of Total Fatalities
2013**

Unrestrained Vehicle Occupant	Speeding Related	Alcohol Impaired Driving	Pedestrians	Motorcycle	Drivers Age 20 and Younger	Bicyclists
35%	32%	31%	19%	18%	14%	4%

Source: ADOT.

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

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

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

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

1.4 PERFORMANCE MEASURES

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

Table 1.2 Arizona Performance Measures

Type	Program Area	Performance Measure	Data Source
Outcome	Overall	Number of traffic-related fatalities.	FARS 2008-2012, ADOT 2008-2013
Outcome	Overall	Number of traffic-related serious injuries.	ADOT
Outcome	Overall	Fatalities per 100 million VMT.	FARS 2008-2012, ADOT 2008-2013
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 2008-2012, ADOT 2008-2013
Outcome	Occupant Protection (OP)	Number of unrestrained vehicle occupant fatalities in all seating positions.	FARS 2008-2012, ADOT 2008-2013
Behavior	Occupant Protection (OP)	Percent of front seat vehicle occupants who are observed using safety belts.	Survey
Outcome	Police Traffic Services (PT)	Number of speeding-related fatalities.	FARS 2008-2012, ADOT 2008-2013
Outcome	Police Traffic Services (PT), Alcohol and Other Drugs (AL), Motorcycle, Bicycle, and Pedestrian Safety (MC/PS), and Occupant Protection (OP)	Number of drivers age 20 or younger involved in fatal crashes.	FARS 2008-2012, ADOT 2008-2013
Outcome	Motorcycle Safety (MC)	Number of motorcycle fatalities.	FARS 2008-2012, ADOT 2008-2013
Outcome	Motorcycle Safety (MC)	Number of unhelmeted motorcycle fatalities.	FARS 2008-2012, ADOT 2008-2013
Outcome	Pedestrian Safety (PS)	Number of pedestrian fatalities.	FARS 2008-2012, ADOT 2008-2013
Outcome	Bicycle Safety (PS)	Number of bicycle fatalities.	FARS 2008-2012, ADOT 2008-2013
Activity	Occupant Protection (OP)	Number of Seat Belt Citations issued.	Grant Activity Reports and GOHS Web Site Reporting System
Activity	Alcohol and Other Drugs (AL)	Number of Impaired Driving arrests made during grant-funded enforcement.	Grant Activity Reports and GOHS Web Site Reporting System
Activity	Police Traffic Services (PT)	Number of Speeding Citations issued during grant-funded enforcement.	Grant Activity Reports and GOHS Web Site Reporting System

Sources: Arizona GOHS, ADOT and NHTSA.

1.5 HIGHWAY SAFETY TRENDS AND GOALS

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

Table 1.3 Arizona Highway Safety Trends

	2009	2010	2011	2012	2013 ^a	5-Year Average	2015 Goal
Fatalities	806	759	826	825	844	812	828
Serious Traffic Injuries ^a	4,808	4,600	4,570	4,471	4,305	4,551	4,159
Fatalities/100M VMT	1.31	1.27	1.39	1.37	1.39	1.35	1.35
Passenger Unrestrained Vehicle Occupant Fatalities	248	235	222	252	299	251	259
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	218	206	212	227	262	225	238
Speeding-Related Fatalities	293	262	299	297	266	283	259
Total Motorcycle Fatalities	121	91	136	141	149	128	138
Unhelmeted Motorcycle Fatalities	66	50	73	69	72	66	71
Drivers Age 20 or Younger in Fatal Crashes	95	79	116	99	118	101	110
Pedestrian Fatalities	118	145	147	122	158	138	148
Bicycle Fatalities ^c	25	19	23	18	30	23	26
Percent Observed Belt Use for Passenger Vehicles	80.8%	81.8%	82.9%	82.2%	84.7%	82.5%	85%
Number of Seat Belt Citations Issued	3,323	5,439	21,828	29,710	27,805	17,621	N/A
Number of Impaired Driving Arrests Made	14,154	19,482	31,561	32,174	31,635	25,801	N/A
Number of Other Citations (including speed) Issued ^b	73,600	101,848	331,269	377,992	472,777	271,497	N/A

Sources: Fatality Analysis Reporting System (all 2009 through 2012 data except serious injuries); ADOT for serious traffic injury data and all 2013 data. GOHS Reporting System for number of Seat Belt citations, Impaired Driving Arrests Made and Other Citations. Speeding-Related Fatalities from ALISS system.

Notes: ^a Five-Year Average is for 2009 through 2013. For yearly ADOT fatality data going back to 1984 and monthly data back to 2004, please see Figures B.1, B.2, and B.3 in Appendix B.

^b In 2013, there were 472,777 citations issued for speed and aggressive driving which includes, speed not reasonable or prudent, excessive speed, speed not right for conditions, and reckless driving while speeding or other citations issued for other moving violations like red light running. Arizona is continually improving the capture of citation data recorded in our tracking system.

^c Bicycle Fatalities added in FFY 2015 Plan.

Data Sources and Figure Explanation

The following figures contain data from the following sources: Fatality Analysis Reporting System ("FARS data"), Arizona Motor Vehicle Crash Facts and ad-hoc data retrieval prepared by the Arizona Department of Transportation ("ADOT/ALISS data") and the 2013 Arizona Seat Belt/Motorcycle Helmet Use and Driver Survey prepared by the Behavior Research Center and Preusser Research Group ("Seat Belt Survey"). FARS data was unavailable for 2013 at the time of publication. Since GOHS is committed to providing the most accurate and recent data available, ADOT data is included alongside FARS data in any figure where possible.

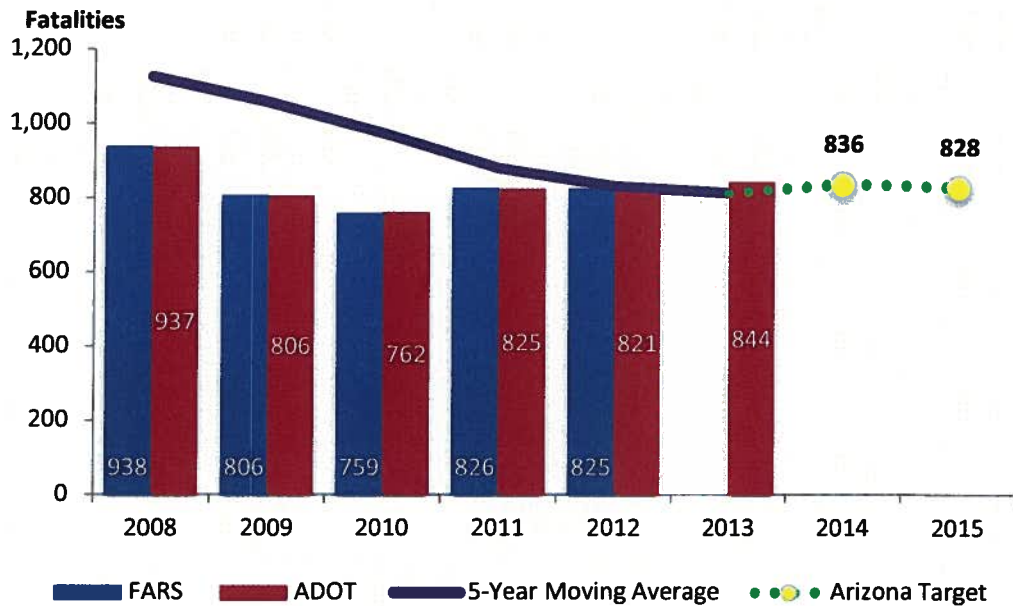
For most performance measures FARS data and ADOT data match very closely. In these cases GOHS strongly believes that 2013 FARS data (from which HSP goals should be made) will match closely to the 2013 ADOT data and goals are made accordingly. However, some performance measures have FARS data and ADOT data that are consistently and significantly different. This is due to differences in defining how fatalities fall into a particular category. For instance, in the Alcohol-Impaired Driving Fatalities data, the ADOT data is consistently higher than the FARS data. GOHS uses this knowledge to predict that the missing 2013 FARS data will be lower than the 2013 ADOT data and sets goals with this in mind.

The five-year moving averages in the following figures use FARS data for all years except 2013. The five-year moving average for 2013 incorporates 2009-2012 FARS data and 2013 ADOT data. In years where FARS data and ADOT data match closely this moving average should be quite accurate. In years where the data do not match as closely the average will be skewed slightly from what it would be had the 2013 FARS data been available. It is GOHS's sincere hope that in the future FARS data will be available in a much more timely and accessible manner so that GOHS and the public can make proper year-to-year comparisons and goals without having to 'predict' what the FARS data will end up being.

Fatalities

The total number of traffic fatalities increased slightly from 825 in 2012 to 844 in 2013. This level is significantly higher than the 759 fatalities in 2010 but much lower than the record year of 2006 when Arizona recorded 1,293 fatalities. These numbers can be explained in part by the economic recovery that began in 2011. This resulted in higher employment, rising home values and increasing business activity, which all created new demand for automobiles and motorcycles. Figure 1.5 shows that the fatality rate (per million vehicle miles travelled) in Arizona has remained fairly constant over time so this increase in fatalities is due in large part to an increase in road usage.

Figure 1.3 Traffic Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

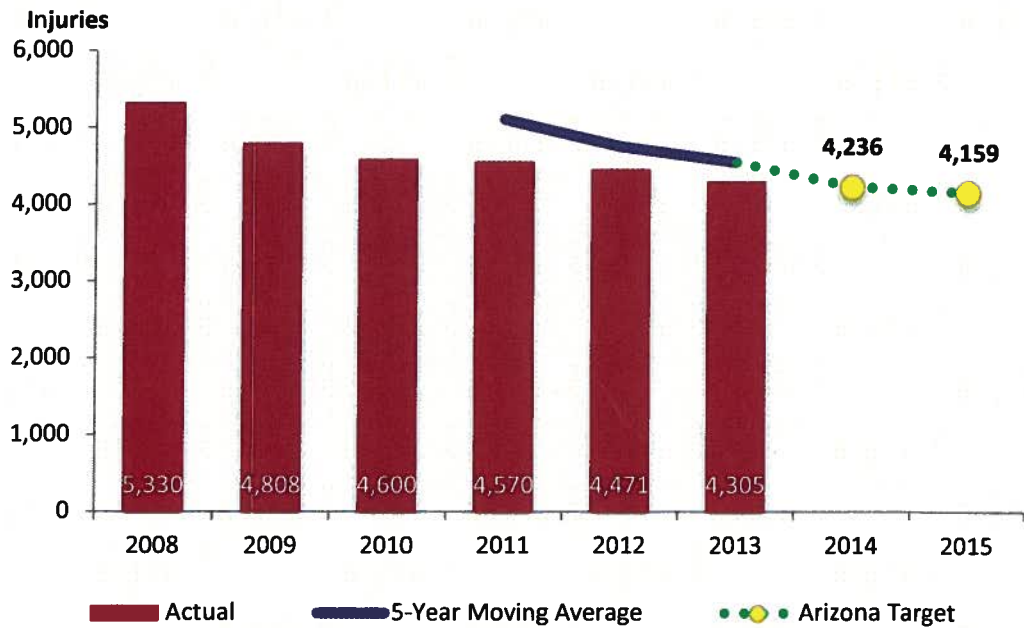
Explanation of Fatality Goal-Setting Process

In the 2014 HSP a goal of 820 fatalities was set. Due to an increase in fatalities in 2013, GOHS has revised the 2014 goal to be 836 fatalities with a goal for 2015 of 828 fatalities. These goals are slightly higher than the five-year moving average of 812, but the increase is accounting for continued economic expansion and increased road usage throughout the state of Arizona.

Serious Traffic Injuries

This is the first year that serious traffic injuries have been included in the HSP. Previous versions of the HSP have instead included total traffic injuries. Since serious traffic injuries have not been tracked as far back as total traffic injuries, a five-year moving average before 2011 was unavailable. However, it is still apparent that there has been a slight decrease in serious traffic injuries over the past few years.

Figure 1.4 Serious Traffic Injuries



Sources: ADOT (2008 - 2013)

Retrieved May 2014

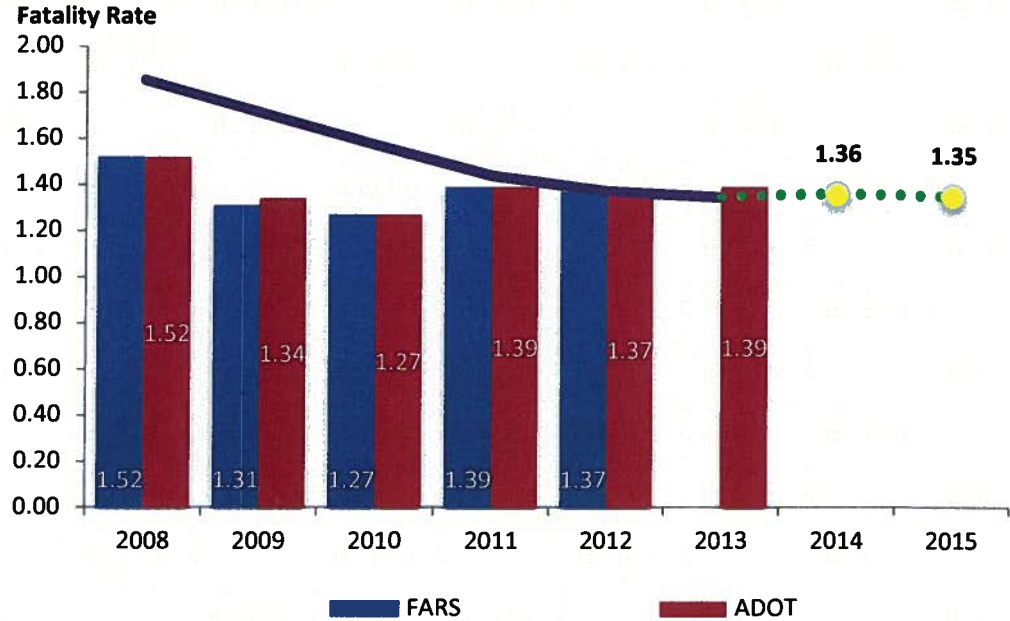
Explanation of Serious Traffic Injury Goal-Setting Process

Since serious traffic injuries were not tracked in the 2014 HSP there was no previous 2014 goal. Thus, GOHS has set a 2014 goal of 4,236 serious traffic injuries and a 2015 goal of 4,159 serious traffic injuries. These goals aim to continue the trend of decreasing serious traffic injuries seen in the five-year moving average, but do account for the likely increase in crashes and injuries from the anticipated increase in road usage due to the economic recovery.

Fatality Rate

In recent years the VMT has remained fairly constant as evidenced in Figure 1.5. The falling five-year average seen is due mostly to the high level of fatalities seen in 2006, which led to a fatality rate of 2.07 per 100 million VMT.

Figure 1.5 Fatality Rate



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

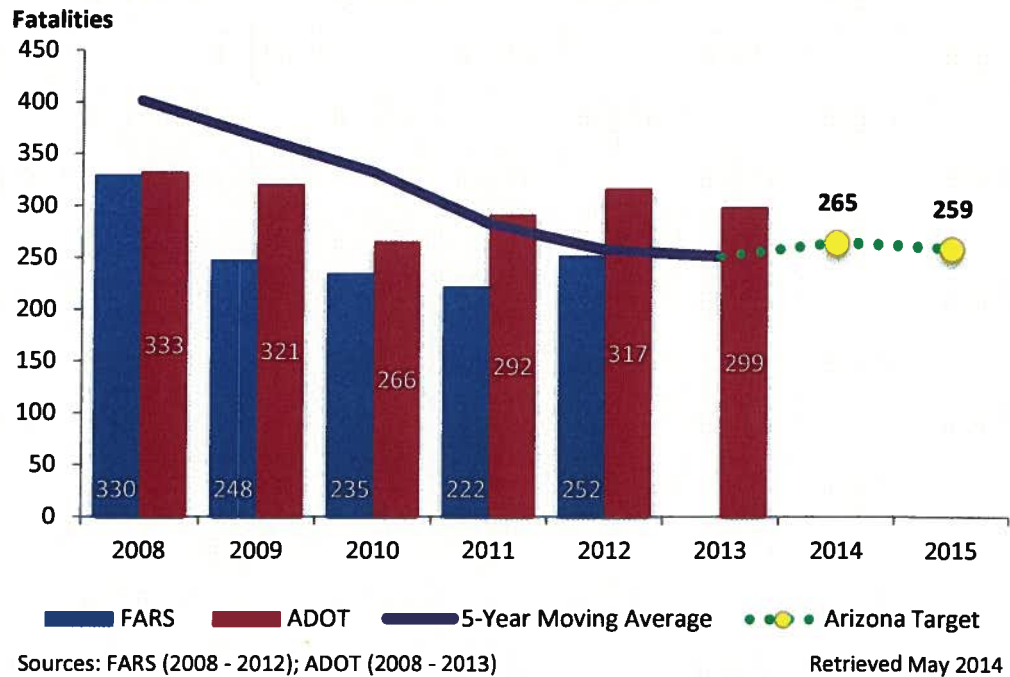
Explanation of Fatality Rate Goal-Setting Process

Based on the near constant fatality rate seen over the past few years, GOHS has revised the goal for 2014 down to 1.36. The new goal for 2015 will be 1.35. These goals reflect a modest decrease in the fatality rate.

Unrestrained Passenger Vehicle Occupant Fatalities

Unrestrained passenger vehicle occupant fatalities increased from 2011 to 2012. However, ADOT data shows that unrestrained passenger vehicle fatalities have fallen from 2012 to 2013. It appears that unrestrained vehicle occupant fatalities are staying fairly constant. So while total fatalities are increasing, unrestrained fatalities appear to be at the worst level since 2008.

Figure 1.6 Unrestrained Passenger Vehicle Occupant Fatalities



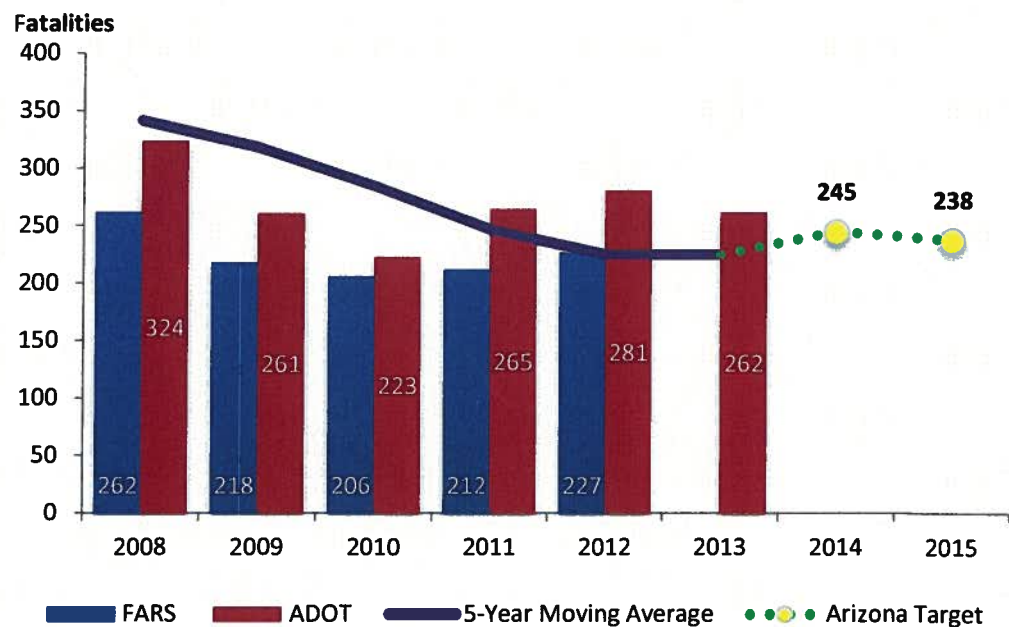
Explanation of the Unrestrained Passenger Vehicle Occupant Fatality Goal-Setting Process

The 2014 HSP goal for unrestrained passenger vehicle occupant fatalities was 265 for 2014. GOHS believes this is still a good goal for 2014 and has set a 2015 goal of 259 unrestrained passenger vehicle occupant fatalities. With the anticipated continuing increase in seat belt usage rates (see Figure 1.14), these fatality goals seem very achievable.

Alcohol-Impaired Driving Fatalities

ADOT data shows a slight decrease in alcohol-impaired driving fatalities from 2012 to 2013. FARS data is normally lower than ADOT data for alcohol-impaired driving fatalities¹ so GOHS predicts that 2013 FARS data will end up close to the 2011 level of 212 alcohol-impaired driving fatalities. The percentage of alcohol-impaired driving fatalities was 28 percent in 2012, compared to the US average of 31 percent. This continues Arizona’s streak of having a lower alcohol-impaired fatality rate than the national average.

Figure 1.7 Alcohol-Impaired Driving Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

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

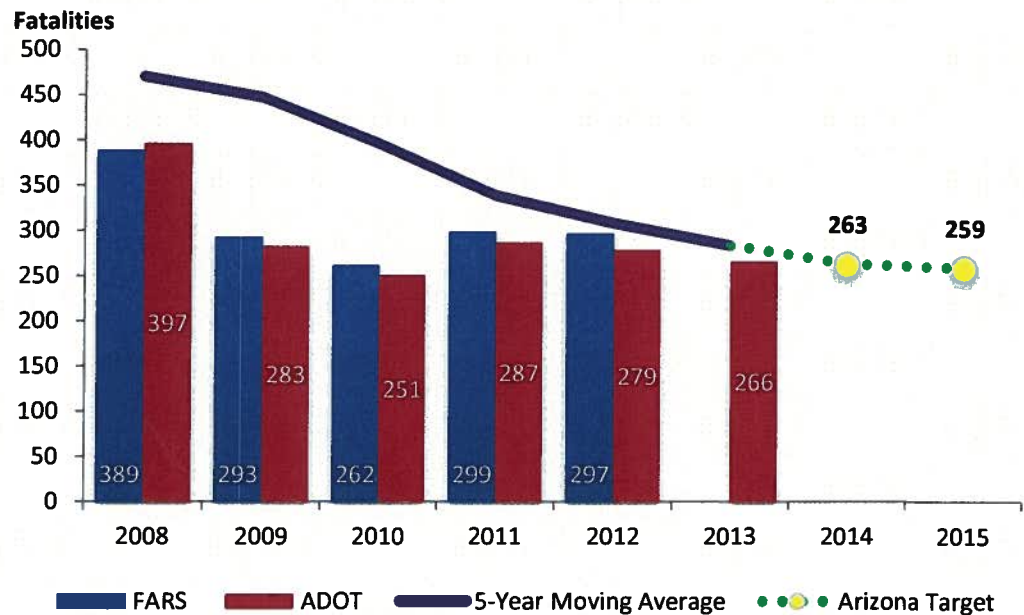
Arizona has some of the toughest impaired driving laws in the nation and is nationally recognized as having the best trained officers in the detection of alcohol- and drug-impaired drivers. Because of this strong enforcement and a decrease in fatalities in 2013, GOHS has revised down the 2014 HSP goal of 270 for 2014 to 245 alcohol-impaired driving fatalities and a 2015 goal of 238 alcohol-impaired driving fatalities.

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

Speeding-Related Fatalities

Speeding-related fatalities decreased slightly from 297 in 2012 to 266 in 2013. However, speeding related fatalities have seemed to be fairly constant since 2009. The steadily decreasing five-year moving average is due to speeding-related fatalities being consistently over 400 prior to 2008. This 'new normal' is certainly an improvement over those high fatality years.

Figure 1.8 Speeding-Related Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

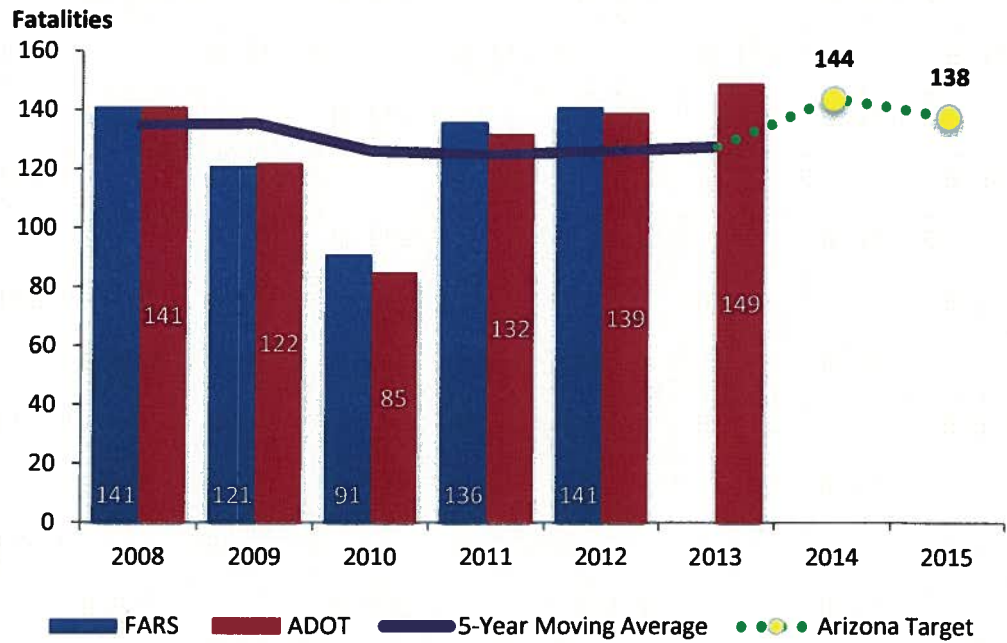
Explanation of the Speeding-Related Fatality Goal-Setting Process

Based on the lower speeding-related fatalities in 2013 GOHS has revised the 2014 goal to 263 (from the original goal of 279 in the 2014 HSP). The goal in 2015 will be 259 speeding-related fatalities.

Motorcycle Fatalities

Motorcycle fatalities increased slightly from 141 in 2012 to 149 in 2013. This increase must be considered against the virtually constant five-year moving average of motorcycle fatalities that is apparent in the figure below. Other than the abnormally low level of motorcycle fatalities in 2010, there has been very little movement in motorcycle fatalities.

Figure 1.9 Motorcycle Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

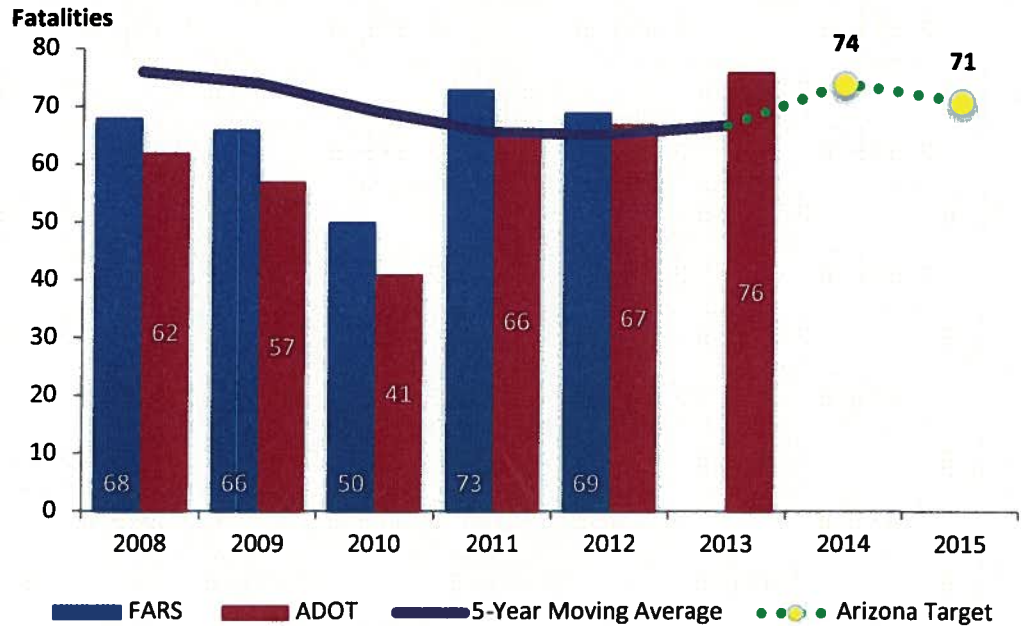
Explanation of the Motorcycle Fatality Goal-Setting Process

Based on the slightly higher level of motorcycle fatalities in 2013, GOHS has revised the 2014 goal to 144 (it was originally 136 in the 2014 HSP). The 2015 goal for motorcycle fatalities is 138. These revised goals are more in line with the latest upward shift in beginning a trend of decreasing motorcycle fatalities slightly from 2012 and 2013 numbers. Educating drivers and motorcyclists in having mutual respect towards each other will go a long way toward reducing fatalities.

Unhelmeted Motorcycle Fatalities

Unhelmeted motorcycle fatalities increased from 69 in 2012 to 76 in 2013. Other than the sharply lower number of fatalities in 2010 (which was also seen in the total number of motorcycle fatalities), unhelmeted motorcycle fatalities have remained fairly constant.

Figure 1.10 Unhelmeted Motorcycle Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

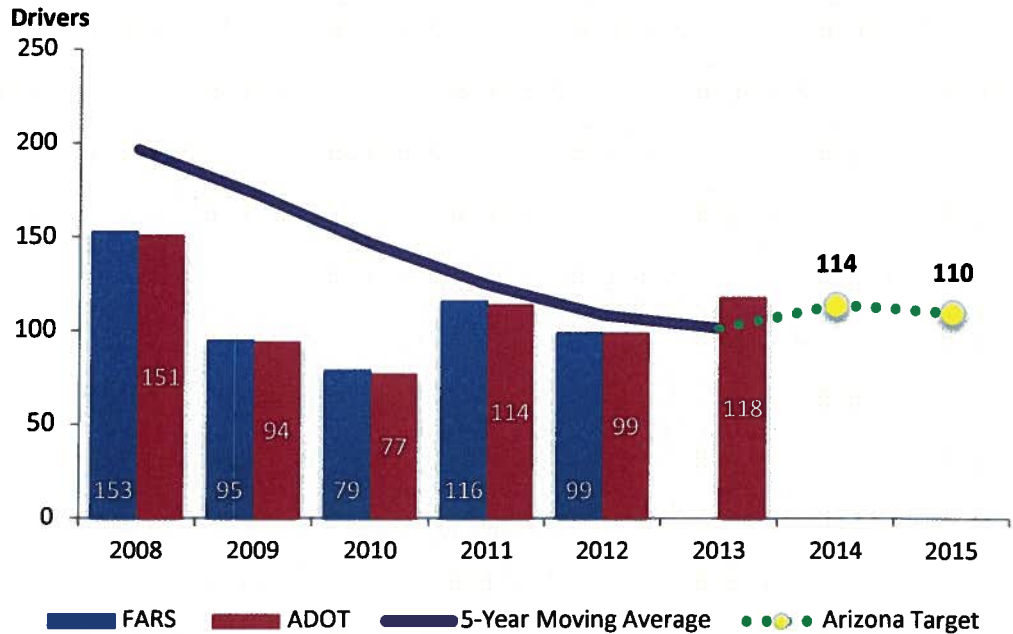
Explanation of the Unhelmeted Motorcycle Fatality Goal-Setting Process

Despite the increase in VMT and the accompanying increase in motorcycle usage (including unhelmeted motorcycle riders), GOHS believes that unhelmeted motorcycle fatalities can decrease from the current 2013 level of 76. Thus, the 2014 and 2015 goals for unhelmeted motorcycle fatalities are 74 and 71 respectively.

Young Drivers in Fatal Crashes

The number of drivers age 20 or younger involved in fatal crashes has been very volatile since 2008. However, there has been a steady trend downward in the five-year moving average. Despite this trend downward, there was a jump of drivers age 20 or younger in fatal crashes in 2013 to 118.

Figure 1.11 Drivers Age 20 or Younger in Fatal Crashes



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

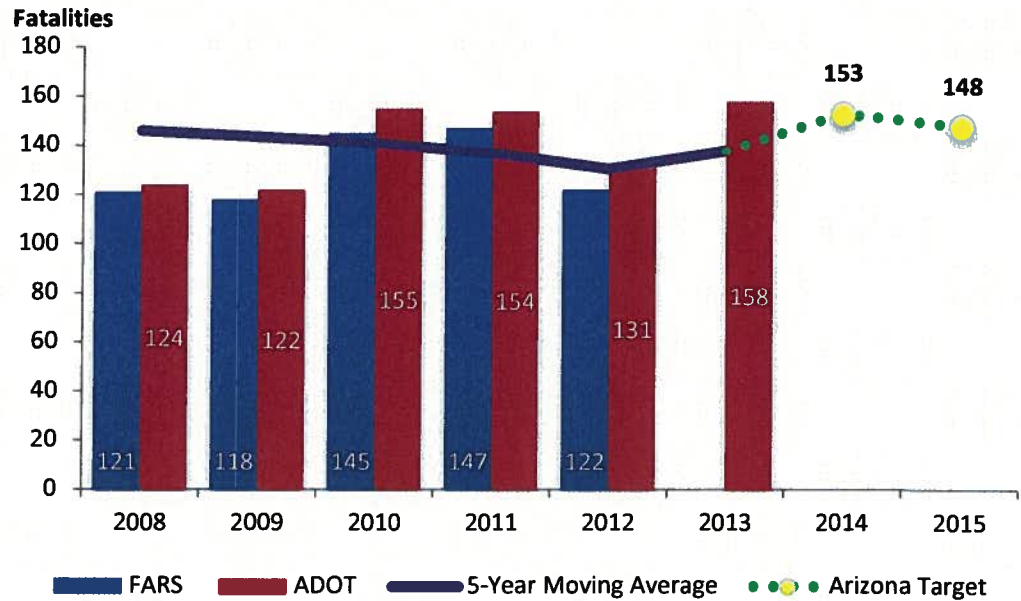
Explanation of the Drivers Age 20 or Younger in Fatal Crashes Goal-Setting Process

Based on the 2013 jump in drivers age 20 or younger in fatal crashes, GOHS has set a goal of 114 for 2014 and 110 for 2015 drivers age 20 or younger in fatal crashes. The 2014 goal has been revised upward from the 2014 HSP goal of 96.

Pedestrian Fatalities

While the number of pedestrian fatalities has jumped from 122 in 2012 to 158 in 2013, the five-year moving average has stayed fairly flat since 2008.

Figure 1.12 Pedestrian Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

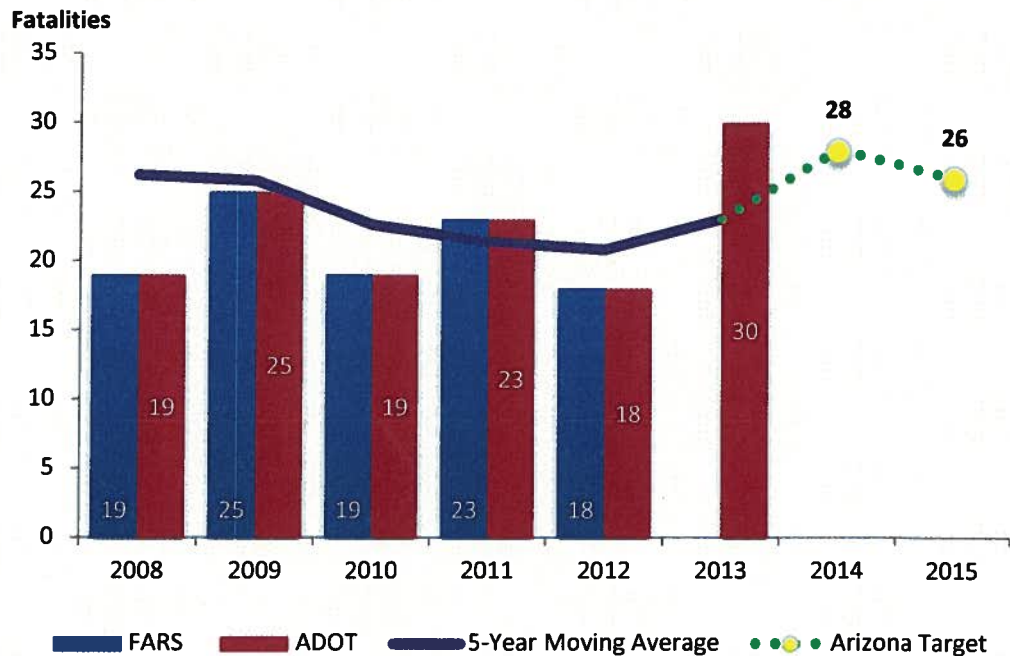
Explanation of the Pedestrian Fatalities Goal-Setting Process

A light rail system was opened in Phoenix in December 2008 and has been steadily expanded since then. GOHS hopes to prevent pedestrian fatalities through an enforcement program it started in 2014 to prevent pedestrians from crossing light rail tracks in unsafe locations. Other programs aimed at pedestrian safety target both children and adults in Arizona’s urban areas. Arizona and its major cities are vehicle dependent due to population growth and travel distances. Educating drivers and pedestrians in having mutual respect towards each other will go a long way toward reducing fatalities. Through these measures, GOHS hopes to decrease pedestrian fatalities from 158 in 2013 to a goal of 153 in 2014 and 148 in 2015.

Bicycle Fatalities

This is the first year that bicycle fatalities are included in the HSP. While bicycle fatalities are a small portion of total fatalities in the state of Arizona, they are certainly a focus of GOHS. Recently, bicycle fatalities have hovered around 20 fatalities. However, in 2013 bicycle fatalities jumped to 30. Hopefully this jump in fatalities was just a random occurrence.

Figure 1.13 Bicycle Fatalities



Sources: FARS (2008 - 2012); ADOT (2008 - 2013)

Retrieved May 2014

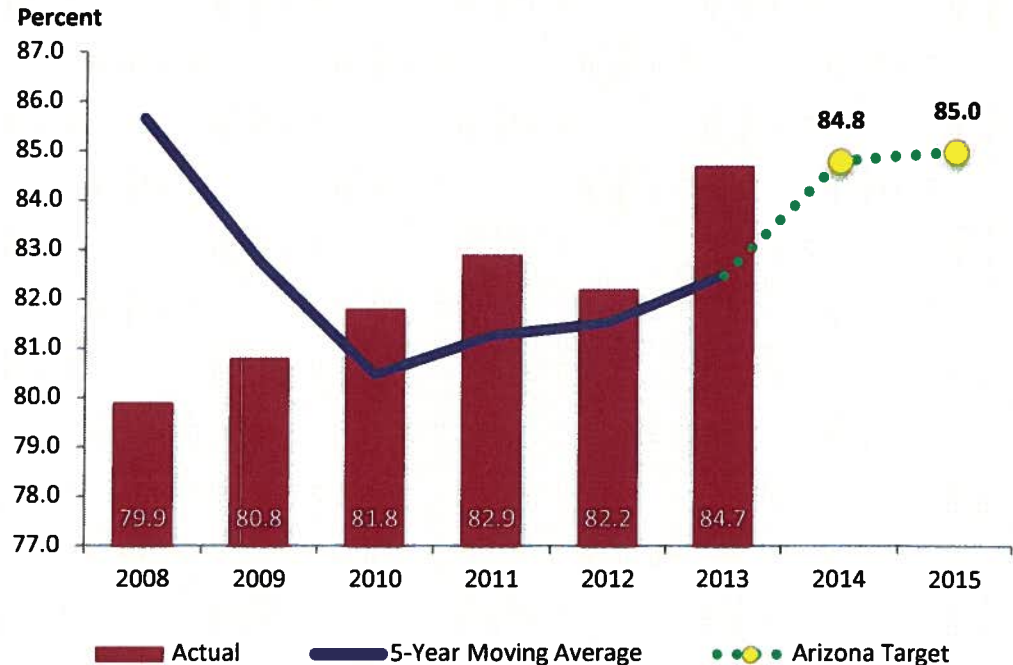
Explanation of the Bicycle Fatalities Goal-Setting Process

Since bicycle fatalities were not included in previous HSPs, no previous goal had been set. GOHS has set the goals for 2014 and 2015 to be 28 and 26 respectively. This will bring bicycle fatalities closer to the 'normal' level seen before 2013. Arizona and its major cities are vehicle dependent due to population growth and travel distances. Educating drivers and bicyclists in having mutual respect towards each other will go a long way toward reducing fatalities.

Percent Observed Seat Belt Use for Passenger Vehicles

The observed seat belt rate increased from 82.2 percent in 2012 to 84.7 percent in 2013. There has been a steady increase in the seat belt rate since 2008 when seat belt usage was only 79.9 percent.

Figure 1.14 Percent Observed Seat Belt Use for Passenger Vehicles



Sources: Arizona Seat Belt/Motorcycle Helmet Use and Driver Survey

Retrieved May 2014

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

Based on the trend data shown above, GOHS has set the 2015 goal for observed seat belt use at 85.0 percent. This continues the steady increases seen since 2008.

1.6 ADDITIONAL DATA AND ANALYSIS

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

Table 1.4 Vehicle Occupant Fatalities Age 4 and Below

	2009	2010	2011	2012	2013
Restrained	9	6	3	2	3
Unrestrained	2	4	3	3	7
Unknown Restraint Use	9	4	7	7	1
Total	20	14	13	12	11

Source: Arizona Crash Facts, ADOT.

Table 1.5 Vehicle Occupant Fatalities Age 5 and Above

	2009	2010	2011	2012	2013
Restrained	212	183	221	240	243
Unrestrained	319	262	289	310	299
Unknown Restraint Use	108	129	125	111	114
Total	639	574	635	661	656

Source: Arizona Crash Facts, ADOT.

Table 1.6 below displays the fatalities by race and ethnicity from 2008 through 2012.

Table 1.6 Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2008	2009	2010	2011	2012
Occupants (All Vehicle Types)	Hispanic	220	150	1	90	141
	White, Non-Hispanic	435	297	13	295	419
	Black, Non-Hispanic	25	25	0	22	23
	American Indian, Non-Hispanic/Unknown	84	67	4	80	81
	Asian, Non-Hispanic/ Unknown	5	5	1	2	6
	All Other Non-Hispanic	15	17	0	0	0
	Unknown Race and Unknown Hispanic	8	97	567	161	33
Total	792	658	586	650	700	
Nonoccupants (Pedestrians, Pedacyclists and Other/Unknown Nonoccupants)	Hispanic	35	38	2	37	43
	White, Non-Hispanic	70	49	6	54	61
	Black, Non-Hispanic	9	7	0	4	7
	American Indian, Non-Hispanic/Unknown	29	19	4	31	26

Person Type by Race/Hispanic Origin	2008	2009	2010	2011	2012
Asian, Non-Hispanic/ Unknown	0	1	0	1	0
All Other Non-Hispanic	1	8	0	0	0
Unknown Race and Unknown Hispanic	2	26	161	49	6
Total	146	148	173	176	143
Total	938	806	759	826	843

Source: Fatality Analysis Reporting System (FARS).

Table 1.6 shows fatalities among American Indian, Non-Hispanic/Unknown decreased from 29 in 2008 to 26 in 2012. These figures include occupants and nonoccupants (pedestrians, pedacyclists, and unknown nonoccupants).

GOHS can only impact two of the 23 tribes in Arizona with Federal grants because the sovereignty issue in GOHS contracts are not waived by the other tribes. For example, Arizona's seat belt observed rate is 84.7percent, while in the Navajo Nation, the largest tribe in the United States, the observed rate has increased to 68.5 percent (according to the National Congress of American Indians, 2011) even though the Navajo Nation is a primary belt law nation. GOHS attempts to provide grant assistance to other tribes, but has been told by these tribes they object to the grant reporting requirements of data including impaired driving arrests and convictions of tribal members in and around the reservations.

Table 1.7 displays fatalities by person and vehicle type.

Table 1.7 Fatalities by Person Type

Person Type	2008		2009		2010		2011		2012	
	No.	Per.	No.	Per.	No.	Per.	No.	Per.	No.	Per.
Occupants										
Passenger Car	299	32	211	26	195	26	200	24	220	27
Light Truck – Pickup	130	14	90	11	113	15	97	12	101	12
Light Truck – Utility	132	14	120	15	101	13	121	15	126	15
Light Truck – Van	34	4	43	5	23	3	20	2	24	3
Light Truck – Other	0	0	0	0	0	0	0	0	0	0
Large Truck	19	2	9	1	5	1	16	2	11	1
Bus	0	0	7	1	6	1	1	0	0	0
Other/Unknown Occupants	37	4	57	7	52	7	58	7	52	6
Total Occupants	651	69	537	67	495	65	513	62	534	65
Motorcyclists										
Total Motorcyclists	141	15	121	15	91	12	136	16	141	17
Nonoccupants										
Pedestrian	121	13	118	15	145	19	147	18	122	15
Bicyclist and Other Cyclist	19	2	25	3	19	3	23	3	18	2
Other/Unknown Nonoccupants	6	1	5	1	9	1	7	1	10	1
Total Nonoccupants	146	16	148	18	173	23	177	21	150	18
Total	938	100	806	100	759	100	826	100	825	100

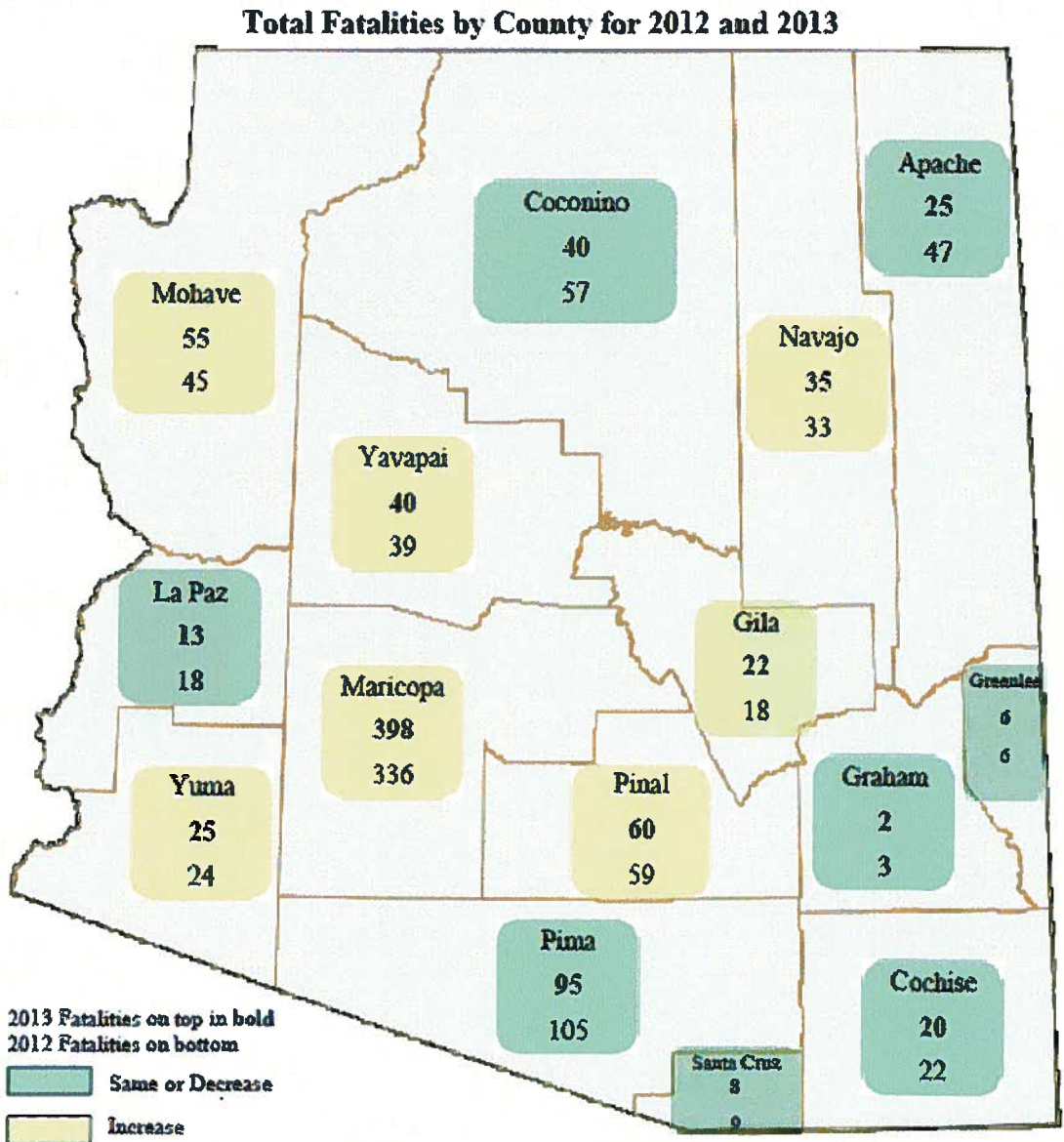
Source: FARS.

Table 1.8 Fatalities by Crash Type

Crash Type	2008	2009	2010	2011	2012
Total Fatalities (All Crashes)	938	806	759	826	825
Single Vehicle	558	506	477	501	508
Involving a Large Truck	98	66	65	68	85
Involving Speeding	389	293	262	299	297
Involving a Rollover	356	278	264	277	297
Involving a Roadway Departure	425	350	258	316	352
Involving an Intersection (or Intersection-Related)	234	168	185	204	189

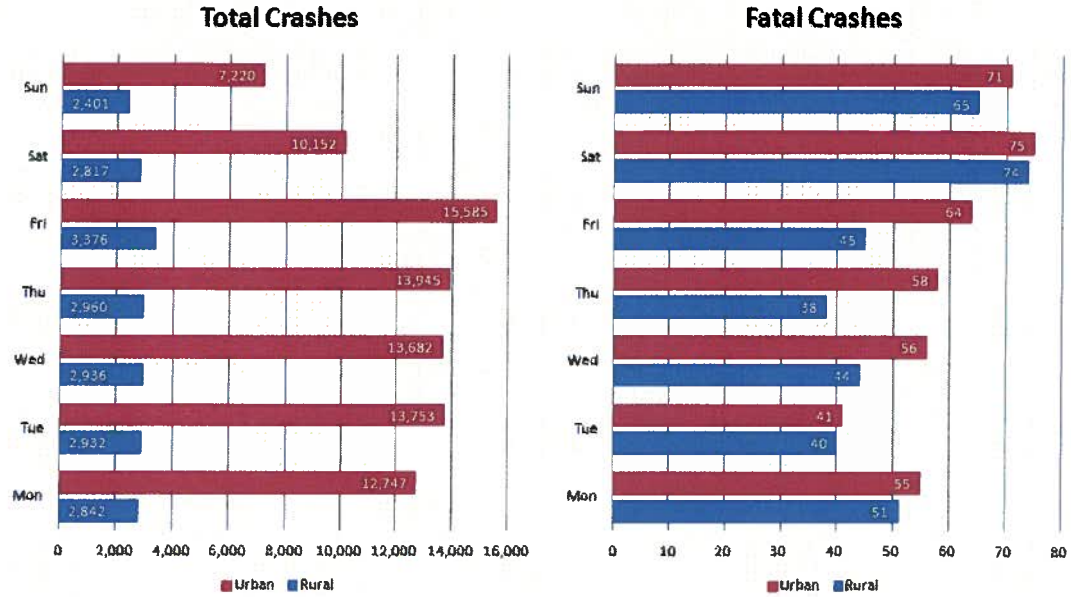
Source: FARS.

Figure 1.15 Fatalities by County
2012 and 2013



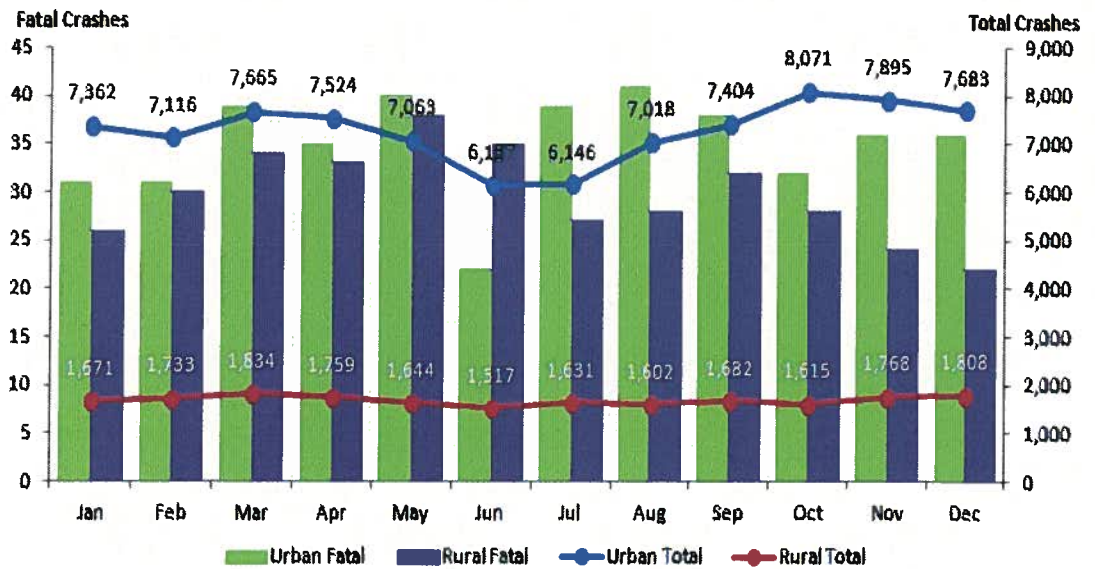
Source: ADOT: Arizona Crash Facts, 2013.

Figure 1.16 Crashes and Fatal Crashes by Day of Week 2013



Source: ADOT, Arizona Crash Facts 2013

Figure 1.17 Crashes and Fatal Crashes by Month 2013



Source: ADOT, Crash Facts 2013

1.7 COORDINATION WITH THE STRATEGIC HIGHWAY SAFETY PLAN

The GOHS Director is a member of the Executive Committee for the statewide Strategic Highway Safety Plan (SHSP). The SHSP is required by Moving Ahead for Progress in the 21st Century (MAP-21) and is currently being updated. The plan is data-driven and includes statewide goals, objectives, and emphasis areas. GOHS will continue to closely coordinate and play a leadership role in the update process to ensure that the performance measures common between the HSP and the SHSP are defined identically. The Agency will use the HSP and its resources to support the behavioral areas included in the plan depending on the SHSP results. For example, the new SHSP could include impaired driving and occupant protection as emphasis areas. The FFY 2015 HSP includes strong programs in those areas, which will support SHSP implementation.

2.0 Highway Safety Performance Plan

During the problem identification process, emphasis was given to assessing changes in severity over a five-year period or a reduction over the previous year's data; whichever showed the most realistic incremental change for improved highway safety. While the HSP is a one-year plan, behavioral change takes time. A countermeasure instituted to address a particular traffic safety problem may not show 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.

Table 2.1 identifies the program areas, performance targets, and performance measures which are the focus of the GOHS HSP efforts for FFY 2015. The three national activity measures, are included, however no targets have been set for them. Arizona will report progress on the grant activity measures annually.

2.1 HIGHWAY SAFETY GOALS FOR FFY 2015

Table 2.1 Performance Targets and Measures

Program Area	Performance Targets	Performance Measures
Overall GOHS Program Area Goals	To decrease traffic fatalities by 1.9 percent, from the 2013 level of 844 to 828 in 2015.	Number of traffic-related fatalities.
	To decrease the number of serious injuries by 3.4 percent from the 2013 level of 4,305 to 4,159 in 2015.	Number of traffic-related serious injuries.
	To reduce the fatality per 100 million VMT rate by 1.5 percent from the 2013 level of 1.39 to 1.35 in 2015.	Fatalities per 100 million VMT.
Impaired Driving	To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or higher) by 9.2 percent from the 2013 level of 262 to 238 in 2015.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.

Program Area	Performance Targets	Performance Measures
Occupant Protection	To reduce the number of unrestrained vehicle occupant fatalities in all seating positions by 13.4 percent from the 2013 level of 299 to 259 in 2015.	Number of unrestrained vehicle occupant fatalities in all seating positions.
	To increase the statewide safety belt use rate for front seat occupants in passenger vehicles by 0.4 percent from the 2013 level of 84.7 percent to 85 percent in 2015.	Percent of front seat vehicle occupants who are observed using safety belts.
Speed	To decrease the number of speeding-related fatalities by 2.6 percent from the 2013 level of 266 to 259 in 2015.	Number of speeding-related fatalities.
Young Drivers	To decrease the number of drivers age 20 or younger involved in fatal crashes by 6.8 percent from a 2013 level of 118 to 110 in 2015.	Number of drivers age 20 or younger involved in fatal crashes.
Motorcycles	To decrease the number of motorcycle fatalities by 7.4 percent from the 2013 level of 149 to 138 in 2015.	Number of motorcycle fatalities.
	To decrease the number of unhelmeted motorcycle fatalities by 1.4 percent from a 2013 level of 72 to 71 in 2015.	Number of unhelmeted motorcycle fatalities.
Pedestrians	To decrease the number of crash fatalities among pedestrians by 6.3 percent from the 2013 level of 158 to 148 in 2015.	Number of pedestrian fatalities.
Bicycles	To decrease the number of crash fatalities among bicyclists by 13.3 percent from the 2013 level of 30 to 26 in 2015.	Number of bicycle fatalities.

Source: FARS and ADOT data; Arizona GOHS goals.

3.0 Highway Safety Strategies and Projects

The Arizona Highway Safety Plan (HSP) commences October 1, 2014 and ends September 30, 2015. It is a flexible working document that can be revised to accommodate necessary changes to existing programs, as well as to introduce new programs. It contains a statewide overview and detailed summaries of traffic safety data, as well as program and project descriptions and budgets for the allocation of available funding.

Funding for FFY 2015 is estimated based on allocated amounts from prior years plus carry forward funding. The amounts listed with each project are estimates as of the submission date for this Highway Safety Plan. For FFY 2015, GOHS is utilizing the remaining carry forward Section 410 High Visibility funding for some projects. Carry forward funding will fund Section 402 grants until all FY 2013 funds are expended and new Section 402 funding is received. In addition, the remaining Section 164 funding received in June 2013 will be utilized and depleted in FFY 2015. Finally, GOHS manages funding from the Arizona DUI Abatement Fund. These funds are not programmed through the HSP and are addressed separately in Appendix A.

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

Program Overview

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

increased on our highways, i.e., increased exposure, and crashes, fatalities and injuries began to increase. During calendar year 2013, the numbers increased compared to 2012; yet the 844 fatalities that occurred in 2013 remain far higher than the 759 fatalities in 2010. On the other hand, the 2013 statistics remain far better than 2006 when Arizona recorded a record 1,301 fatalities.

The following sections provide details on the program areas, goals, performance measures, strategies, task or project descriptions, funding levels and sources. Multiple projects are included under most strategies to provide consistency with the Arizona accounting system. Therefore, a summary budget is included at the end of each section. The emphasis areas in Arizona's FFY 2015 HSP include speeding and aggressive driving, impaired driving, occupant protection, motorcycles, pedestrian and bicyclist safety, traffic records, accident investigation, and planning and administration. GOHS used *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013 (CTW) as a primary reference aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2015 HSP program areas. Citations referencing CTW provide the chapter and the section number (e.g., CTW, Chapter 2, Section 2.1). The citations are identified in the program/project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note: the effectiveness of GOHS administrative and management functions and activities is not evaluated or referenced. The seventh edition of CTW can found on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.

3.1 IMPAIRED DRIVING PROGRAM OVERVIEW

Drivers and pedestrians impaired by alcohol and both legal and illegal drugs continue to be a challenge in Arizona. Reducing the number of alcohol-related fatalities, and injuries occurring on the highways remains a top safety focus area for Arizona. According to the NHTSA Fatality Analysis and Reporting System (FARS), in 2012, 227 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 7.1 percent increase from 2011. These fatalities accounted for 27.5 percent of all traffic-related fatalities in 2012. According to the Arizona Crash Records System, Arizona experienced almost 3,744 moderate to major injuries as a result of alcohol-related crashes in the same year. However, the research shows sustained, long-term, highly visible enforcement coupled with effective education programs reduces impaired driving crashes and fatalities.



Director Gutier with Southern Arizona DUI Task Force based in Tucson.

Arizona has some of the toughest impaired driving laws in the country. The three-year average for impaired driving arrests was 9,130 from 2006 to 2008. This increased to an average of 27,738 during the following three years (2010-2012), which represents a 203 percent increase.

Arizona is experiencing 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 in Arizona arrests have increased dramatically, from about 700 in 2008 to over 4,500 in 2013. In 2013, Arizona law enforcement agencies made over 830,000 traffic stops and 31,000 DUI arrests. This increase is most likely due to the focus on drugged driving recognition (DRE) training for law enforcement. The State has a cadre of superbly trained officers in alcohol- and drug-impaired driver detection, but the challenges continue. Most law enforcement training in drugged driving

recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course is targeted to NHTSA SFST-certified officers.

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

In FFY 2014, GOHS allocated funding through 78 contracts to law enforcement and non law enforcement agencies, county sheriff's departments, the state highway patrol and other state agencies to participate in overtime enforcement details and purchase equipment to enhance impaired driving enforcement statewide, including participation in the national high-visibility enforcement mobilization over the Labor Day holiday period. The purchase of Portable Breath Testing devices (PBTs), Intoxilyzers, Phlebotomy chairs, and mobile LiveScan equipment are essential to improve the efficiency of impaired driver processing in addition to decreasing the time an arresting officer spends out of service for processing.

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

The purchase of capital outlay equipment such as Triple Quadrupole Gas Chromatograph Mass Spectrometers (GC/MSMSMS) and Hydrogen Generators for the agency crime labs is a testament to the dedication exhibited by GOHS toward removing impaired drivers from the roadways. Current issues in impaired driving include not only alcohol but also drug-impaired drivers. The purchase of reliable, current equipment is necessary to process blood evidence collected from drivers arrested for driving under the influence. Properly analyzed evidence is an important component when prosecuting an impaired driver.

GOHS developed a strategic, statewide impaired driving task force which includes members from state, county, local, and tribal law enforcement personnel in addition to non law enforcement agencies. The strategic task force will work 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 will coordinate with law enforcement agencies statewide to encourage the implementation of additional HVE 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.

In the following pages, there is a sample of the Arizona Statewide Memorial Day weekend DUI Enforcement Media Advisory.

Media Advisories are sent to all TV stations, their reporters and producers, radio stations and their anchors as well as newspaper reporters, columnists and editorial writers. After the individual holidays (Cinco de May, Labor Day, etc), the news releases are updated a few times afterwards.

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

education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol- and drug-impaired collisions. GOHS will pursue the following strategies in FFY 2015 to reduced impaired driving on our roadways.

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

GOHS will continue to fund these proven effective strategies to reduce the number of alcohol and drug driving-related fatalities by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, and regularly informing the public about the danger associated impaired driving and the threat of arrest for those who break the laws. For an overview of Arizona DUI Enforcement Statistics from 2004 through 2013, see Figure B.4 in Appendix B.

Programs and Projects

Project Title: DUI Enforcement Program

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

Description: Arizona's DUI enforcement program includes parallel enforcement activities: 1) year-long sustained enforcement efforts and 2) periodic enhanced enforcement campaigns, such as the Holiday DUI Task Force enforcement efforts. Arizona's DUI Enforcement Program mobilizes enforcement efforts where a high frequency of fatal and/or serious injury impaired driving collisions occur. The GOHS requires each of the 58 agencies receiving DUI enforcement funds to conduct educational and public awareness campaigns in their respective communities.

Budget: \$1,727,295

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

Table 3.2 Impaired Driving Enforcement Program

Project Number	Agency	Amount	Source
2015-AL-001	ASU PD	\$6,000.00	402
2015-AL-002	CLIFTON PD	\$6,198.00	402
2015-AL-003	COCHISE CSO	\$40,000.00	402

Project Number	Agency	Amount	Source
2015-AL-005	DEPARTMENT OF PUBLIC SAFETY	\$31,660.00	402
2015-AL-006	FLAGSTAFF PD	\$25,000.00	402
2015-AL-007	MARICOPA CSO	\$64,136.00	402
2015-AL-008	PHOENIX PD	\$85,000.00	402
2015-AL-009	PHOENIX PD	\$60,000.00	402
2015-AL-010	SAN LUIS PD	\$5,000.00	402
2015-AL-011	SANTA CRUZ CSO	\$3,000.00	402
2015-AL-012	SCOTTSDALE PD	\$100,000.00	402
2015-AL-013	SIERRA VISTA PD	\$28,250.00	402
2015-AL-014	SNOWFLAKE-TAYLOR PD	\$4,000.00	402
2015-AL-015	SPRINGERVILLE PD	\$10,000.00	402
2015-AL-016	ST JOHNS PD	\$4,500.00	402
2015-AL-017	SURPRISE PD	\$30,000.00	402
2015-AL-018	TEMPE PD	\$100,000.00	402
2015-AL-019	TEMPE PD	\$70,000.00	402
2015-AL-020	THATCHER PD	\$13,000.00	402
2015-AL-021	TOLLESON PD	\$16,000.00	402
2015-AL-022	TUCSON PD	\$89,028.00	402
2015-AL-023	UNIVERSITY OF ARIZONA PD	\$20,198.00	402
2015-AL-024	WILLIAMS PD	\$3,500.00	402
2015-AL-025	YAVAPAI CSO	\$30,000.00	402
2015-AL-026	YUMA CSO	\$10,000.00	402
2015-405d-001	EL MIRAGE PD	\$23,000.00	405d
2015-405d-002	GILBERT PD	\$111,800.00	405d
2015-405d-003	GLOBE PD	\$17,662.00	405d
2015-405d-004	MARICOPA PD	\$24,500.00	405d
2015-405d-005	MARICOPA CSO	\$30,800.00	405d
2015-405d-006	MESA PD	\$60,000.00	405d
2015-405d-007	NORTHERN ARIZONA UNIVERSITY PD	6,685.00	405d
2015-405d-008	NAVAJO CSO	\$10,000.00	405d
2015-405d-009	NOGALES PD	\$8,000.00	405d
2015-405d-010	ORO VALLEY PD	\$32,500.00	405d
2015-405d-011	PARKER PD	\$2,000.00	405d

Project Number	Agency	Amount	Source
2015-405d-012	PEORIA PD	\$25,000.00	405d
2015-405d-013	PHOENIX PD	\$55,000.00	405d
2015-405d-014	PIMA COUNTY SHERIFF'S DEPT	\$44,930.00	405d
2015-405d-015	PINAL CSO	\$50,000.00	405d
2015-405d-016	PINETOP-LAKESIDE PD	\$8,000.00	405d
2015-405d-017	PRESCOTT PD	\$25,000.00	405d
2015-405d-018	PRESCOTT VALLEY PD	\$20,748.00	405d
2015-405d-019	SAFFORD PD	\$8,000.00	405d
2015-405d-020	SAHUARITA PD	\$12,500.00	405d
2015-405d-021	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	\$50,000.00	405d
2015-HV-001	APACHE JUNCTION PD	\$10,000.00	410HV
2015-HV-002	CHANDLER PD	\$20,000.00	410HV
2015-HV-003	CHANDLER PD	\$21,200.00	410HV
2015-HV-004	CHINO VALLEY PD	\$10,000.00	410HV
2015-HV-005	COTTONWOOD PD	\$15,000.00	410HV
2015-HV-006	DOUGLAS PD	\$20,000.00	410HV
2015-HV-007	FLORENCE PD	\$12,000.00	410HV
2015-HV-008	GLENDALE PD	\$30,000.00	410HV
2015-HV-009	GOODYEAR PD	\$12,000.00	410HV
2015-HV-010	GRAHAM PD	\$10,000.00	410HV
2015-HV-011	KINGMAN PD	\$5,000.00	410HV
2015-HV-012	LA PAZ CSO	\$10,000.00	410HV
2015-HV-013	LAKE HAVASU CITY PD	\$10,000.00	410HV
2015-HV-014	MARANA PD	\$15,000.00	410HV
2015-164-001	BUCKEYE PD	\$33,000.00	164
2015-164-002	CLARKDALE PD	\$3,500.00	164
2015-164-003	COOLIDGE PD	\$10,000.00	164
Total		\$1,727,295.00	

Project Title: Impaired Driving Enforcement Equipment Program

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

Description: GOHS provides funding for equipment that supports and enhances impaired driving enforcement efforts. The equipment purchased includes Portable Breath Testing Devices (PBT), phlebotomy supplies, PBT and Intoxilyzer mouthpieces, drug testing kits, urine and blood kits, and gas cylinders used to calibrate PBTs, Intoxilyzers, and Livescan Instruments. PBTs are handheld instruments used in the field by law enforcement officers to indicate the presence of alcohol in suspected impaired drivers and underage alcohol offenders. Livescan Instruments take electronic fingerprints, provide for immediate comparison to check DUI suspects for prior arrests, and assist officers in positive suspect identification. Fourteen enforcement agencies will receive funding for equipment under this program.

Budget: \$337,908

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

Table 3.3 Impaired Driving Enforcement Equipment Program

Project Number	Agency	Amount	Source
2015-AL-027	APACHE CSO	\$4,535.00	402
2015-AL-028	CAMP VERDE MO	\$14,462.00	402
2015-405d-022	CHANDLER PD	\$2,000.00	405d
2015-405d-023	PATAGONIA MO	\$1,000.00	405d
2015-405d-024	ARIZONA DEPARTMENT OF TRANSPORTATION	\$14,077.00	405d
2015-405d-025	GLENDALE PD	\$65,000.00	405d
2015-405d-026	KEARNY PD	\$35,000.00	405d
2015-405d-027	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	\$47,000.00	405d
2015-164-004	APACHE JUNCTION PD	\$2,000.00	164
2015-164-005	CHANDLER PD	\$21,896.00	164
2015-164-006	DLLC	\$3,938.00	164
2015-164-007	APACHE JUNCTION PD	\$47,000.00	164
2015-164-008	COTTONWOOD PD	\$35,000.00	164
2015-164-009	FLORENCE PD	\$45,000.00	164
Total		\$337,908.00	

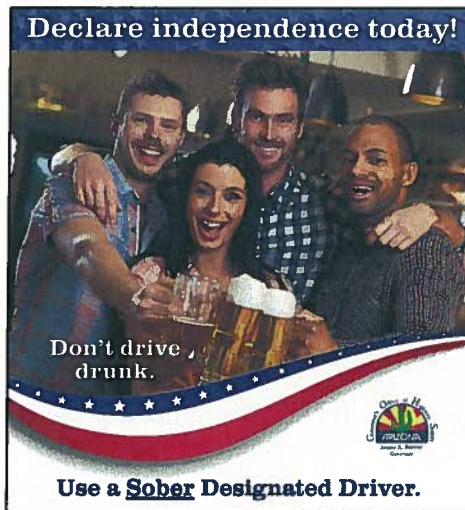
Project Title: Training Program

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

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Table 3.4 Impaired Driving Training Program

Project Number	Agency	Amount	Source
2015-AL-516	GOHS – Judges Conference	\$45,000.00	402
2015-AL-511	GOHS – Lifesavers Conference	\$15,000.00	402
2015-405d-500	GOHS – DRE/SFST Support/Training	\$100,000.00	405d
2015-405d-501	GOHS – Phlebotomy	\$60,000.00	405d
2015-405d-525	GOHS – 2015 DRE Conference	\$70,000.00	405d
Total		\$290,000.00	



Arizona GOHS advertisement.

Project Title: Traffic Safety Resource Prosecutor

Project Number: 2015-405d-028

Description: Arizona’s Traffic Safety Resource Prosecutor (TSRP) is housed in the City of Phoenix Prosecutor’s Office. The TSRP assists prosecutors statewide in the adjudication of impaired driving cases. The TSRP focuses on two goals: 1) increase the visibility of traffic safety cases with prosecutors and prosecutors’ visibility with the traffic safety community and 2) increase the confidence of prosecutors in the courtroom.

Funding is provided for personnel services, employee-related expenses, materials and supplies, and travel. (Note: Additional funding totaling \$112,991 is provided by the Arizona DUI Abatement Council.

Budget: \$112,992

Evidence of Effectiveness: CTW, Chapter 1, Section 3

Table 3.5 Traffic Safety Resource Prosecutor Program

Project Number	Agency	Amount	Source
2015-405d-028	City of Phoenix Prosecutor’s Office	\$112,992.00	405d

Project Title: Impaired Driving Paid and Earned Media

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

Description: The GOHS Director conducts press conferences and frequent media interviews in English and Spanish throughout the year and during Holiday enforcement campaigns. The event is widely covered by local TV, radio, and print media. GOHS' on-line 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 activity and prior events. These releases provide constant news reports on DUI arrests and a plea to the public to reduce these numbers. GOHS also conducts an annual survey to track public perception and behavior with respect to impaired driving, occupant protection, and speeding.

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

- Law enforcement agencies and fire departments conduct "Mock Crashes" to educate high school students about the risks associated with underage alcohol consumption;
- SADD implements programs to education high school students on the dangers of impaired driving;
- MADD's court monitoring programs informs GOHS, the TSRP, and others about prosecution and adjudication practices;
- GOHS develops, prints, and distributes public information and education materials to promote public awareness of and compliance with Arizona's DUI laws;
- GOHS "Public Safety Days" at the Arizona State Fair provide the public with information and education about Arizona DUI laws, children, family and general traffic safety issues; and
- GOHS maintains a storage unit for DUI public information and education materials to ensure they are available when needed.

Budget: \$421,906

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

Table 3.6 Impaired Driving Awareness Program

Project Number	Agency	Amount	Source
2015-AL-029	MADD	\$60,000.00	402
2015-AL-030	Phoenix Fire Dept	\$20,000.00	402
2015-AL-031	Arizona SADD	\$76,710.00	402
2015-405d-523	GOHS – Mock Crash	\$15,000.00	405d
2015-AL-506	GOHS – Alcohol Survey	\$10,000.00	402

Project Number	Agency	Amount	Source
2015-AL-500	GOHS – Public Safety Days	\$20,000.00	402
2015-AL-504	GOHS – PI&E	\$15,000.00	402
2015-AL-514	GOHS – Storage Unit	\$5,196.00	402
2015-405d-524	GOHS – Paid Media	\$200,000.00	405d
Total		\$421,906.00	

Project Title: Ignition Interlock

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

Description: GOHS provides funding for enacting and enforcing alcohol ignition interlock laws. Arizona Department of Transportation (ADOT) will use the funds to create a DUI/Interlock training video for judges. The Motor Vehicle Division will remove and store over 141,695 compliance checks with a date with less than 2006 and utilize the data warehouse reporting to view as needed. This will allow for a complete, accurate and timely review process to determine eligibility and installation of the interlock device and requirements for drivers to reinstate their privileges.

Budget: \$52,500

Evidence of Effectiveness: CTW, Chapter 1, Sections 4.1, 4.2, 4.3 and 4.4

Table 3.7 Ignition Interlock

Project Number	Agency	Amount	Source
2015-405d-029	ARIZONA DEPARTMENT OF TRANSPORTATION	\$2,500.00	405d
2015-405d-030	ARIZONA DEPARTMENT OF TRANSPORTATION	\$50,000.00	405d
Total		\$52,500.00	

Table 3.8 Impaired Driving Program Summary Budget

Program Area	Budget Amount
DUI Enforcement Program	\$1,727,295.00
Impaired Driving Enforcement Equipment Program	\$337,908.00
Training Program	\$290,000.00
Traffic Safety Resource Prosecutor	\$112,992.00
Impaired Driving Paid and Earned Media	\$421,906.00
Ignition Interlock	\$52,500.00
GOHS – Program Administration	\$118,000.00
Total	\$3,060,601.00

3.2 OCCUPANT PROTECTION PROGRAM OVERVIEW

According to 2012 FARS data, unrestrained fatalities increased 13.5 percent from 2011 (222) to 2012 (252). GOHS accomplishes its goal of improving safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of “Buckle Up Arizona...It’s the Law!” Arizona is a secondary safety belt violation state, but the law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for another traffic infraction. Occupant protection enforcement is a consistent component of all grant supported traffic safety projects. Enforcement is supported by extensive education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns, participation in the national high-visibility enforcement mobilization Click It or Ticket over the Memorial Day holiday period and other events.

Table 3.7 Performance Goals and Measures

Performance Goal	Performance Measure
To reduce the number of unrestrained vehicle occupant fatalities in all seating positions by 13.4 percent from the 2013 level of 299 to 259 in 2015.	Number of unrestrained vehicle occupant fatalities in all seating positions.
To increase the statewide safety belt use rate for front seat occupants in passenger vehicles by 0.4 percent from the 2013 level of 84.7 percent to 85 percent in 2015.	Percent of front seat vehicle occupants observed using safety belts.

Strategies

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

1. An annual safety belt and child safety seat use survey;
2. Rigorous law enforcement;
3. Equipment to support enforcement efforts;
4. Training and education;
5. Public awareness campaigns; and
6. Occupant Protections program management.

Programs and Projects

Project Title: Safety Belt and Child Safety Seat Survey

Project Number: 2015-OP-515

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

Budget: \$58,800

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

Table 3.8 Safety Belt Survey

Program Area	Agency	Amount	Source
2015-OP-515	GOHS Annual Safety Belt Survey	\$58,800.00	402

Project Title: Occupant Protection Law Enforcement

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

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



Sedona Fire Department Booster and Child Safety Seat Distribution

The Arizona enforcement community actively participates in the Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) and Child Passenger Safety campaigns and related events. Funding is provided to the top performing agencies as measured

by the number of citations written during these periods in 2014. GOHS will determine these agencies in early January 2015. In 2014, twenty agencies received funding for occupant protection enforcement. One additional agency participated in an enforcement campaign using their own funding mechanism.

Budget: \$430,008

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

Table 3.9 Occupant Protection Enforcement Program

Project Number	Agency	Amount	Source
2015-OP-001	CHANDLER PD	\$20,000.00	402
2015-OP-002	DEPARTMENT OF PUBLIC SAFETY	\$40,000.00	402
2015-OP-003	GLENDALE PD	\$40,000.00	402
2015-OP-004	MARICOPA PD	\$13,569.00	402
2015-OP-005	PEORIA PD	\$8,200.00	402
2015-OP-006	PHOENIX PD	\$45,000.00	402
2015-OP-007	PIMA COUNTY SHERIFF'S DEPT	\$20,000.00	402
2015-OP-008	TEMPE PD	\$40,000.00	402
2015-OP-009	TUCSON PD	\$50,736.00	402
2015-OP-010	YUMA PD	\$2,503.00	402
2015-OP-509	CLICK IT OR TICKET (CIOT) ENFORCEMENT WAVE	\$150,000.00	402
Total		\$430,008.00	

Project Title: Equipment and Child Safety and Booster Seats

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

Description: This program provides equipment and child safety seats to support enforcement and child safety seat fitting stations to fifteen agencies through a competitive grant process which includes statistical review of agency enforcement activities and data analysis of regions non-use and misuse of CPS devices.

Budget: \$197,516

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Table 3.10 Occupant Protection Equipment Program

Project Number	Agency	Amount	Source
2015-OP-011	APACHE COUNTY PHSD	\$3,500.00	402
2015-OP-012	CHANDLER FIRE DEPT	\$36,242.00	402
2015-OP-013	CHILD AND FAMILY RESOURCES - PINAL	\$3,648.00	402
2015-OP-015	COLORADO CITY FIRE DEPT	\$12,736.00	402
2015-OP-016	FRY FIRE DISTRICT	\$15,120.00	402
2015-OP-017	MARICOPA IHS	\$14,964.00	402
2015-OP-018	NOGALES PD	\$3,000.00	402

Project Number	Agency	Amount	Source
2015-OP-019	PHOENIX FIRE DEPT	\$70,000.00	402
2015-OP-020	RIO RICO FIRE DISTRICT	\$3,000.00	402
2015-OP-021	SAN LUIS PD	\$3,200.00	402
2015-OP-022	SURPRISE FIRE DEPT	\$6,830.00	402
2015-OP-023	TUCSON MEDICAL CENTER HEALTH CARE	\$12,279.00	402
2015-OP-024	VERDE VALLEY FIRE DISTRICT	\$7,962.00	402
2015-OP-025	YAVAPAI REGIONAL MEDICAL CENTER	\$5,095.00	402
Total		\$197,576.00	

Project Title: Training and Education

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

Description: GOHS facilitates the statewide Children are Priceless Passengers (CAPP) program. The program is open to the general public, but is focused on child passenger safety law violators. It provides an opportunity for education on the proper installation and use of child safety seats. CAPP operates in 11 locations and is expanding to additional locations in FFY 2015. GOHS also sponsors child safety seat certification classes in three geographic areas across the State in proximity to individuals who want to become certified technicians.

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

Budget: \$102,500

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

Table 3.11 Occupant Protection Training Program

Project Number	Agency	Amount	Source
2015-OP-501	GOHS – Public Safety Days	\$20,000.00	402
2015-OP-503	GOHS – CAPP Support	\$50,000.00	402
2015-OP-505	GOHS – PI&E	\$12,500.00	402
2015-OP-507	GOHS – Storage Unit	\$5,000.00	402
2015-OP-510	Lifesavers Conference	\$15,000.00	402
Total		\$102,500.00	

Project Title: Occupant Protection Materials and Supplies

Project Number: 2015-OP-014

Description: This task provides funding to Coconino County Public Health Services District to develop, print, and distribute occupant protection public information materials and supplies for education and training in Northern Arizona.

Budget: \$19,447

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

Table 3.12 Occupant Protection Materials and Supplies

Program Area	Agency	Amount	Source
2015-OP-014	Coconino County Public Health Services District	\$19,447.00	402

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

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

Description: This task provides funding for the development and distribution of paid media campaigns (electronic, print, radio, and broadcast) to promote public awareness of and compliance with Arizona’s occupant protection, safety belt, and child safety seat laws. This task also will provide funding for paid media for the FFY 2015 *Buckle Up Arizona...It’s the Law!/Click it or Ticket* campaign.

Budget: \$70,000

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

Table 3.13 Occupant Protection Awareness Program

Program Area	Agency	Amount	Source
2015-OP-508	GOHS – CIOT Paid Media	\$40,000.00	402
2015-OP-517	GOHS – Media	\$30,000.00	402
Total		\$70,000.00	

Project Title: Governor’s Office of Highway Safety Program Administration

Project Number: 2015-OP-300

Description: GOHS personnel will administer and manage 402 Occupant Protection programs. Functions include writing, managing, and monitoring grants and contracts. GOHS personnel coordinate the activities and tasks outlined in the Highway Safety Plan and provide status reports and updates on project activity to the GOHS Director and others as required. GOHS personnel

monitor project activity, prepare and maintain project documentation, and evaluate task accomplishments for their grant portfolio.

Budget: \$60,500

Table 3.14 Occupant Protection Program Administration

Program Area	Agency	Amount	Source
2015-OP-300	GOHS Program Administration	\$60,500.00	402

Table 3.15 Occupant Protection Program Summary Budget

Program Area	Budget Amount
GOHS Annual Safety Belt Survey	\$58,800.00
Click It or Ticket (CIOT) Enforcement Wave	\$150,000.00
Occupant Protection Law Enforcement	\$280,008.00
Equipment and Child Safety Seats	\$197,516.00
Training and Education	\$102,500.00
Occupant Protection Materials and Supplies	\$19,447.00
Governor's Office of Highway Safety Paid Media	\$70,000.00
GOHS Program Administration	\$60,500.00
Total	\$938,771.00

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

Speeding is the number one contributing factor in the State's fatal crashes. According to ADOT and FARS data, in 2012, 297 speed-related fatalities occurred, which constitutes an almost 1% decrease from 2011. Speeding-related fatalities make up 32.0 percent of all traffic fatalities.

Throughout the year, the public hears about the number of persons arrested for impaired driving and wonders about the danger on our streets and highways posed by these dangerous drivers, but the public does not seem to perceive the danger posed by speeders. Countless tragedies are caused by excessive speed crashes, which injure and kill innocent people. 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 aggressive driving. Arizona has a "Double Fine" program to reduce persistent speeding and aggressive 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 aggressive driving vehicles for law enforcement agencies.

Table 3.16 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease the number of speeding-related fatalities by 2.6 percent from the 2013 level of 266 to 259 in 2015.	Number of speeding-related fatalities.

Strategies

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

1. Law enforcement overtime;
2. Equipment purchases;

3. Materials and support for public information and media campaigns;
4. Training for project and program managers (Lifesavers Conference);
5. An annual public opinion survey; and
6. Program management support.

Programs and Projects

Project Title: Law Enforcement Overtime

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

Description: GOHS provides support for Selective Traffic Enforcement Programs (STEP), which are sustained traffic enforcement campaigns conducted by law enforcement agencies throughout the year. Participating law enforcement agencies enforce speed, aggressive 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 aggressive driving; and c) agencies implementing unique speed management and aggressive driving enforcement programs. This program provides support to 47 law enforcement agencies.

Budget: \$1,066,714

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

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

Program Area	Agency	Amount	Source
2015-PT-001	APACHE CSO	\$44,668.00	402
2015-PT-002	APACHE JUNCTION PD	\$10,985.00	402
2015-PT-003	ASU PD	\$2,000.00	402
2015-PT-004	BENSON PD	\$4,828.00	402
2015-PT-005	BUCKEYE PD	\$12,175.00	402
2015-PT-006	CAMP VERDE MO	\$3,000.00	402
2015-PT-007	CLIFTON PD	\$4,995.00	402
2015-PT-008	COCHISE CSO	\$10,080.00	402
2015-PT-009	COOLIDGE PD	\$6,000.00	402
2015-PT-010	COTTONWOOD PD	\$6,000.00	402
2015-PT-011	DEPARTMENT OF PUBLIC SAFETY	\$43,387.00	402
2015-PT-012	DEPARTMENT OF PUBLIC SAFETY	\$40,000.00	402

Program Area	Agency	Amount	Source
2015-PT-013	DEPARTMENT OF PUBLIC SAFETY	\$50,000.00	402
2015-PT-014	GILA RIVER INDIAN COMMUNITY PD	\$20,000.00	402
2015-PT-015	GLENDALE PD	\$20,000.00	402
2015-PT-016	GLOBE PD	\$9,801.00	402
2015-PT-017	GREENLEE CSO	\$25,000.00	402
2015-PT-018	JEROME PD	\$2,000.00	402
2015-PT-019	KINGMAN PD	\$4,540.00	402
2015-PT-020	MARANA PD	\$15,000.00	402
2015-PT-021	MARICOPA PD	\$13,337.00	402
2015-PT-022	MARICOPA CSO	\$45,000.00	402
2015-PT-023	MESA PD	\$70,000.00	402
2015-PT-024	NAVAJO CSO	\$10,000.00	402
2015-PT-025	NOGALES PD	\$10,000.00	402
2015-PT-026	PAYSON PD	\$9,336.00	402
2015-PT-027	PEORIA PD	\$34,813.00	402
2015-PT-028	PHOENIX PD	\$84,629.00	402
2015-PT-029	PIMA COUNTY SHERIFF'S DEPT	\$30,000.00	402
2015-PT-030	PINAL CSO	\$74,884.00	402
2015-PT-031	PINETOP-LAKESIDE PD	\$6,000.00	402
2015-PT-032	PRESCOTT PD	\$10,000.00	402
2015-PT-033	PRESCOTT VALLEY PD	\$15,346.00	402
2015-PT-034	QUARTZSITE PD	\$6,000.00	402
2015-PT-035	SAFFORD PD	\$10,000.00	402
2015-PT-036	SAHUARITA PD	\$10,000.00	402
2015-PT-037	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	\$14,800.00	402
2015-PT-038	SAN LUIS PD	\$5,000.00	402
2015-PT-039	SANTA CRUZ CSO	\$5,000.00	402
2015-PT-040	SNOWFLAKE-TAYLOR PD	\$4,000.00	402
2015-PT-041	SPRINGVILLE PD	\$10,000.00	402
2015-PT-042	ST. JOHNS PD	\$4,000.00	402
2015-PT-043	TEMPE PD	\$107,160.00	402
2015-PT-044	THATCHER PD	\$5,200.00	402
2015-PT-045	TUCSON PD	\$84,000.00	402

Program Area	Agency	Amount	Source
2015-PT-046	WILLIAMS PD	\$1,750.00	402
2015-PT-047	YAVAPAI CSO	\$7,000.00	402
2015-PT-048	YUMA CSO	\$25,000.00	402
2015-PT-049	YUMA PD	\$20,000.00	402
Total		\$1,066,714.00	

Project Title: Law Enforcement Equipment

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

Description: This task will fund equipment, such as police package motorcycles, speed trailers, LASER and Radar guns and tint meters to aide in the enforcement of Arizona traffic laws. Equipment is provided to 14 law enforcement agencies.

Budget: \$289,063

Evidence of Effectiveness: CTW, Chapter 3, Section 2.3

Table 3.18 Speeding, Aggressive Driving, and Red Light Running Equipment Program

Program Area	Agency	Amount	Source
2015-PT-050	BUCKEYE PD	\$10,835.00	402
2015-PT-051	BULLHEAD CITY PD	\$8,240.00	402
2015-PT-052	CASA GRANDE PD	\$18,899.00	402
2015-PT-053	FLAGSTAFF PD	\$11,459.00	402
2015-PT-054	GILA CSO	\$21,899.00	402
2015-PT-055	GLENDALE PD	\$28,151.00	402
2015-PT-056	PIMA COUNTY DOT	\$51,605.00	402
2015-PT-057	PINETOP-LAKESIDE PD	\$15,000.00	402
2015-PT-058	SAHUARITA PD	\$6,000.00	402
2015-PT-059	SANTA CRUZ CSO	\$8,750.00	402
2015-PT-060	SHOW LOW PD	\$15,700.00	402
2015-PT-061	SNOWFLAKE-TAYLOR PD	\$27,525.00	402
2015-PT-062	SURPRISE PD	\$8,000.00	402
2015-PT-063	MARICOPA CSO	\$47,000.00	402
2015-PT-064	MARICOPA CSO	\$10,000.00	402
Total		\$289,063.00	

Project Title: Materials and Support for Public Information and Media Campaigns

Project Number: 2015-PT-519

Description: This project provides funding for paid media and materials and supplies for use in public education and awareness campaigns on speeding and aggressive driving.

Budget: \$15,000

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

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

Program Area	Agency	Amount	Source
2015-PT-519	GOHS Paid Media	\$15,000.00	402

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

Project Number: 2015-PT-502

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

Budget: \$12,000

Evidence of Effectiveness: CTW, Chapter 4, Sections 2.1

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

Program Area	Agency	Amount	Source
2015-PT-502	GOHS Annual Survey	\$12,000.00	402

Project Title: Governor’s Office of Highway Safety Program Administration

Project Number: 2015-PT-300

Description GOHS personnel will administer and manage Selective Traffic Enforcement Programs. Functions include writing, managing, and monitoring grants and contracts. GOHS personnel coordinate the activities and tasks outlined in the Highway Safety Plan and provide status reports and updates on project activity to the GOHS Director and others as required. GOHS personnel monitor project activity, prepare and maintain project documentation, and evaluate task accomplishments for their grant portfolio.

Budget: \$113,000

Table 3.21 Speeding, Aggressive Driving, and Red Light Running Program Administration

Program Area	Agency	Amount	Source
2015-PT-300	GOHS – Program Administration	\$113,000.00	402

Table 3.22 Speeding, Aggressive Driving, Red Light Running Program Summary Budget

Program Area	Budget Amount
Law Enforcement Overtime	\$1,066,714.00
Law Enforcement Equipment	\$289,063.00
Materials and Support for Public Information and Media Campaigns	\$15,000.00
GOHS Annual Survey to Track Public Attitudes and Behaviors	\$12,000.00
GOHS - Program Administration	\$113,000.00
Total	\$1,495,777.00

3.4 MOTORCYCLE SAFETY PROGRAM OVERVIEW

According to 2012 FARS data, motorcycle fatalities in Arizona rose from 136 in 2011 to 141 in 2012 – an increase of 3.7 percent. GOHS provides grant funding to support an annual motorcycle helmet survey, enforcement of legal motorcycle driving practices, training for safe motorcycle driving, and a motorcycle safety awareness campaign geared to the general motoring public.

In addition, GOHS works closely with the Arizona Motorcycle Safety Advisory Council (AMSAC), established by statute and composed of five members appointed by the Governor. AMSAC provides input on relevant motorcycle safety issues at each meeting, and links riders to statewide, specialized motorcycle training provided by highly qualified instructors. Peoria Police Department also offers a popular and comprehensive safe motorcycle driving program.

GOHS receives supplemental state funding derived from fees paid in conjunction with motorcycle registration. These additional dollars support paid media and other awareness campaigns and other awareness activities, safe motorcycle training, and the publication of safety materials.

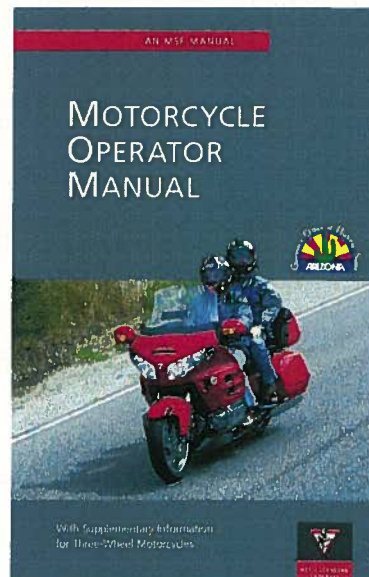
Table 3.23 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease the number of motorcycle fatalities by 7.4 percent from the 2013 level of 149 to 138 in 2015.	Number of motorcycle fatalities.
To decrease the number of unhelmeted motorcycle fatalities by 1.4 percent from a 2013 level of 72 to 71 in 2015.	Number of unhelmeted motorcycle fatalities.

Strategies

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

1. Track helmet use to measure the effectiveness of public information programs.
2. Enforce the laws governing motorcycle riding.
3. Raise public awareness, especially among passenger vehicle drivers, with respect to motorcycle safety.



Programs and Projects

Project Title: Motorcycle Helmet Survey

Project Number: 2015-MC-520

Description: This task provides funding for GOHS' annual survey measuring the use of motorcycle helmets. This survey is conducted as part of GOHS' annual seatbelt survey.

Budget: \$11,200

Evidence of Effectiveness: CTW, Chapter 2, Section, 3.1; Chapter 4, Sections 2.1

Table 3.24 Motorcycle Helmet Survey

Project Number	Agency	Amount	Source
2015-MC-520	GOHS Annual Motorcycle Helmet Survey	\$11,200.00	402

Project Title: Motorcycle Enforcement

Project Number: 2015-MC-001

Description: Conduct overtime enforcement patrols to ensure motorcyclists conform to the traffic laws. These agencies conduct targeted enforcement focusing on speeding, illegal lane changes, and licensing issues.

Budget: \$22,000

Evidence of Effectiveness: CTW, Chapter 5, Section 2.1

Table 3.25 Motorcycle Enforcement Program

Project Number	Agency	Amount	Source
2015-MC-001	PHOENIX PD	\$22,000.00	402

Project Title: Motorcycle Safety Awareness Activities

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

Description: GOHS will develop and implement paid and earned awareness and media campaigns to promote public awareness of 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.

Budget: \$112,852

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

Table 3.26 Motorcycle Training and Awareness Program

Project Number	Agency	Amount	Program Area
2015-2010-001	PEORIA PD	\$12,852.00	2010
2015-405f-521	GOHS Paid Media	\$100,000.00	405f
Total		\$112,852.00	

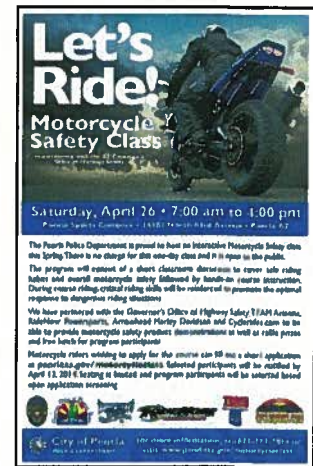
Table 3.27 Motorcycle Safety Program Summary Budget

Program Area	Budget Amount
GOHS - Motorcycle Helmet Survey	\$11,200.00
Motorcycle Enforcement Program	\$22,000.00
Motorcycle Safety Training and Awareness Activities	\$112,852.00
Total	\$146,052.00

Arizona annually generates \$205,000 in state funds from motorcycle registrations. This money is deposited into the GOHS/ Arizona Motorcycle Safety Advisory Council account and spent on programs and paid awareness campaigns suggested and endorsed by AMSAC. The media buy is a comprehensive urban and rural plan proposed by GOHS to AMSAC and is geared to both traveling and leisure riders. Some outreach is geared to older adults in the heavy early winter and spring travel periods, but all Arizona’s motorcycle facilities are spread among all groups of riders including young students traveling at excessive speed on highways and streets.

GOHS also promotes the message of mutual respect in sharing the road and cautions all road users on the need to watch out for motorcycles. This message is included in awareness campaigns via paid media and other outreach efforts.

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



3.5 TRAFFIC RECORDS PROGRAM OVERVIEW

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

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

Strategies

The strategies Arizona uses to address the traffic records program area include:

1. Equipment and materials purchases; and
2. Program management costs.

Programs and Projects

Project Title: Data Collection Equipment

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

Description: The purpose of this task is to provide Toughbook Tablet and Dashboard Software System to law enforcement agencies to assist officers entering data in a timelier, accurate, complete, uniform and integrated manner with the GTS and Arizona accounting system. This in turn will improve accessibility of the data for analysis for the GOHS staff.

Budget: \$22,200

Evidence of Effectiveness: Improved timeliness, accuracy, completeness, uniformity, integration and accessibility of data.

Table 3.28 Traffic Records Data Collection Equipment Program

Program Area	Agency	Amount	Source
2015-TR-001	BUCKEYE PD	\$6,200.00	402
2015-TR-002	EL MIRAGE PD	\$16,000.00	402
Total		\$22,200.00	

Project Title: Data Collection, Evaluation, and Analysis

Project Number: 2015-405c-001

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

Budget: \$433,600

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

Table 3.29 Data Collection, Evaluation, and Analysis

Program Area	Agency	Amount	Source
2015-405c-001	Arizona Department of Transportation MVD	\$433,600.00	405c

Table 3.30 Traffic Records Program Summary Budget

Program Area	Budget Amount
Data Collection Equipment	\$22,200.00
Data Collection, Evaluation, and Analysis	\$433,600.00
Total	\$455,800.00

3.6 CRASH INVESTIGATION PROGRAM OVERVIEW

GOHS provides funding to support three strategies related to the Vehicular Crime Unit investigation of crashes with potential for identifying criminal charges.

1. Enforcement overtime;
2. Equipment; and
3. Training.

Programs and Projects

Project Title: Enforcement Overtime for Crash Investigations

Project Number: 2015-AI-001

Description: This project provides overtime funding to the Maricopa County Sheriff’s Office, which serves over 65% of the population, for crash investigations of serious bodily injury and fatal crashes.

Budget: \$36,400

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

Enforcement Overtime

Table 3.30 Crash Investigation Enforcement Program

Project Number	Agency	Amount	Source
2015-AI-001	MARICOPA CSO	\$36,400.00	402

Project Title: Crash Investigation Equipment

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

Description: This project supports equipment purchases for crash investigation units, such as ARAS 360 HD Software, Sokkia, AIMS and Nikon Total Station units to assist in accurate and timely reconstruction of traffic accident investigations that may have involved an impaired driver.

Budget: \$95,772

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

Table 3.31 Crash Investigation Equipment Program

Project Number	Agency	Amount	Source
2015-AI-002	CHINO VALLEY PD	\$6,139.00	402

Project Number	Agency	Amount	Source
2015-AI-003	GLOBE PD	\$9,670.00	402
2015-AI-004	PEORIA PD	\$32,968.00	402
2015-AI-005	PRESCOTT VALLEY PD	\$21,995.00	402
2015-AI-006	YUMA CSO	\$25,000.00	402
Total		\$95,772.00	

Project Title: Crash Investigation Training

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

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

Budget: \$46,577

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

Table 3.32 Crash Investigation Training Program

Project Number	Agency	Amount	Source
2015-AI-008	GLOBE PD	\$5,962.00	402
2015-AI-009	PINAL CSO	\$9,000.00	402
2015-AI-010	SURPRISE PD	\$8,725.00	402
2015-AI-011	TEMPE PD	\$15,810.00	402
2015-AI-012	TUCSON PD	\$7,080.00	402
Total		\$46,577.00	

Table 3.33 Crash Investigation Program Summary Budget

Program Area	Budget Amount
Enforcement Overtime for Crash Investigations	\$36,400.00
Crash Investigation Equipment	\$95,772.00
Crash Investigation Training	\$46,577.00
GOHS - Crash Investigation Planning & Administration	\$6,700.00
Total	\$185,449.00

3.7 EMERGENCY MEDICAL SERVICES PROGRAM OVERVIEW

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

Strategies

The strategies utilized are twofold:

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

Programs and Projects

Project Title: Crash Extrication Equipment Purchases

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

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

Budget: \$271,161

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

Table 3.34 Crash Extrication Equipment Program

Project Number	Agency	Amount	Source
2015-EM-001	CONGRESS FIRE DISTRICT	\$4,451.00	402
2015-EM-002	GLOBE FIRE DEPT	\$29,190.00	402
2015-EM-003	GOODYEAR FIRE DEPT	\$6,238.00	402
2015-EM-004	HARQUAHALA VALLEY FIRE DISTRICT	\$30,321.00	402
2015-EM-005	HEBER-OVERGAARD FIRE DISTRICT	\$972.00	402
2015-EM-006	NORTHWEST FIRE DISTRICT	\$20,686.00	402
2015-EM-007	PINEWOOD FIRE DISTRICT	\$10,780.00	402
2015-EM-008	PONDEROSA FIR DISTRICT	\$14,239.00	402
2015-EM-009	QUEEN VALLEY FIRE DISTRICT	\$30,000.00	402

2015-EM-010	RINCON FIRE DISTRICT	\$30,000.00	402
2015-EM-011	SEDONA FIRE DISTRICT	\$26,173.00	402
2015-EM-012	SHOW LOW FIRE DISTRICT	\$33,280.00	402
2015-EM-013	SUN LAKES FIRE DISTRICT	\$21,500.00	402
2015-EM-014	SURPRISE FIRE DEPT	\$13,331.00	402
Total		\$271,161.00	

Table 3.35 Emergency Medical Services Program Summary Budget

Program Area	Budget Amount
Extrication Equipment Purchases	\$271,161.00
GOHS - Emergency Medical Service Planning & Administration	\$19,700.00
Total	\$290,861.00

3.8 PEDESTRIAN AND BICYCLE SAFETY PROGRAM OVERVIEW

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

Table 3.36 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease the number of crash fatalities among pedestrians by 6.3 percent from the 2013 level of 158 to 148 in 2015.	Number of pedestrian fatalities.
To decrease the number of crash fatalities among bicyclists by 13.3 percent from the 2013 level of 30 to 26 in 2015.	Number of bicycle fatalities.

Strategies

The four strategies supporting this program include:

3. Enforcement;
4. Equipment;
5. Education and awareness services; and
6. Signage to protect pedestrians and bicyclists.

Programs and Projects

Project Title: Pedestrian and Bicycle Safety Enforcement Program

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

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

Since April 14, 2014 the Phoenix Police Department in conjunction with the Governor’s Office of Highway Safety have been improving the overall safety for the pedestrians who frequent the light rail public transit system. The goal of this Pedestrian Safety Program is to reduce the number of pedestrians who illegally cross the light rail tracks/guideway. This will be accomplished by specifically targeting pedestrians illegally crossing the light rail tracks through education and enforcement.

Since the start of this program officers have issued 1,458 citations, of these citations 1,281 have been issued for pedestrians crossing the light rail tracks illegally. The remaining citations were issued for 63 other light rail violations, 50 hazardous/moving violations, and 64 non-hazardous/non-moving traffic

violations. This program has also resulted in 22 arrests, 5 departmental reports, and 257 quality service opportunities/educational contacts.

Budget: \$200,621

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

Table 3.37 Pedestrian and Bicycle Safety Enforcement Program

Project Number	Agency	Amount	Source
2015-PS-001	GILBERT PD	\$50,000.00	402
2015-PS-002	PEORIA PD	\$31,813.00	402
2015-PS-003	PHOENIX PD	\$65,000.00	402
2015-PS-004	SOUTH TUCSON PD	\$13,808.00	402
2015-PS-005	TUCSON PD	\$30,000.00	402
2015-PS-006	UNIVERSITY OF ARIZONA PD	\$10,000.00	402
Total		\$200,621.00	

Project Title: Pedestrian and Bicycle Community Education and Awareness.

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

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

Budget: \$108,533

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

Table 3.38 Pedestrian and Bicycle Safety Awareness Program

Project Number	Agency	Amount	Source
2015-PS-007	MARICOPA IHS	\$5,033.00	402
2015-PS-008	PHOENIX FIRE DEPT	\$10,000.00	402
2015-PS-009	PHOENIX STREET TRANSPORTATION	\$81,000.00	402
2015-PS-518	GOHS – PI&E	\$12,500.00	402
Total		\$108,533.00	

Project Title: Roadway Safety Signs and Materials

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

Description: This task funds materials and supplies for school signs, bike to school helmets, reflective arm/leg bands, literature, pedestrian and bicycle safety electronic applications, and buckle up signs, bus and light rail transit wraps, and other roadway language signs.

Budget: \$54,000

Evidence of Effectiveness: CTW Chapter 8 Sections 2.1, 2.2, 3.1 and 4.3' Chapter 9 Sections 1.2, 1.3, 1.4, 3.2 and 4.2

Table 3.39 Pedestrian and Bicycle Safety Roadway Signs and Materials

Project Number	Agency	Amount	Source
2015-RS-001	ARIZONA TRANSPORTATION EDUCATION FOUNDATION	\$40,000.00	402
2015-RS-002	PHOENIX STREET TRANSPORTATION	\$14,000.00	402
Total		\$54,000.00	

Project Title: School Zone and School Bus Operations Enforcement

Project Number: 2015-SB-001

Description: GOHS provides overtime funding to Pima County Sheriff's Department for school zone and school bus operations enforcement. "Operation BUS" was designed to target enforcement in school zones as well as violators who pass school buses while loading and unloading children.

Budget: \$20,000

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

Table 3.40 School Bus Safety

Project Number	Agency	Amount	Source
2015-SB-001	PIMA CSD	\$20,000.00	402

Table 3.41 Pedestrian and Bicycle Safety Program Summary Budget

Program Area	Budget Amount
Pedestrian and Bicycle Safety Enforcement Program	\$200,621.00
Pedestrian and Bicycle Community Education and Awareness	\$108,533.00
Pedestrian and Bicycle Safety Roadway Signs and Materials	\$54,000.00
School Zone and School Bus Operations Enforcement Program	\$20,000.00
GOHS - Pedestrian and Bicycle Planning and Administration	\$10,100.00
Total	\$393,254.00

3.9 PLANNING AND ADMINISTRATION PROGRAM OVERVIEW

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

Table 3.42 Performance Goals and Measures

Performance Goal	Performance Measure
To efficiently and effectively manage Arizona's Highway Safety Program	Required program and financial deadlines
Prepare GOHS 2015 Annual Report	Submitted to Region 9 December 31, 2015
Closeout 2015 Highway Safety Program and move unexpended funds into 2016 Highway Safety Plan	Submitted to Region 9 December 31, 2015

Strategies

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

Programs and Projects

Project Title: Planning and Administration

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

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

Budget: \$948,000

Table 3.43 shows the cost summary for GOHS program administration.

Table 3.43 Program Administration Cost Summary

Project Number	Program	Amount	Source
2015-PA-300	Planning and Administration	\$533,000.00	402-PA
2015-AI-300	Accident Investigation	\$6,700.00	402-AI
2015-AL-300	Impaired Driving	\$118,000.00	402-AL
2015-405d-300	Impaired Driving and Arizona Impaired Driving Coordinator	\$87,000.00	405d
2015-EM-300	Emergency Medical Services	\$19,700.00	402-EM
2015-OP-300	Occupant Protection	\$60,500.00	402-OP
2015-PS-300	Pedestrian/Bicycle Safety	\$10,100.00	402-PS
2015-PT-300	Police Traffic Services	\$113,000.00	402-PT
Total		\$948,000.00	

3.10 NHTSA EQUIPMENT APPROVAL

GOHS provides funding for equipment to support and enhance highway safety programs. The following tables list equipment purchases exceeding \$5,000.00 from 164, 405d, and 402 funds. As equipment needs become apparent throughout a fiscal year, GOHS will request NHTSA's approval for the purchases.

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

Project Number	Agency	Equipment	Amount	Source
2015-164-005	Chandler Police Department	Air compressor, dryer and filters	\$21,896.00	164
2015-164-007	Apache Junction Police Department	One (1) Fully Marked DUI/Alcohol Police Package SUV	\$47,000.00	164, 405d, 402-PT
2015-164-008	Cottonwood Police Department	One (1) Fully Marked DUI/Alcohol Police Package Sedan	\$35,000.00	164, 405d, 402-PT
2015-164-009	Florence Police Department	One (1) Fully Marked DUI/Alcohol Vehicle	\$45,000.00	164, 405d, 402-PT
2015-405d-025	Glendale Police Department	Two (2) Fully Equipped Motorcycles	\$65,000.00	405d
2015-405d-026	Kearny Police Department	One (1) Police Package Sedan	\$35,000.00	405d, 402-PT
2015-405d-027	Salt River Pima Maricopa Indian Community	One (1) Police Package Pick Up Truck	\$47,000.00	405d, 402-PT
2015-AI-002	Chino Valley Police Department	ARAS 360 HD Software and Virtual Training 3-Day Software	\$6,139.00	402-AI
2015-AI-003	Globe Police Department	One (1) Total Station and Software	\$9,670.00	402-AI
2015-AI-004	Peoria Police Department	Three (3) ARAS Licenses	\$32,968.00	402-AI
2015-AI-005	Prescott Valley Police Department	One (1) Remote Mapper Reflectorless On Demand System Package	\$21,995.00	402-AI
2015-AI-006	Yuma County Sheriff's Office	One (1) Accident Investigation Mapping System (AIMS)	\$25,000.00	402-AI
2015-EM-002	Globe Fire Department	Crash Extrication Equipment	\$29,190.00	402-EM
2015-EM-004	Harquahala Valley Fire District	Crash Extrication Equipment	\$30,321.00	402-EM

Project Number	Agency	Equipment	Amount	Source
2015-EM-006	Northwest Fire District	Crash Extrication Equipment	\$20,686.00	402-EM
2015-EM-007	Pinewood Fire District	One (1) Portable Light Tower	\$10,780.00	402-EM
2015-EM-009	Queen Valley Fire District	Crash Extrication Equipment	\$30,000.00	402-EM
2015-EM-010	Rincon Valley Fire District	Crash Extrication Equipment	\$30,000.00	402-EM
2015-EM-012	Show Low Fire District	Crash Extrication Equipment	\$33,280.00	402-EM
2015-EM-013	Sun Lakes Fire District	Crash Extrication Equipment	\$21,500.00	402-EM
2015-PT-050	Buckeye Police Department	One (1) Speed Trailer	\$10,835.00	402-PT
2015-PT-052	Casa Grande Police Department	One (1) Speed Trailer	\$18,000.00	402-PT
2015-PT-055	Glendale Police Department	One (1) Trailer, Two (2) Crash Bar Systems, and One (1) Trailer Wrap	\$28,151.00	402-PT
2015-PT-057	Pinetop-Lakeside Police Department	One (1) Speed Trailer	\$15,000.00	402-PT
2015-PT-058	Sahuarita Police Department	One (1) Speed Trailer	\$6,000.00	402-PT
2015-PT-059	Santa Cruz County Sheriff's Office	One (1) Speed Sign	\$8,750.00	402-PT
2015-PT-060	Show low Police Department	Two (2) In-Car Cameras	\$12,000.00	402-PT
2015-PT-061	Snowflake-Taylor Police Department	One (1) Message Board/Trailer	\$27,525.00	402-PT
2015-PT-063	Maricopa County Sheriff's Office	One (1) Aggressive Driver Vehicle	\$47,000.00	402-PT, 405d
2015-PT-064	Maricopa County Sheriff's Office	One (1) Mobile Data Computer	\$10,000.00	402-PT
2015-TR-001	Buckeye Police Department	One (1) Toughpad	\$6,200.00	402-TR
2015-TR-002	El Mirage Police Department	One (1) Dashboard software system and 2-year maintenance program	\$16,000.00	402-TR
2015-RS-002	Phoenix Street Transportation	One (1) Reflectometer	\$14,000.00	402-RS
Total			\$816,886.00	

3.11 PAID ADVERTISING

GOHS captures a large amount of earned media through the distribution of public service announcements, media interviews, press conferences, and media alerts. Arizona also uses paid media to support the national mobilizations in impaired driving and occupant protection. In addition, GOHS provides funding for paid media in the speeding and aggressive driving and motorcycle safety program areas. The following table shows the amount and distribution of these funds.

Table 3.45 Paid Advertising Summary

Project Number	Agency	Amount	Source
2015-405d-524	GOHS Paid Media	\$200,000.00	405d
2015-OP-508	GOHS CIOT	\$40,000.00	402
2015-405f-521	GOHS Paid Media	\$100,000.00	405f
Total		\$340,000.00	

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



Washington High School mock crash.

3.12 164 TRANSFER FUNDS PROGRAM OVERVIEW

GOHS currently is implementing a large \$164 program submitted on April 4, 2013 and subsequently approved by NHTSA. The program supports comprehensive alcohol impaired driving enforcement efforts throughout Arizona. Specific funding items include overtime for high-visibility enforcement efforts, DUI saturation patrols, and checkpoints; employee-related expenses; equipment; materials; and program management. The \$164 funds are supplemented by \$410 HV carry forward funds. A summary budget is presented in Table 3.50.

Table 3.46 Transfer Funds Program Summary

FFY 2015 HSP – 164 Enforcement Program	
Program Area	Amount
164	\$181,849.00
410 HV	\$211,045.00
Total HSP 164/410 Funding	\$392,894.00

4.0 Performance Report

Table 4.1 shows Arizona's progress in meeting the national core performance measures identified in the FFY 2014 HSP. The end date for each performance target, which is December 31, 2014, has been omitted from the figure below for conciseness of presentation.

Figure 4.1 Progress in Meeting FFY 2014 Performance Targets

Core Performance Measured	FFY 2014 Performance Targets	2009	2010	2011	2012	2013 ^a	5-Year Average	2014 Target
Fatalities	Decrease 1.3% from 831 (2008-2012 average) to 820	806	759	826	825	844	812	820
Serious Traffic Injuries ^a	Changed from total injuries to serious injuries (no numerical target set)	4,808	4,600	4,570	4,471	4,305	4,551	--
Fatalities/100M VMT	Maintained from 1.37 (2008-2012 average) to 1.37	1.31	1.27	1.39	1.37	1.39	1.35	1.37
Unrestrained Passenger Vehicle Occupant Fatalities	Increase 3% from 257 (2008-2012 average) to 265	248	235	222	252	299	251	265
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	Increase 20% from 225 (2008-2012 average) to 270	218	206	212	227	262	225	270
Speeding-Related Fatalities	Decrease 9.4% from 308 (2008-2012 average) to 279	293	262	299	297	266	283	279
Total Motorcycle Fatalities	Increase 7.9% from 126 (2008-2012 average) to 136	121	91	136	141	149	128	136
Unhelmeted Motorcycle Fatalities	Maintained from 65 (2008-2012 average) to 65	66	50	73	69	72	66	65
Drivers Age 20 or Younger in Fatal Crashes	Decrease 11.4% from 108 (2008-2012 average) to 96	95	79	116	99	118	101	96
Pedestrian Fatalities	Maintained from 131 (2008-2012 average) to 131	118	145	147	122	158	138	131
Bicycle Fatalities	(no numerical target set)	25	19	23	18	30	23	--
Percent Observed Belt Use for Passenger Vehicles	Increase 1.9% from 81.5% (2008-2012 average) to 83.1%	80.8%	81.8%	82.9%	82.2%	84.7%	82.5%	83.1%
Number of Seat Belt Citations Issued	Target not required	3,323	5,439	21,828	29,710	27,805	17,621	n/a
Number of Impaired Driving Arrests Made	Target not required	14,154	19,482	31,561	32,171	31,635	25,801	n/a
Number of Other Citations (including speed)	Target not required	73,600	101,848	331,269	377,992	472,777	271,497	n/a

Sources: Fatality Analysis Reporting System (all 2009 through 2012 data except injuries); ADOT for traffic injury data and all 2013 data; GOHS Reporting System.

Notes: ^a Five-Year Average is for 2009 through 2013.

^b In 2013 there were 472,777 citations issued for speed and aggressive driving which includes, speed not reasonable or prudent, excessive speed, speed not right for conditions, and reckless driving while speeding or other citations issued for other moving violations like red light running. Arizona is continually improving the capture of arrest data and a portion of the recent increase in the number of citations is due a greater proportion of citations being recorded in the GOHS web site tracking system.

^c In past years, GOHS was tracking Total Traffic Injuries, numbers updated to reflect the required performance measure of Serious Traffic Injuries.

5.0 Cost Summary

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration
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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-00-00-00		\$ 00	\$168,944.00	\$ 00	\$541,500.00	\$541,500.00	\$ 00
		Planning and Administration Total	\$ 00	\$168,944.00	\$ 00	\$541,500.00	\$541,500.00	\$ 00
Alcohol								
	AL-2015-00-00-00		\$ 00	\$138,512.00	\$ 00	\$2,066,055.00	\$2,066,055.00	\$926,085.40
		Alcohol Total	\$ 00	\$138,512.00	\$ 00	\$2,066,055.00	\$2,066,055.00	\$926,085.40
Emergency Medical Services								
	EM-2015-00-00-00		\$ 00	\$29,167.00	\$ 00	\$361,675.00	\$361,675.00	\$103,132.00
		Emergency Medical Services Total	\$ 00	\$29,167.00	\$ 00	\$361,675.00	\$361,675.00	\$103,132.00
Motorcycle Safety								
	MC-2015-00-00-00		\$ 00	\$3,489.00	\$ 00	\$33,950.00	\$33,950.00	\$8,800.00
		Motorcycle Safety Total	\$ 00	\$3,489.00	\$ 00	\$33,950.00	\$33,950.00	\$8,800.00
Occupant Protection								
	OP-2015-00-00-00		\$ 00	\$98,578.00	\$ 00	\$938,001.00	\$938,001.00	\$198,480.00
		Occupant Protection Total	\$ 00	\$98,578.00	\$ 00	\$938,001.00	\$938,001.00	\$198,480.00
Pedestrian/Bicycle Safety								
	PS-2015-00-00-00		\$ 00	\$33,552.00	\$ 00	\$364,473.00	\$364,473.00	\$118,662.00
		Pedestrian/Bicycle Safety Total	\$ 00	\$33,552.00	\$ 00	\$364,473.00	\$364,473.00	\$118,662.00
Police Traffic Services								
	PT-2015-00-00-00		\$ 00	\$154,685.00	\$ 00	\$1,541,800.00	\$1,541,800.00	\$1,032,749.00
		Police Traffic Services Total	\$ 00	\$154,685.00	\$ 00	\$1,541,800.00	\$1,541,800.00	\$1,032,749.00
Traffic Records								
	TR-2015-00-00-00		\$ 00	\$2,333.00	\$ 00	\$22,300.00	\$22,300.00	\$8,880.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decre)	Current Balance	Share to Local
Traffic Records Total								
	AI-2015-00-00-00		\$0.00	\$2,333.00	\$0.00	\$22,300.00	\$22,300.00	\$8,880.00
Accident Investigation								
	AI-2015-00-00-00		\$0.00	\$19,490.00	\$0.00	\$290,111.00	\$290,111.00	\$71,500.00
Accident Investigation Total								
			\$0.00	\$19,490.00	\$0.00	\$290,111.00	\$290,111.00	\$71,500.00
Roadway Safety								
	RS-2015-00-00-00		\$0.00	\$5,675.00	\$0.00	\$64,760.00	\$64,760.00	\$21,600.00
Roadway Safety Total								
			\$0.00	\$5,675.00	\$0.00	\$64,760.00	\$64,760.00	\$21,600.00
Pupil Transportation Safety								
	SB-2015-00-00-00		\$0.00	\$2,102.00	\$0.00	\$20,096.00	\$20,096.00	\$8,000.00
Pupil Transportation Safety Total								
			\$0.00	\$2,102.00	\$0.00	\$20,096.00	\$20,096.00	\$8,000.00
410 High Visibility								
			\$0.00	\$656,527.00	\$0.00	\$6,244,721.00	\$6,244,721.00	\$2,497,888.40
410 High Visibility Total								
			\$0.00	\$656,527.00	\$0.00	\$6,244,721.00	\$6,244,721.00	\$2,497,888.40
2010 Motorcycle Safety								
	K8HV-2015-00-00-00		\$0.00	\$633,135.00	\$0.00	\$422,735.00	\$422,735.00	\$0.00
410 High Visibility Total								
			\$0.00	\$633,135.00	\$0.00	\$422,735.00	\$422,735.00	\$0.00
2010 Motorcycle Safety Incentive								
	K6-2015-00-00-00		\$0.00	\$9,260.00	\$0.00	\$27,879.00	\$27,879.00	\$0.00
2010 Motorcycle Safety Incentive Total								
			\$0.00	\$9,260.00	\$0.00	\$27,879.00	\$27,879.00	\$0.00
2010 Motorcycle Safety Total								
			\$0.00	\$9,260.00	\$0.00	\$27,879.00	\$27,879.00	\$0.00
2011 Child Seats								
	K3-2015-00-00-00		\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
2011 Child Seat Incentive								
			\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
2011 Child Seat Incentive Total								
			\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00

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2011 Child Seats Total								
164 Transfer Funds			\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
164 Alcohol								
	164AL-2015-00-00-00							
	164 Alcohol Total		\$0.00	\$0.00	\$0.00	\$323,349.00	\$323,349.00	\$129,300.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$323,349.00	\$323,349.00	\$129,300.00
MAP 21 405c Data Program								
405c Data Program	M3DA-2015-00-00-00		\$0.00	\$108,400.00	\$0.00	\$1,442,663.00	\$1,442,663.00	\$0.00
	405c Data Program Total		\$0.00	\$108,400.00	\$0.00	\$1,442,663.00	\$1,442,663.00	\$0.00
MAP 21 405d Impaired Driving Mid								
405d Impaired Driving Mid	MSX-2015-00-00-00		\$0.00	\$4,595,463.00	\$0.00	\$2,717,307.00	\$2,717,307.00	\$0.00
	405d Impaired Driving Mid Total		\$0.00	\$4,595,463.00	\$0.00	\$2,717,307.00	\$2,717,307.00	\$0.00
MAP 21 405f Impaired Driving Int								
405f Impaired Driving Int	M7CS-2015-00-00-00		\$0.00	\$157,500.00	\$0.00	\$399,139.00	\$399,139.00	\$0.00
	405f Impaired Driving Int Total		\$0.00	\$157,500.00	\$0.00	\$399,139.00	\$399,139.00	\$0.00
MAP 21 405g Motorcycle Programs								
405g Motorcycle Programs	M9X-2015-00-00-00		\$0.00	\$2,130.00	\$0.00	\$246,761.00	\$246,761.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405f Motorcycle Programs Total			\$-00	\$2,130.00	\$-00	\$246,761.00	\$246,761.00	\$-00
MAP 21 405f Motorcycle Programs Total			\$-00	\$2,130.00	\$-00	\$246,761.00	\$246,761.00	\$-00
NHTSA Total			\$-00	\$6,162,415.00	\$-00	\$11,829,554.00	\$11,829,554.00	\$2,627,188.40
Total			\$-00	\$6,162,415.00	\$-00	\$11,829,554.00	\$11,829,554.00	\$2,627,188.40

6.0 State Certifications and Assurances

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES

FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Arizona**

Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; f) the Drug

Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

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

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

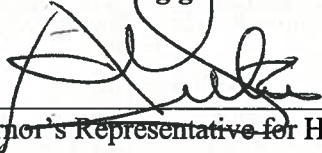
(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6-20-14

Date

ALBERTO GUTIER

Printed name of Governor's Representative for Highway Safety

7.0 Section 405 Grant Application

For FFY 2015, Arizona is applying for the following 405 incentive grants programs:

- Part 2 – State Traffic Safety Information System Improvements (23 CFR 1200.22);
- Part 3 – Impaired Driving Countermeasures (23 CFR 1200.23); and
- Part 5 – Motorcyclist Safety (23 CFR 1200.25).

The 405 application, which is signed by Arizona’s Governor’s Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.

A. Appendix: Arizona DUI Abatement Council (state funds)

The Oversight Council on Driving or Operating Under the Influence Abatement (DUI Abatement Council) was established by the Arizona Legislature in 1996 and became effective on October 1, 1997. GOHS was one of the agencies that created and staffed the council twice before and began staffing it for the third time in June 2011 to the present. The funds are derived from a \$250 assessment or fine on every Extreme or Aggravated DUI Conviction in Arizona. These funds are used for DUI Enforcement overtime and equipment and for Innovative programs as approved by the Council. The GOHS Director, Alberto Gutier, is a statutory member of the council and also a voting member as he represents the Arizona Speaker of the House of Representatives since 1998. ARS-28-1401-1402.

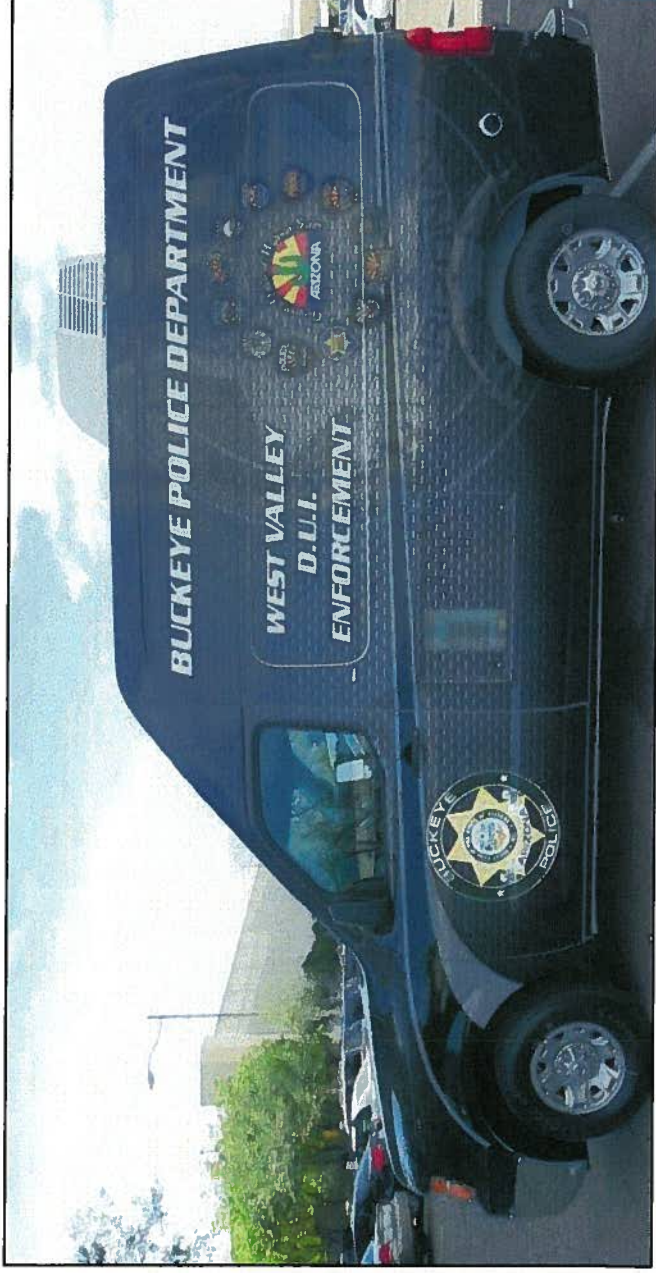


Table A.1 Arizona DUI Abatement Council (State Funds) Grant Awards as of June 23, 2014

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
Apache CSO	DUIAC-E-027	Impaired Driver Enforcement	pending	4-30-2015	\$20,000.00
AZ DPS	DUIAC-E-019	DUI Enforcement Statewide \$100K	8-15-2013	6-30-2014	\$100,000.00
BACIC	DUIAC-I-009 A	Own Up	6-12-2013	6-30-2014	\$141,440.00
BACIC	DUIAC-I-014	Own Up Campaign	5-29-2014	9-30-2015	\$88,000.00
Casa Grande PD	DUIAC-E-032	DUI Abatement Program	6-5-2014	5-31-2015	\$25,000.00
Chandler PD	DUIAC-E-033	DUI Enforcement	6-16-2014	5-31-2015	\$45,000.00
DLLC	DUIAC-E-034	Underage Drinking/DUI Program	5-27-2014	5-31-2015	\$120,000.00
DPS	DUIAC-E-031	DUI Enforcement Statewide	4-22-2014	4-30-2015	\$200,000.00
Flagstaff PD	DUIAC-E-035	Driving Under The Influence Task Force	6-16-2014	5-31-2015	\$40,000.00
Gila River PD	DUIAC-E-036	DUI Abatement	6-5-2014	5-31-2015	\$35,000.00
Glendale PD	DUIAC-E-015 A	DUI Enforcement	6-10-2013	6-30-2014	\$50,000.00
Glendale PD	DUIAC-E-030	DUI Enforcement	6-5-2014	4-30-2015	\$50,000.00
Glendale PD	DUIAC-I-007 A	Know Your Limit	5-28-2013	6-30-2014	\$40,303.00
Goodyear PD	DUIAC-E-037	DUI Abatement	6-5-2014	5-31-2015	\$40,000.00
Lake Havasu PD	DUIAC-E-038	Operation None for the Road	pending	5-31-2015	\$10,000.00
La Paz CSO	DUIAC-E-039	DUI Abatement Grant	6-20-2014	5-31-2015	\$20,000.00
Marana PD	DUIAC-E-024	DUI Warrant Detail	4-22-2014	4-30-2015	\$25,000.00
Marana PD	DUIAC-E-040	Impaired Drivers - DUI Task Force Program	6-5-2014	5-31-2015	\$30,000.00
MCSO	DUIAC-E-041	DUI Task Force Ops/Detention Support/Underage Drinking	pending	5-31-2015	\$130,000.00
Mesa PD	DUIAC-E-042	DUI Enforcement Program	pending	5-31-2015	\$100,000.00
Peoria PD	DUIAC-E-043	DUI Enforcement and Education	pending	5-31-2015	\$40,000.00
Phoenix PD	DUIAC-E-022	DUI Enforcement	1-15-2014	12-31-2014	\$100,000.00
Phoenix PD	DUIAC-I-012	Too Young To Drink PSA Contest	1-15-2014	6-30-2014	\$30,000.00
Phoenix PD	DUIAC-I-013	Know Your Limit	1-15-2014	12-31-2014	\$20,000.00
Phoenix PD	DUIAC-E-044	DUI Enforcement	6-16-2014	5-31-2015	\$100,000.00
Phoenix Prosecutors Office	DUIAC-I-011	TSRP	10-21-13	9-30-2014	\$111,438.50

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
Phoenix Prosecutors Office	DUIAC-I-015	TSRP	pending	9-30-2015	\$112,991.00
Pima CSD	DUIAC-E-025	DUI Abatement	5-20-2014	4-30-2015	\$50,000.00
Pima CSD	DUIAC-E-045	DUI Abatement	pending	5-31-2015	\$100,000.00
Pinal CSO	DUIAC-E-046	DUI Enforcement Program	pending	5-31-2015	\$25,000.00
Prescott PD	DUIAC-I-010 B	DUI Ed & Awareness Campaign	6-4-2013	6-30-2014	\$30,000.00
Quartzsite PD	DUIAC-E-026	DUI Enforcement	4-21-2014	4-30-2015	\$6,500.00
Safford PD	DUIAC-E-021	DUI Car Camera Equipment	12-2-2013	6-30-2014	\$10,561.00
Salt River PD (SRPMIC)	DUIAC-E-029	DUI Enforcement	5-6-2014	4-30-2015	\$50,000.00
Scottsdale PD	DUIAC-E-047	DUI Abatement	pending	5-31-2015	\$100,000.00
Show Low PD	DUIAC-E-028	DUI Overtime	4-21-2014	4-30-2015	\$7,500.00
Sierra Vista PD	DUIAC-E-048	Abatement Council Task Force Grant	6-16-2014	5-31-2015	\$30,000.00
Tempe PD	DUIAC-E-020	Youth Alcohol - Party Patrol Enforcement	12-18-2013	6-30-2014	\$50,000.00
Tempe PD	DUIAC-E-049	Impaired Driving Enforcement	6-20-2014	5-31-2015	\$50,000.00
Thatcher PD	DUIAC-E-016 A	DUI/Youth Alcohol Project	6-3-2013	6-30-2014	\$23,757.00
Tucson PD	DUIAC-E-023	DUI Abatement Enforcement	4-14-2014	2-28-2015	\$112,000.00
Yuma CSO	DUIAC-E-050	Impaired Driving	pending	5-31-2015	\$25,000.00
Total Awarded	42				\$2,494,490.50

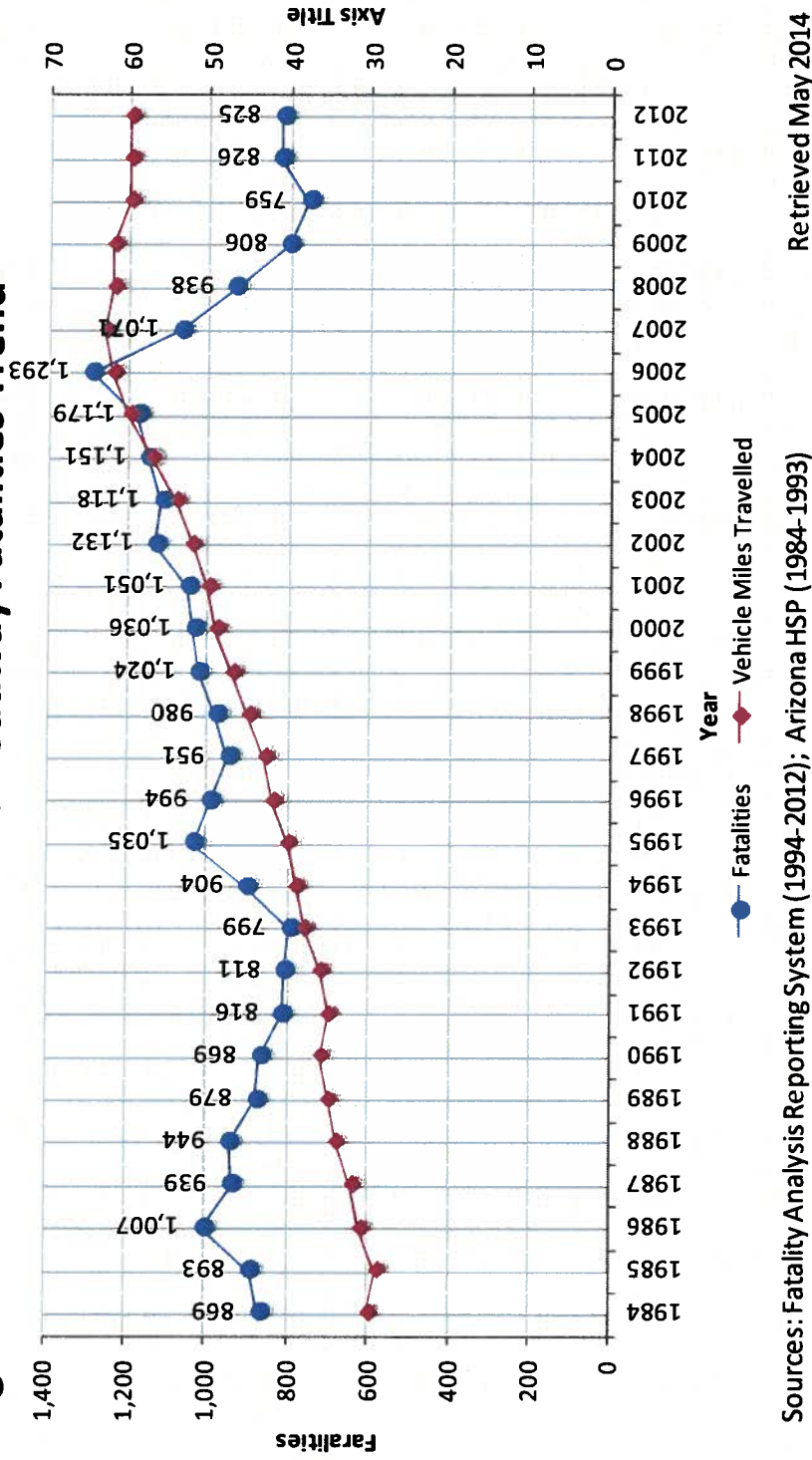
28-1304. Driving under the influence abatement fund

- A. The driving under the influence abatement fund is established consisting of monies deposited pursuant to section 4-213, subsection J, section 5-396, subsection I, paragraph 2, section 5-397, subsection D, paragraph 3 and subsection F, paragraph 3, section 28-1382, subsection D paragraph 3 and subsection E paragraph 3 and section 28-1383, subsection J, paragraph 2.
- B. The oversight council on driving or operating under the influence abatement established by section 28-1303 shall administer the fund.
- C. Twenty-five per cent of the monies deposited in the fund shall be used for grants for innovative programs pursuant to section 28-1303, subsection H, paragraph 2 and seventy per cent of the monies in the fund shall be used for grants to political subdivisions and tribal governments pursuant to section 28-1303, subsection H, paragraph 1.
- D. Not more than five per cent of the monies deposited in the fund shall be used for both of the following:
 - 1. Administrative purposes of the oversight council on driving or operating under the influence abatement.

B. Appendix: Supporting Information

Figure B.1 Arizona Statewide Roadway Fatalities Trend

Figure B.1 Arizona Statewide Roadway Fatalities Trend



Sources: Fatality Analysis Reporting System (1994-2012); Arizona HSP (1984-1993)

Note: Data most recently updated June 2, 2013.

Figure B.2 Arizona Motor Vehicle Traffic Fatalities By Month

Monday, June 02, 2014
 ARIZONA DEPARTMENT OF TRANSPORTATION - TRAFFIC RECORDS SECTION
 *NOTE: TRAFFIC RECORDS IS CURRENTLY ENTERING FEBRUARY 2014 REPORTS

ARIZONA MOTOR VEHICLE TRAFFIC FATALITIES BY MONTH

MONTH	2013											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	TOTAL	URBAN	RURAL
JANUARY	82	101	92	63	68	64	55	53	65	62	34	28
FEBRUARY	86	90	78	82	84	63	56	58	60	61	31	30
MARCH	91	112	112	91	90	61	70	71	85	77	40	37
APRIL	114	108	138	113	85	88	62	62	68	78	36	42
MAY	99	81	120	89	87	70	77	63	76	86	42	44
JUNE	87	101	106	95	67	89	51	69	71	62	24	38
JULY	88	129	130	97	85	60	65	70	70	67	39	28
AUGUST	115	114	119	87	88	61	70	85	71	76	46	30
SEPTEMBER	105	70	118	97	91	64	61	77	72	76	41	35
OCTOBER	92	101	115	88	73	57	63	78	66	69	32	37
NOVEMBER	102	98	92	92	66	66	67	72	52	71	41	30
DECEMBER	98	88	81	77	54	63	62	69	65	59	37	22
TOTAL	1,159	1,193	1,301	1,071	938	806	759	827	821	844	443	401
FATALITY RATE*	2.02	2.00	2.08	1.70	1.52	1.34	1.27	1.39	1.37	1.39		

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

ARIZONA CRASH HISTORY

YEAR	TOTAL CRASHES	FATAL CRASHES	TOTAL FATALITIES	INJURY CRASHES	TOTAL INJURIES	PDO CRASHES
2004	138,098	998	1,159	46,788	73,686	91,112
2005	140,574	1,049	1,193	45,826	71,083	93,699
2006	143,504	1,126	1,301	45,395	70,013	96,983
2007	141,193	952	1,071	43,560	66,062	96,681
2008	120,557	843	938	37,515	56,539	82,199
2009	107,149	709	808	33,506	50,809	72,934
2010	106,895	695	759	33,416	50,459	72,784
2011	103,945	756	827	33,220	49,849	69,989
2012	103,909	738	821	33,576	50,051	69,595
2013	107,348	777	844	34,047	50,284	72,524

ALL DATA COLLECTED FROM ARIZONA MOTOR VEHICLE CRASH FACTS

POPULATION, VEHICLE REGISTRATION, LICENSED DRIVERS, AND VMT

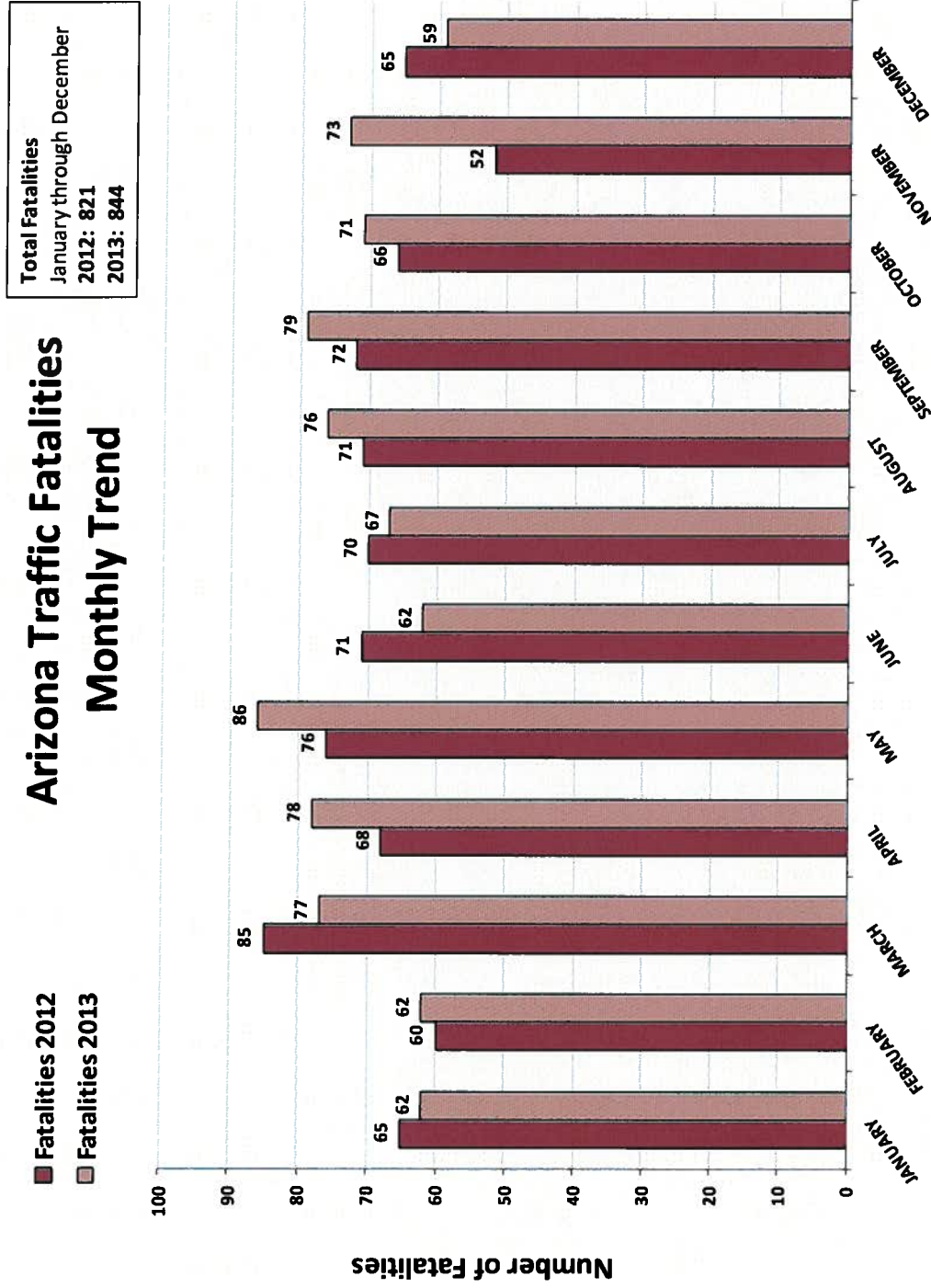
YEAR	LICENSED DRIVERS*	REGISTERED VEHICLES*	TOTAL POPULATION**	VEHICLE MILES TRAVELED***
2004	3,784,365	4,364,857	5,832,150	57,417
2005	3,963,005	4,556,448	6,044,985	59,796
2006	4,091,789	4,748,957	6,239,482	62,486
2007	4,212,393	4,848,162	6,432,007	62,962
2008	4,360,711	4,842,188	6,534,921	61,628
2009	4,434,719	4,787,350	6,595,778	59,978
2010	4,537,653	4,805,904	6,392,017	59,908
2011	4,634,405	4,855,014	6,438,178	59,575
2012	4,736,517	4,969,620	6,498,571	60,129
2013	4,826,903	5,130,780	6,581,054	60,586

*SOURCE FOR LICENSED DRIVERS AND REGISTERED VEHICLES: ADOT - MOTOR VEHICLE DIVISION

**SOURCE FOR POPULATION DATA: ARIZONA DHS

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

Figure B.3 Arizona Traffic Fatalities Monthly Trend



Note: The numbers provided are preliminary and subject to change at any time. Fatal crash information is still being received. Data most recently updated June 2, 2014.

Figure B.4 Arizona DUI Enforcement Statistics for Calendar Year 2013



MEDIA CONTACT:
 Alberto Galar
 602.255.3216 - Office
 602.377.1365 - Cell
 602.308.8900 - Cell
 602.944.1015 - Home

Arizona DUI Enforcement Statistics

Entered by Statewide Agencies on the GOHS Reporting System.

FINAL

Yearly Data from Calendar Year 2004 to 2013

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Contacts (Traffic Stops)	39789	49230	72057	112555	96243	148063	228146	702921	877617	830555
Sober Designated Drivers Contacted						1450	9692	6790	6641	6747
Total DUI Arrests	5255	6501	6847	10133	10409	14154	19482	31561	32174	31635
DUI Aggravated	390	435	542	906	994	1429	2007	3473	3698	3616
DUI Misdemeanor	4865	6066	6305	9227	9415	12725	17475	28088	28476	28019
DUI Extreme (≥.15 or above)	1476	1616	1622	3410	3302	4369	5943	9466	9002	8191
Under 21 DUI Arrests	357	427	421	655	590	783	910	1337	1532	1451
Average BAC	0.145	0.146	0.145	0.148	0.151	0.152	0.152	0.152	0.151	0.151
Seat Belt Citations	1437	1259	1387	1137	1132	3323	5439	21828	29710	27805
Child Restraint Citations	250	177	241	317	215	617	988	3435	3671	4464
Under 21 Liquor Law Citations	1118	943	1540	1502	1571	2019	3169	7708	7988	8527
DUI Drug Arrests	337	424	541	538	694	1153	1679	3579	4511	4514
Criminal Speed Citations										5626
Aggressive Driving Citations										191
Civil Speed Citations										69125
Other Citations *	23074	28789	28095	38348	43846	73600	101848	331269	377992	403835
Participating Officer/Deputies (Cumulative)	4925	6081	6522	11483	10225	15809	34300	47927	51654	45876

These three categories of citations will be broken down by statute starting in mid - 2013 Calendar year.

*2004 - 2012 'Other Citations' statistics include Speed

5/7/2014

Figure B.5 Phoenix Traffic Report



TRAFFIC MATTERS

April 2014



ACTIVITY ¹	TOTAL	FY TOTALS 07/01/13-06/30/14	CY TOTALS 07/01/14-06/30/14
Arrests	176	1,814	743
ATTCs	4,735	60,803 ²	19,313
Calls (Criminal, Radio, Traffic)	1,446	12,811	5,762
Collisions	761	7,014	3,076
DUIs	425	4,542	1,720
Hrs saved - Patrol	1,275	14,076	5,610
\$\$ saved - Patrol ³	\$56,100	\$619,356	\$246,852
Education Programs	55	168	116
Enforcement Programs	9	1,245	188
Hotline Calls ⁴	121	2,638	720
Hot Spots	26	229	77
NOVs	54	1,039	273
Radar ⁵	187	1,771	714
Deployments Citations	2,969	15,835	9,545
TIP	9	111	16
Tows	510	5,246	2,041
Traffic Complaints	351	2,388	1,137

¹ Represents activity categorized as all offenses by 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Other⁶

	NOVs		Ed Contacts		Calls		961/962 963		Hrs		\$ to Dept ⁷	
	FY	CY	FY	CY	FY	CY	FY	CY	FY	CY	FY	CY
ACE	2,315	931	1,029	494	n/a	n/a	n/a	n/a	2,539	1,204	\$ 48,241	\$ 22,878
MAP	n/a	n/a	n/a	n/a	1,113	530	800	374	3,751	1,564	\$ 71,269	\$ 29,716
TIS	2,315	931	1,029	494	1,113	530	800	374	6,290	2,768	\$ 119,510	\$ 52,592

⁶ Calculated by TIS (Phoenix voluntary) reports
⁷ Based on \$44.00/hr per TAB
⁸ Not reported
⁹ Based on \$19.00/hr

For detailed information, please contact Lt. Scott Somerville at (602) 495-6701

Figure B.6 Arizona Department of Public Safety Press Release



Arizona Department of Public Safety (DPS) Received Several Grants From GOHS During 2014

Grants Helped DPS Focus on Safer Roadways in Arizona

The Governor's Office of Highway Safety (GOHS) has been generous over the years with grant funding awarded to DPS. Once again, GOHS stepped up to the plate in the grant fiscal year of 2014 by awarding DPS with over \$1,000,000 in grants.

Grants provided to DPS included the following:

Funding for a DUI warrant round-up squad whose sole job is to arrest people who have outstanding warrants for DUI.

Funding for Horizontal Gaze Nystagmus (HGN), Field Sobriety Testing, and Drug Recognition Expert Training.

Funding of overtime for officers dedicated to impaired driving enforcement.

Funding for eleven new patrol motorcycles.

Funding for statewide seatbelt and child restraint enforcement.

Funding for aircraft speed enforcement details in collaboration with DPS Highway Patrol Officers.

Funding for speed enforcement equipment, radars and LIDAR.

Funding for statewide distracted driving enforcement.

Funding for six breath alcohol testing machines and overtime for criminalists to analyze samples.

These grants allow DPS to focus on the most dangerous violations of Arizona traffic laws that lead to injury or fatal crashes.

Press Inquiries:

PO BOX 6638 | Phoenix, AZ 85005-6638 | azdps.gov | pio_unit@azdps.gov

Figure B.7 Marijuana News Article

Viewpoints

Quips: Read more top tweets from around Arizona: opinions.azcentral.com.

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Legalize marijuana? First, watch Colo.

Arizona should note the troubling signs before we even consider replicating a Rocky Mountain high.

One was fooled by medical marijuana. When we legalized it in Arizona in 2010, we knew full well we were part of the national pivot away from the war on drugs — from its carnage, its bulging prisons, its bottomless expense. Americans are relaxing our drug laws and our Amsterdam has risen in the Rocky Mountains, inviting locals and long lines of drug tourists to light up legally for no better reason than sheer enjoyment.

Denver, capital city of the first state to legalize recreational pot, is an important ex-

periment in the limits of cultural tolerance. Five months into that experiment, there are troubling signs.

Hospitals are reporting an increase in young people and adults overdosing on edible pot. A Denver man who consumed marijuana-laced candy lost his wife and shot his wife to death. In March, a 19-year-old African exchange student ate a marijuana cookie and fatally threw himself over a balcony.

Sheriffs in neighboring states complain of more drivers crossing into their rural towns exhibiting the drug-induced state of Colorado.

"I think by any measure, the experience of Colorado has not been a good one unless you're in the marijuana busi-

ness," Kevin A. Sabet, executive director of Smart Approaches to Marijuana, told the *New York Times*. "We've seen lives damaged. We've seen deaths directly attributed to marijuana legalization. We've seen marijuana slipping through Colorado's borders. We've seen marijuana getting into the hands of kids."

Times columnist Maureen Dowd went to Colorado to experience first-hand the end of prohibition. She ate a pot-infused candy bar and was incapacitated.

"I felt a scary shudder go through my body and brain," she wrote. "I barely made it from the desk to the bed, where I lay curled up in a hallucinatory state for the next eight hours."

The *Times* reported in April

that even Democratic governors whose party base supports legal pot are reluctant to replicate a Rocky Mountain high.

"I think we ought to kind of watch and see how things go in Colorado," California Gov. Jerry Brown said.

There are gentle stirrings for full legalization in Arizona. Earlier this year, Ruben Gallego, Democratic state House assistant minority leader, proposed that the Legislature legalize marijuana. And in the way that Democrat proposals tend to go plop in our conservative state Capitol, so went Gallego's.

There is not enough data five months into the Colorado experiment to make sound judgments. But there is ample evidence to know that legal-

ization does not solve the drug problem.

Enforcement and legalization, like justice and mercy, are fraught with complications. One day Arizonans will face that choice and pick their poison.

We will weigh the devastation of the drug war against the utes of sick people who would abuse their freedom to take recklessly and guilt-free. Our bad options will mirror those of an earlier generation of Americans who had to decide whether to legalize or outlaw booze.

History is arching toward decision day in Arizona. But until then — and we say this of sober mind — the governor of California makes good sense. Let's watch and see how things go in Colorado.