September 2019

Highway Safety Plan
FY 2020
Arizona

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: No

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: No

S. 405(d) Alcohol-Ignition Interlock Law: Yes

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: No

S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

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

GOHS uses the following data sources:

Fatality Analysis Reporting System (FARS) – FARS is a national data collection system that contains information on all known motor vehicle traffic crashes in which there was at least one fatality;

Arizona Motor Vehicle Crash Facts - This publication is an annual statistical review of the motor vehicle crashes in the State of Arizona;

Arizona Department of Transportation Accident Location Identification Surveillance System (ALISS) - ALISS is the central repository for crash data within Arizona;

Arizona Seat Belt and Driver Survey - A study to determine the statewide seat belt use rate;

GOHS DUI Reporting System - A statistical reporting system of DUI and all other traffic enforcement activities for law enforcement agencies.

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

GOHS develops performance measures and targets to determine its HSP's effectiveness against provided funds for countermeasure strategies and projects that will ultimately make Arizona roadways safer. GOHS, in

conjunction with ADOT and FHWA, sets targets for three core performance measures (Fatalities, Serious Injuries, and VMT). The remaining core performance measures, as designated by NHTSA, serve as guidelines for GOHS in implementing evidence-based countermeasures.

GOHS uses all core performance measures to guide program and project activities and assist in justifying resources/funding allocations. The primary highway safety goal for Arizona is to reduce fatalities across all program areas. GOHS tracks performance measures based on FARS data in combination with several other data sources to understand trends and set safety performance targets. GOHS uses Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition, 2017 (CTW) as a primary reference aid in the selection of effective evidence-based countermeasure strategies for the HSP program areas. The following table summarizes the performance measures established by GOHS:

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

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

Processes Participants

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

National Highway Traffic Safety Administration - Region 9;

Arizona Strategic Highway Safety Plan Committee;

Arizona DUI Abatement Council (state funds);

Arizona Association of Chiefs of Police;

Arizona Sheriffs Association;
Arizona Prosecuting Attorneys Advisory Council;
Arizona DRE Committee;
Local and State Law Enforcement Agencies;
Governmental Agencies.

Description of Highway Safety Problems

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

Total Fatalities catergorized by Crash Factors 2018

Unrestrained Vehicle Occupant	Speeding Related	Alcohol Impaired Driving	Pedestrians	Motorcycle	Drivers Age 20 and Younger*	Bicyclists
290	280	261	245	150	115	26
29%	28%	26%	24%	15%	11%	3%

Source: 2018 state crash data

**Drivers involved in fatal crashes (916)*

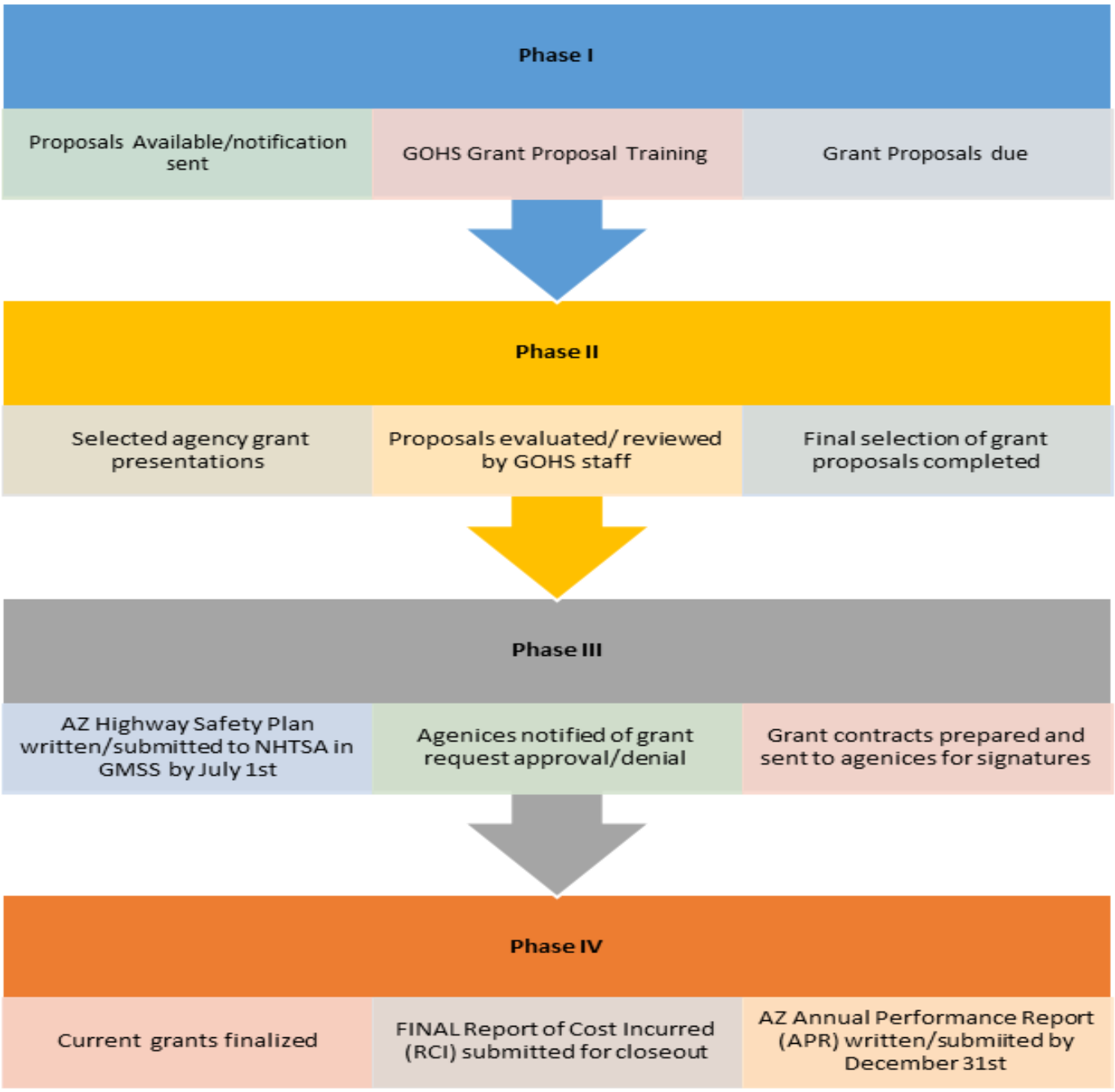
Methods for Project Selection

The project selection process is as follows:
Phase I -- GOHS sent a letter to political subdivisions, state agencies, and non-profits outlining the proposal process and priority program areas. All statewide law enforcement and non-profit agencies were encouraged to participate actively in Arizona's Highway Safety Program. In addition to written notification, the letter and proposal Guide were posted on the GOHS website. GOHS hosted a Grant training for agencies to assist in the proposal process and provide information for the new grant cycle. Proposals were due to GOHS in in this phase.
Phase II -- Selected Agencies made formal presentations in which they provided agency background, progress of prior year projects, data for the previous two years and an overview of their current proposal requests. Meetings with the GOHS Director, Grant Manager, Fiscal Manager, and Grant Project Coordinators were conducted to review the proposals. During these meetings, each proposal was discussed and the level of funding was determined. When evaluating grant applications, GOHS based decisions on an agency's past

performance, fiscal responsibility, data reporting and meeting projected goals. GOHS's policy is to fund all proposals that meet the criteria to ensure the HSP is representative of the entire State. Once the grant funding levels were determined by program area, Executive Staff began HSP development.

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

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



List of Information and Data Sources

GOHS uses the following data sources:

Fatality Analysis Reporting System (“FARS data”);
Arizona Motor Vehicle Crash Facts and ad-hoc data retrieval prepared by the Arizona Department of Transportation (“ADOT/ALISS data”);
Annual Arizona Seat Belt Use and Driver Survey;
GOHS DUI Reporting System.
Since GOHS is committed to providing the most accurate and recent data available, ADOT data is included alongside FARS data.

Description of Outcomes

GOHS is an active partner in Arizona’s Strategic Highway Safety Plan (SHSP) process. GOHS participates in the update of the SHSP. The plan is data-driven and includes statewide goals, objectives, and emphasis areas which represent the State’s crash problems. The Plan includes the following emphasis areas which align with areas in the HSP:
Impaired Driving
Occupant Protection
Speeding and Reckless Driving
Motorcycles
Non-motorized Users (Pedestrians and Bicyclists)
The first four emphasis areas above are associated with Arizona’s highest number of fatalities and serious injuries and have been designated by the SHSP Executive Committee as top focus emphasis areas. The GOHS Director is a member of the SHSP Executive Committee. Director Gutier coordinates with ADOT to ensure the performance measures common between the HSP and their Highway Safety Improvement Program, or HSIP, (fatalities, fatality rate, and serious injuries) are defined identically as coordinated through the SHSP. The Agency will use the HSP and its resources to support the emphasis areas included in the plan. GOHS coordinates the HSP with the Highway Safety Improvement Program (HSIP). Targets for fatalities, serious injuries, and the fatality rate must be consistent between the HSP and the HSIP.

Performance report

Progress towards meeting State performance targets from the previous fiscal year’s HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress

5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)	In Progress
13	S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

The State 5-year rolling average actuals for 2014-2018 is 926.2 for Number of Traffic Fatalities. GOHS, in conjunction with the Arizona Department of Transportation and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1001.5 in the FY 2019 HSP. Based on this data, the current projected target of ”Meet“ is applied to the C-1) Number of Traffic Fatalities performance report progress for the FY 2020 HSP. The status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.

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

*2018 Actuals and 2019 Targets are both on 5-year rolling averages in the table below.

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

Progress: In Progress

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-1)	Traffic fatalities*	926.2	1001.5	7.52%	Meet

Program-Area-Level Report

The State 5-year rolling average actuals for 2014-2018 is 4,142.4 for Number of Serious Injuries. GOHS, in conjunction with the Arizona Department of Transportation and FHWA, set a 5-year rolling average target for Number of Serious Injuries at 4,166.9 in the FY 2019 HSP. Based on this data, the current projected target of ”Meet“ is applied to the C-2) Number of Serious Injuries performance report progress for the FY 2020 HSP. The status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.

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

*2018 Actuals and 2019 Targets are both on 5-year rolling averages in the table below.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-2)	Serious Traffic Injuries*	4,142.4	4,166.9	0.59%	Meet

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

The State 5-year rolling average actuals for 2014-2018 is 1.416 for Fatalities/VMT. GOHS, in conjunction with the Arizona Department of Transportation and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1.442 in the FY 2019 HSP. Based on this data, the current projected target of ”Meet“ is applied to the C-3) Fatalities/VMT performance report progress for the FY 2020 HSP. The status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.

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

*2018 Actuals and 2019 Targets are both on 5-year rolling averages in the table below.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-3)	Fatalities/100 MVMT*	1.416	1.442	1.80%	Meet

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant

fatalities, all seat positions (FARS)

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Unrestrained Occupant Fatalities of 205 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Unrestrained Occupant Fatalities was 290.
Based on this data, the current projected target of "Not Meet" is applied to the C-4) Number of Unrestrained Occupant Fatalities performance report progress for the FY 2020 HSP. While "Not Meet" is applied to the projected 2098 target, the status of the performance report measure is still "In-Progress" as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unrestrained occupant fatalities on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-4)	Unrestrained fatalities	290	205	-41.46%	Not Meet

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

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Alcohol Impaired Fatalities of 226 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Alcohol Impaired Fatalities was 261.
Based on this data, the current projected target of "Not Meet" is applied to the C-5) Number of Alcohol Impaired Fatalities performance report progress for the FY 2020 HSP. While "Not Meet" is applied to the projected 2019 target, the status of the performance report measure is still "In-Progress" as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of alcohol impaired fatalities on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-5)	Alcohol-impaired fatalities (>=0.08 BAC)	261	226	-15.49%	Not Meet

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Speeding Related Fatalities of 280 in the FY 2019 HSP. Based on

recently published 2018 State crash data the number of Speeding Related Fatalities was 280.
Based on this data, the current projected target of “Meet” is applied to the C-6) Number of Speeding Related Fatalities performance report progress for the FY 2020 HSP. While “Meet” is applied to the projected 2019 target, the status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of speeding related fatalities on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-6)	Speeding-related fatalities	280	280	0.00%	Meet

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Motorcycle Fatalities of 183 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Motorcycle Fatalities was 150.
Based on this data, the current projected target of “Meet” is applied to the C-7) Number of Motorcycle Fatalities performance report progress for the FY 2020 HSP. While “Meet” is applied to the projected 2019 target, the status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of motorcycle fatalities on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-7)	Motorcycle fatalities	150	183	18.03%	Meet

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

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

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Pedestrian Fatalities of 273 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Pedestrian Fatalities was 245. Based on this data, the current projected target of “Meet” is applied to the C-10) Number of Pedestrian Fatalities performance report progress for the FY 2020 HSP. While “Meet” is applied to the projected 2019 target, the status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of pedestrian fatalities on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-10)	Pedestrian fatalities	245	273	10.26%	Meet

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Bicycle Fatalities of 36 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Bicycle Fatalities was 26. Based on this data, the current projected target of “Meet” is applied to the C-11) Number of Bicycle Fatalities performance report progress for the FY 2020 HSP. While “Meet” is applied to the projected 2019 target, the status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of bicycle fatalities on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-11)	Bicycle Fatalities	26	36	27.78%	Meet

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

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Observed Seat Belt Use of 89.9% in the FY 2019 HSP. Based on recently published 2018 State Survey data the Observed Seat Belt Use was 85.9%.
Based on this data, the current projected target of “Not Meet” is applied to the B-1) Observed Seat Belt Use performance report progress for the FY 2020 HSP. While “Not Meet” is applied to the projected 2019 target, the status of the performance report measure is still “In-Progress” as the 2019 calendar year is not yet complete.
GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of increasing the observed seat belt usage rate on Arizona roadways.

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
B-1)	Observed seat belt use	85.9%	89.9%	4.45%	Not Meet

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

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads of 116 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads was 119.

Based on this data, the current projected target of "Meet" is applied to the S-1) Number of Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads performance report progress for the FY 2020 HSP. While "Meet" is applied to the projected 2019 target, the status of the performance report measure is still "In-Progress" as the 2019 calendar year is not yet complete.

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

Performance Measure		2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
S-1)	Unrestrained passenger vehicle occupant fatalities on rural roads	119	116	-2.59%	Not Meet

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

Progress: In Progress

Program-Area-Level Report

GOHS set a 2019 target for Number of Unrestrained Passenger Vehicle Occupant Fatalities Aged 13-19 of 27 in the FY 2019 HSP. Based on recently published 2018 State crash data the number of Unrestrained Passenger Vehicle Occupant Fatalities Aged 13-19 was 31.

Based on this data, the current projected target of "Not Meet" is applied to the S-2) Number of Unrestrained Passenger Vehicle Occupant Fatalities Aged 13-19 performance report progress for the FY 2020 HSP. While "Not Meet" is applied to the projected 2019 target, the status of the performance report measure is still "In-Progress" as the 2019 calendar year is not yet complete.

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

	Performance Measure	2018 Actuals (State Data)	2019 Target (FFY 2019 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
S-2)	Unrestrained passenger vehicle occupant fatalities aged 13-19	31	27	-14.81%	Not Meet

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	1014.4
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	3934
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.522
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	200.0
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2020	2020	220.0
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	273.0

7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	197.0
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	89.0
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	132.0
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	293.0
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	37.0
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	91.0
13	S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)	Annual	2020	2020	113.0
14	S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)	Annual	2020	2020	28.0

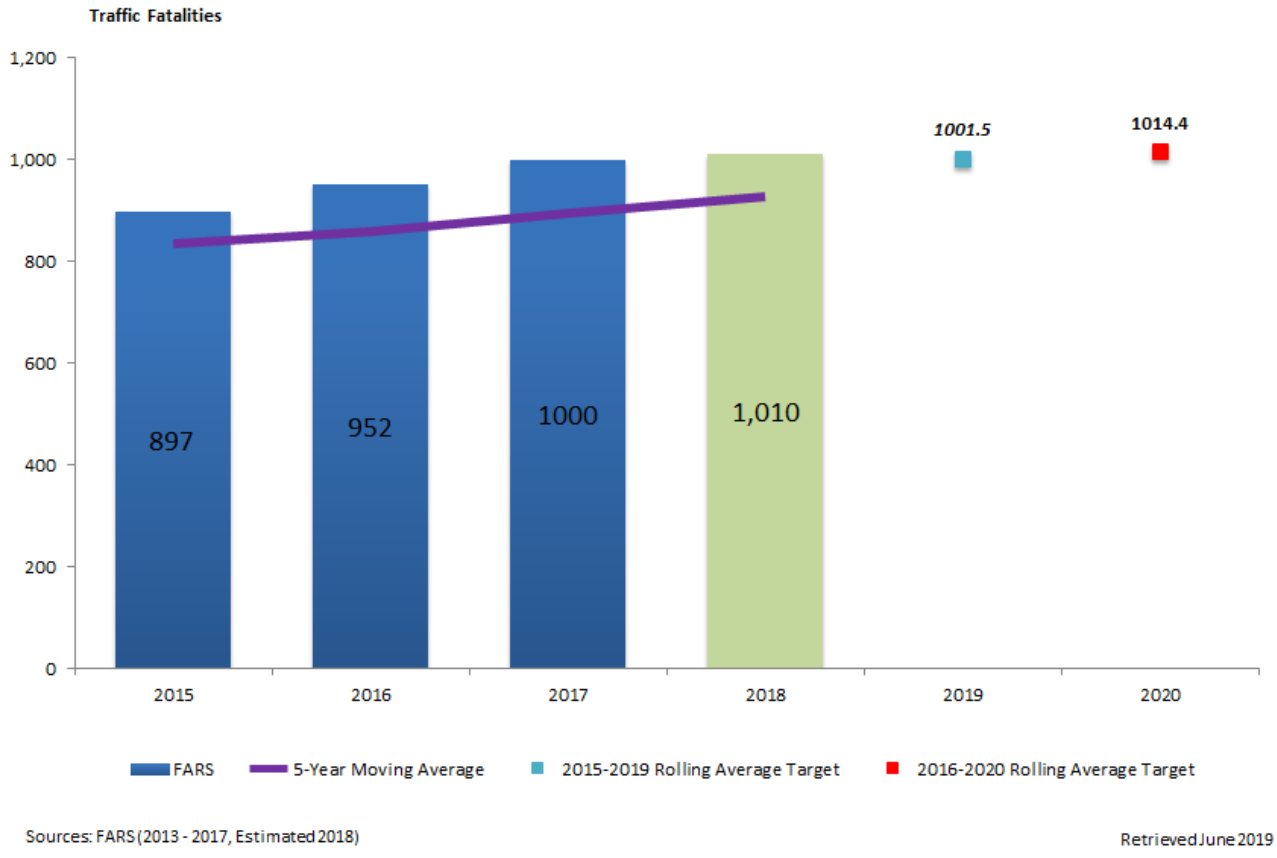
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	1014.4	5 Year	2016

Performance Target Justification

The chart below shows the 5-year rolling average target for 2020 total traffic fatalities. The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2013 - 2017 was analyzed, along with 2018 state crash data to project annual traffic fatalities for calendar year 2019 and 2020. These projections were then calculated in to a 5-year rolling average for the years of 2016-2020. The 2020 target for Core Performance Measure, C-1, is 1014.4 total traffic fatalities based on a 5-year rolling average for the years of 2016-2020. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways. Since a 2015 low of 897 fatalities, Arizona has experienced a 13% average annual increase of traffic fatalities each year.



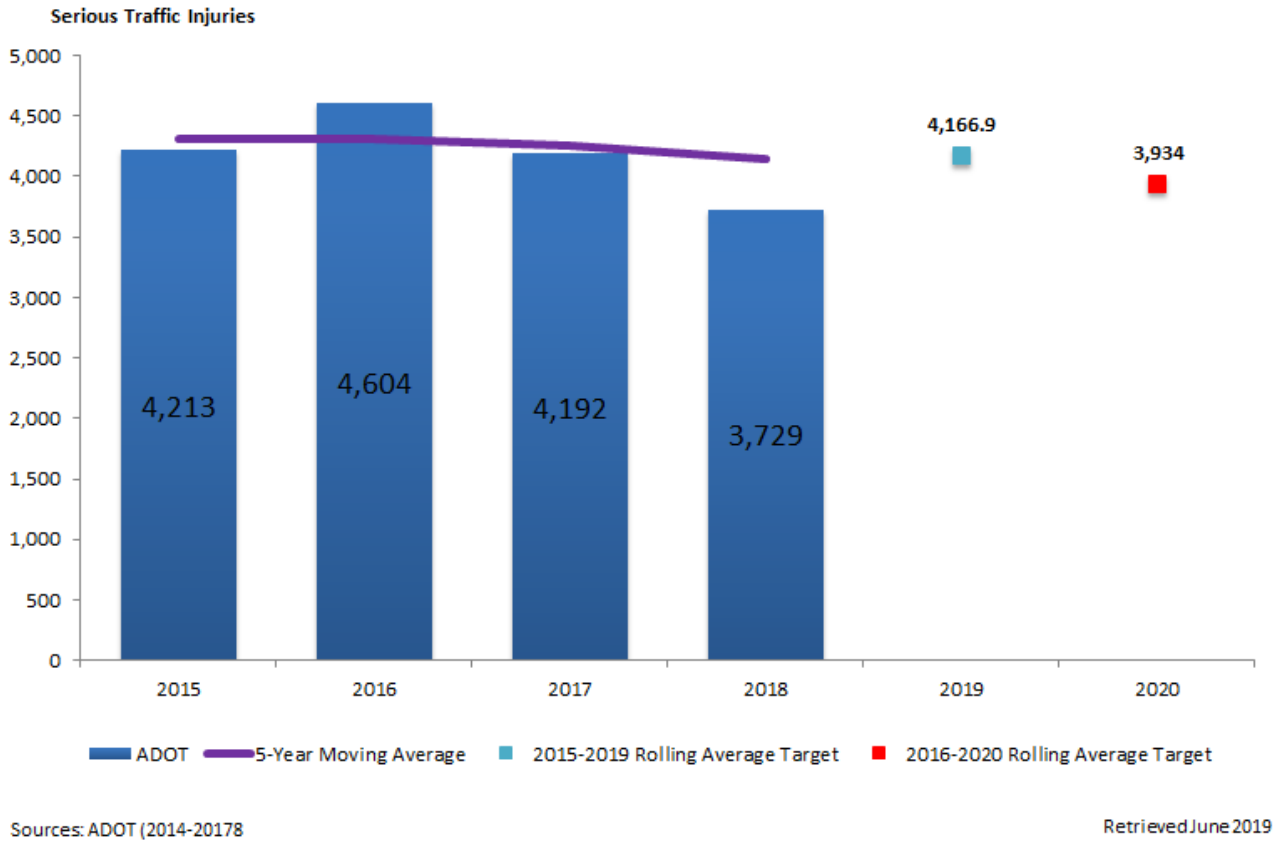
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	3934	5 Year	2016

Performance Target Justification

The chart below shows the 5-year rolling average target for 2020 Serious Traffic Injuries. The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2014-2018 was analyzed to project annual serious traffic injuries for calendar year 2019 and 2020. These projections were then calculated in to a 5-year rolling average for the years of 2016-2020.The 2020 target for Core Performance Measure, C-2, is 3,934 serious traffic injuries based on a 5-year rolling average for the years of 2016-2020. GOHS continues to fund priority programs in its HSP that will lead to lower serious injuries crashes. Current trend projections show a decrease in serious traffic injuries through 2020. A multiple of factors may be influencing this positive trend, including but not limited to; safer vehicles, higher seat belt use, effective traffic enforcement, and awareness and education campaigns.



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.522	5 Year	2016

Performance Target Justification

The chart below shows the 5-year rolling average target for 2020 fatalities per 100 million vehicle miles travelled (fatalities/VMT). The C-3 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2015- 2016 was analyzed, along with 2017 and 2018 state crash data to project annual fatalities/VMT rates for calendar year 2019 and 2020. These projections were then calculated in to a 5-year rolling average for the years of 2016-2020. The 2020 target for Core Performance Measure, C-3, is 1.522 fatalities/VMT based on a 5-year rolling average for the years of 2016-2020. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	200.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2018 and 2019, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that unrestrained occupant fatalities are decreasing year over year since 2016. If this trend holds, Arizona will see a 16% reduction in unrestrained fatalities by 2020 from 246 fatalities in 2016. Given the positive downward trend, GOHS has set an annual 2020 target of 200 for core performance measure C-4) unrestrained occupant vehicle fatalities.

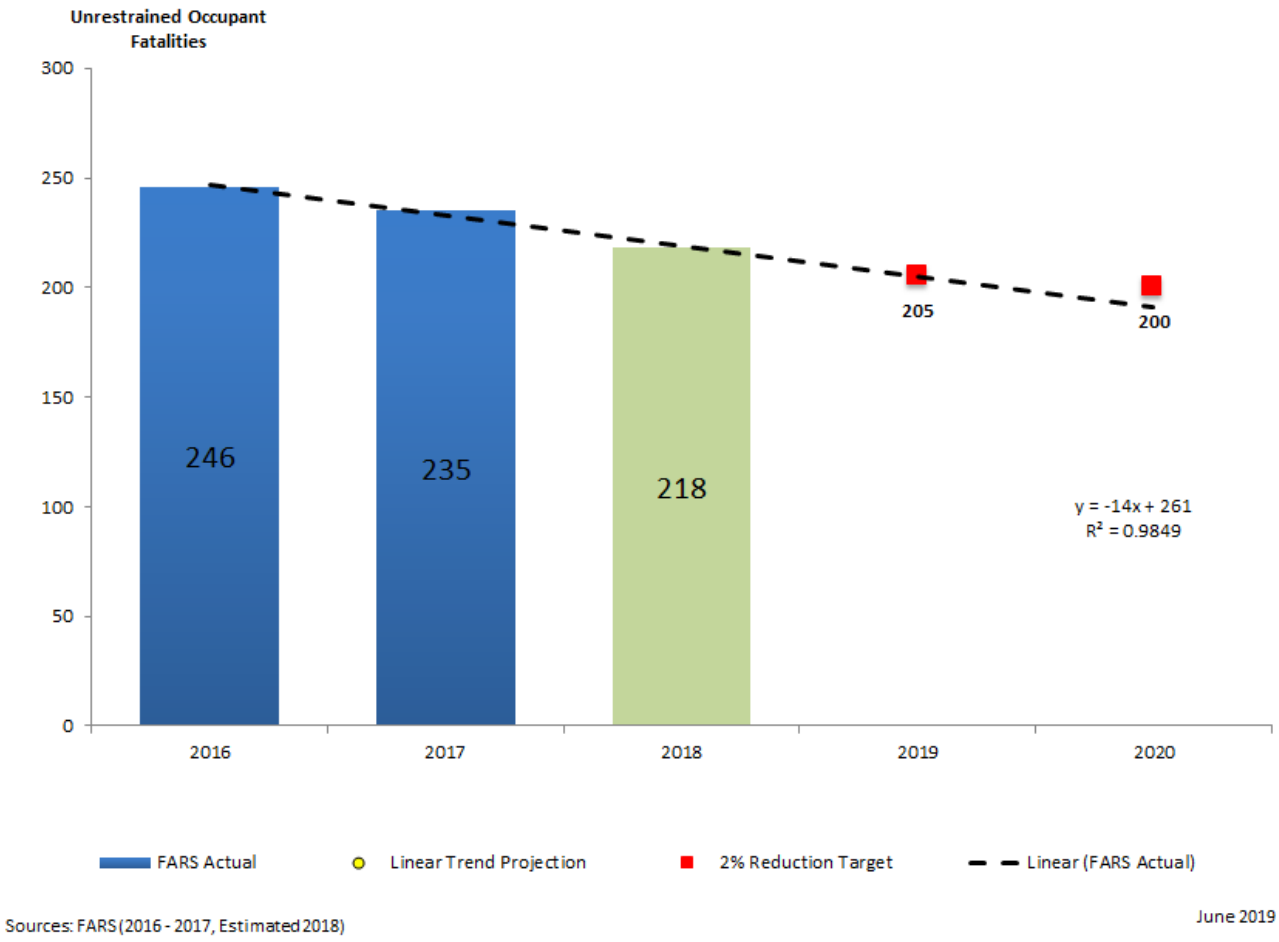
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	220.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018

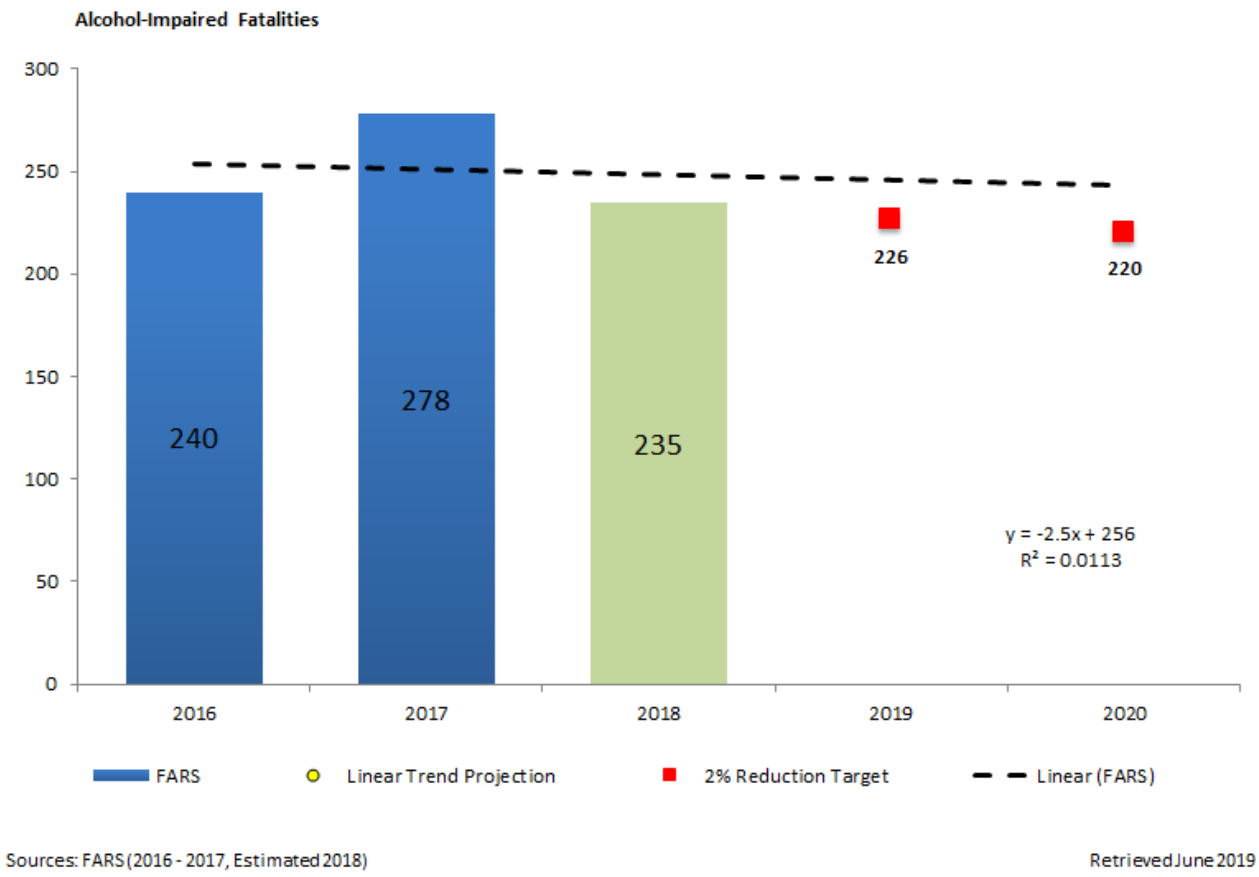


FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that the number of alcohol-impaired driving fatalities are decreasing over the past 3 years. Based on estimated 2018 FARS data, current projections show 226 and 220 fatalities in 2019 and 2020 respectively. If the decreasing trend line holds through 2020, Arizona could achieve a 8% reduction since 2016. Given the decreasing trend projections, GOHS has set an annual 2020 target of 220 for core performance measure C-5) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

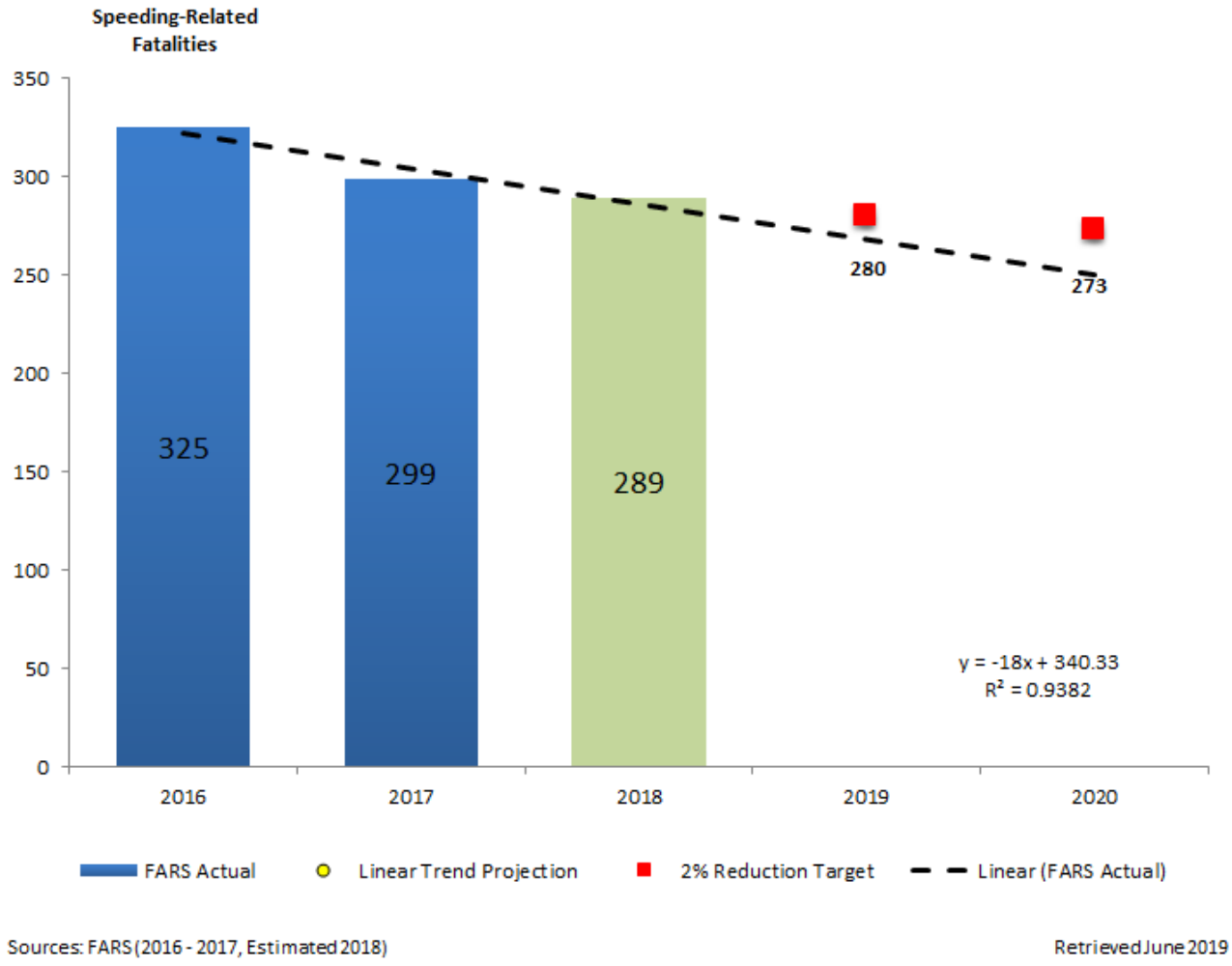


Sources: FARS (2016 - 2017, Estimated 2018) Retrieved June 2019

C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	273.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets. GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that the number of speeding-related fatalities are decreasing over the past 3 years. Based on estimated 2018 FARS data, current projections show 280 and 273 fatalities in 2019 and 2020 respectively. If the decreasing trend line holds through 2020, Arizona could achieve an 16% reduction since 2016. Given the decreasing trend projections, GOHS has set an annual 2020 target of 273 for core performance measure C-6) number of speeding-related fatalities.



Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

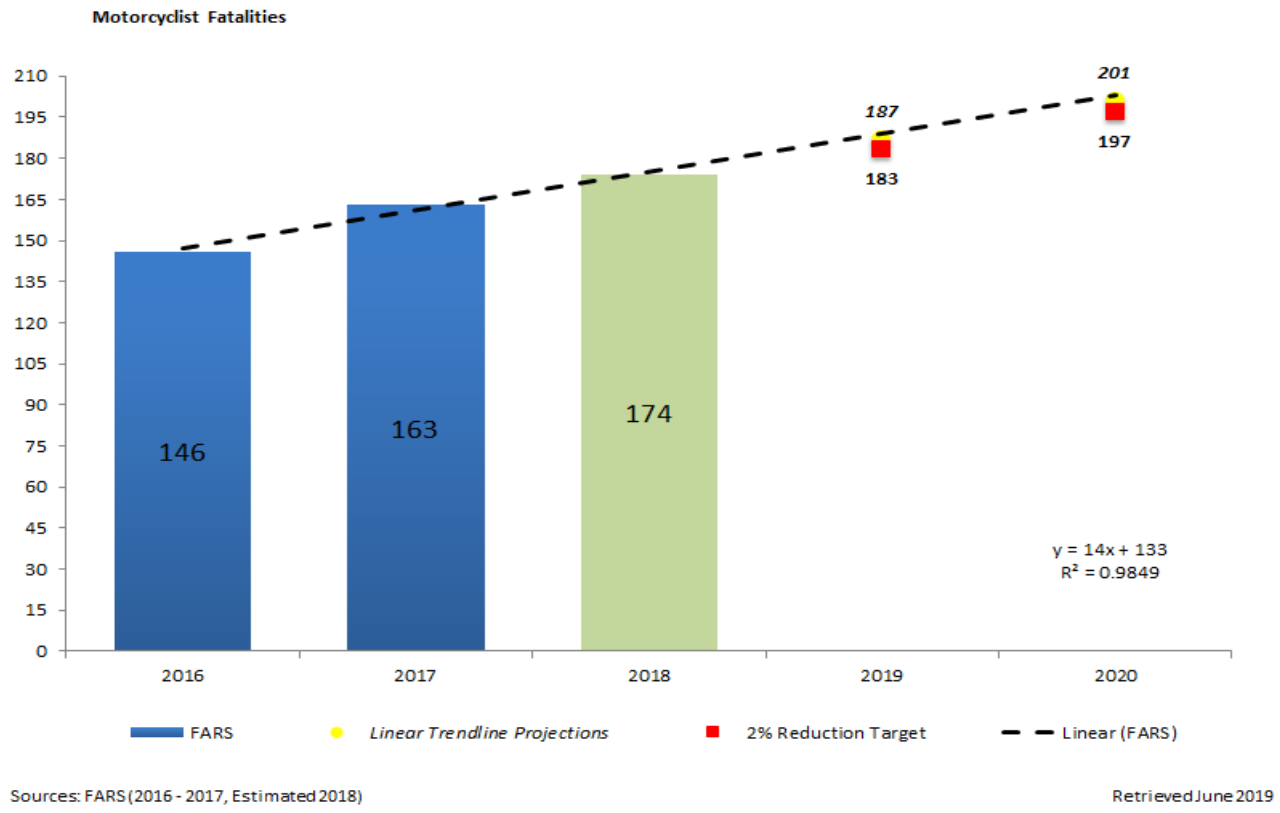
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	197.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance

measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that motorcyclist fatalities are increasing at an alarming rate since 2016. Based on estimated 2018 FARS data, current projections show 187 and 201 fatalities in 2019 and 2020 respectively. If the trend projection holds, Arizona will experience an average 7.4% annual increase in motorcycle fatalities since 2016. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2020 target of 197 for core performance measure C-7) Number of motorcyclist fatalities.



Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

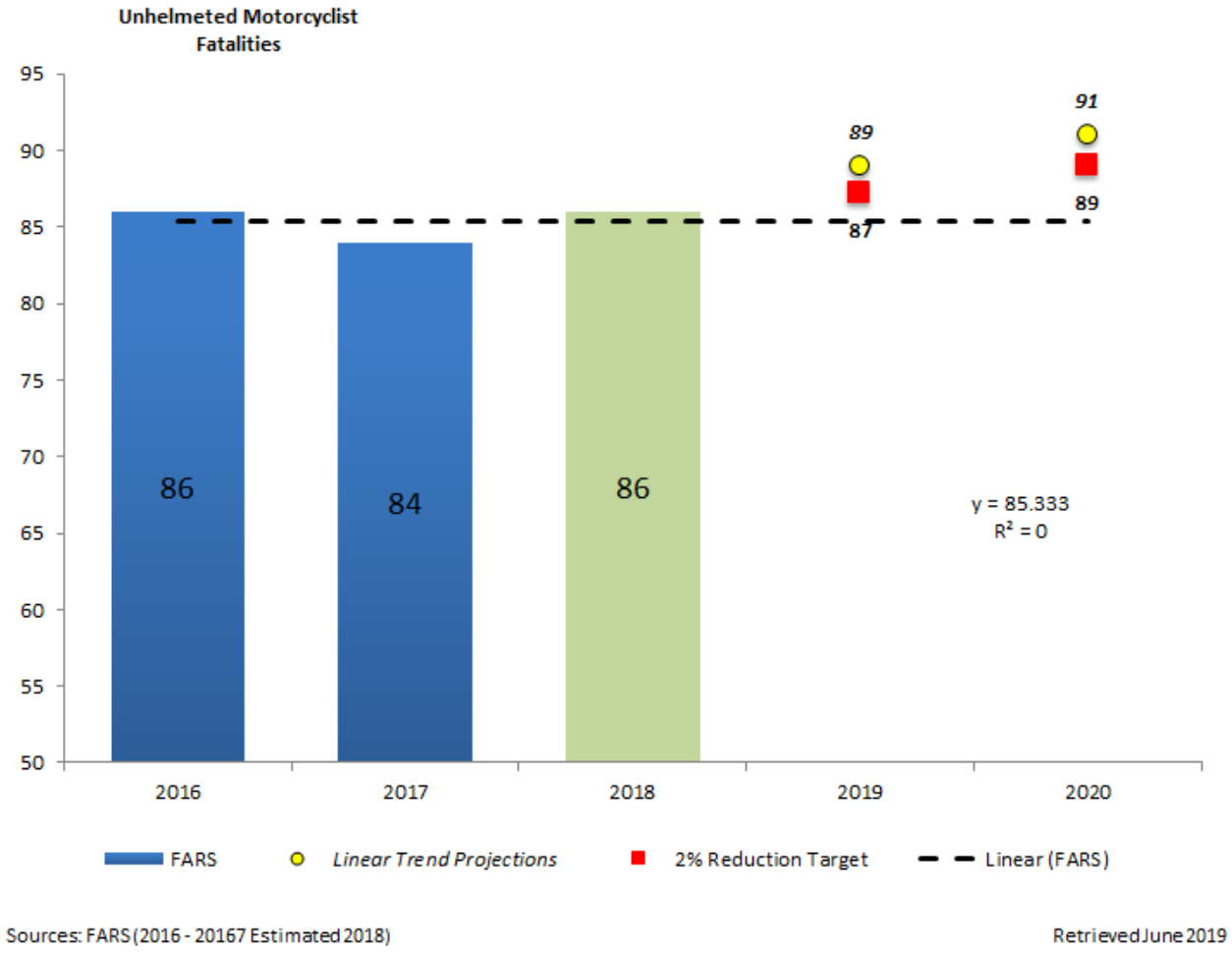
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	89.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS,

as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that unhelmeted motorcyclist fatalities are increasing since 2016. Based on estimated 2018 FARS data, current projections show 89 and 91 fatalities in 2019 and 2020 respectively. If the trend projection holds, Arizona will experience an average 2.2% annual increase in unhelmeted motorcycle fatalities since 2016. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2020 target of 89 for core performance measure C-8) Number of unhelmeted motorcyclist fatalities.



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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	132.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that drivers age 20 or younger involved in a fatal crash are increasing dramatically since 2016. Based on estimated 2018 FARS data, current projections show 131 and 135 fatalities in 2019 and 2020 respectively. If the trend projection holds, Arizona will experience a 39.3% increase in young drivers involved in fatal crash in 2020 over the 105 experienced in 2016. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2020 target of 132 for core performance measure C-9) Number of drivers age 20 or younger involved in a fatal crash.

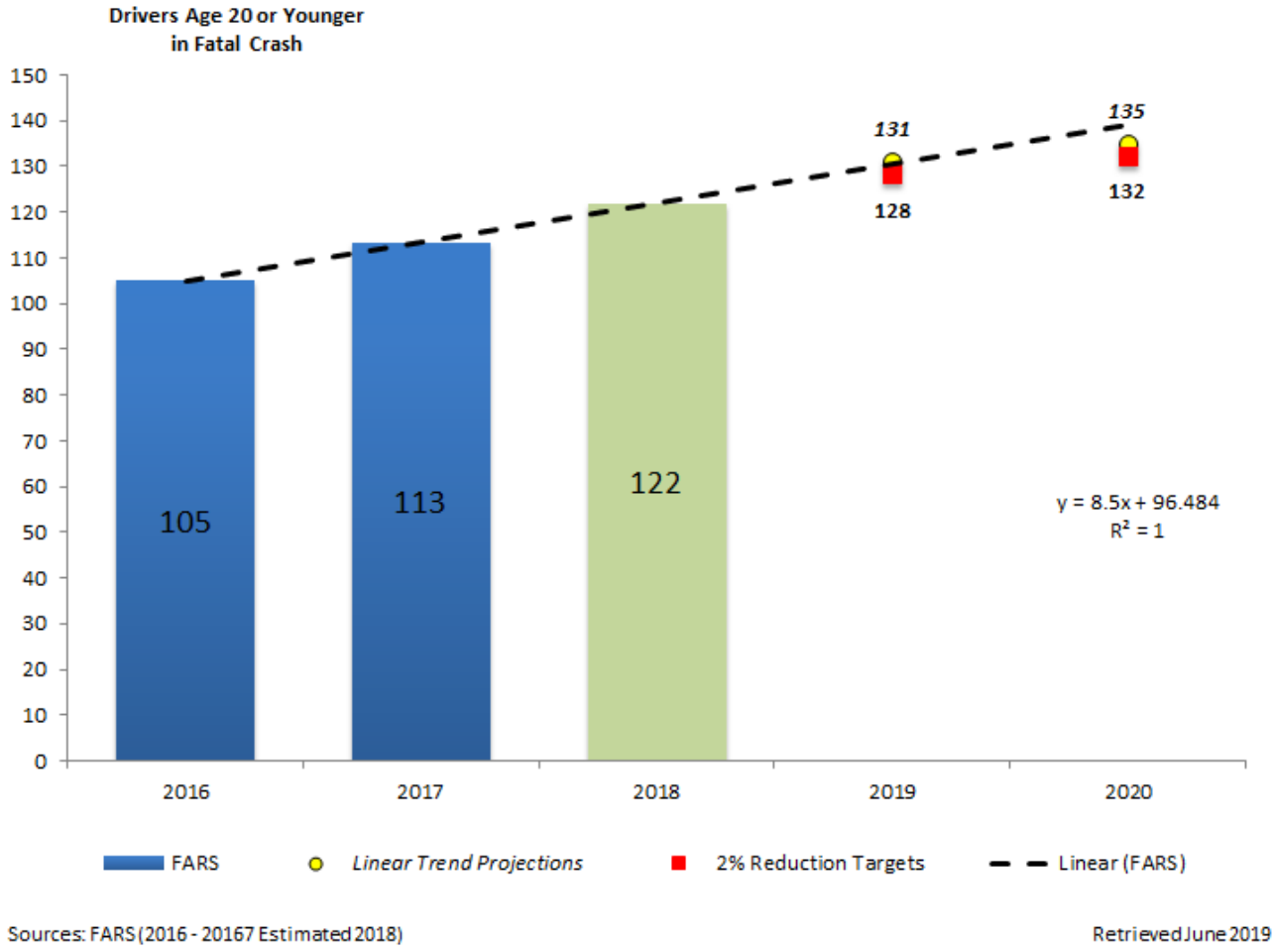
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	293.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018

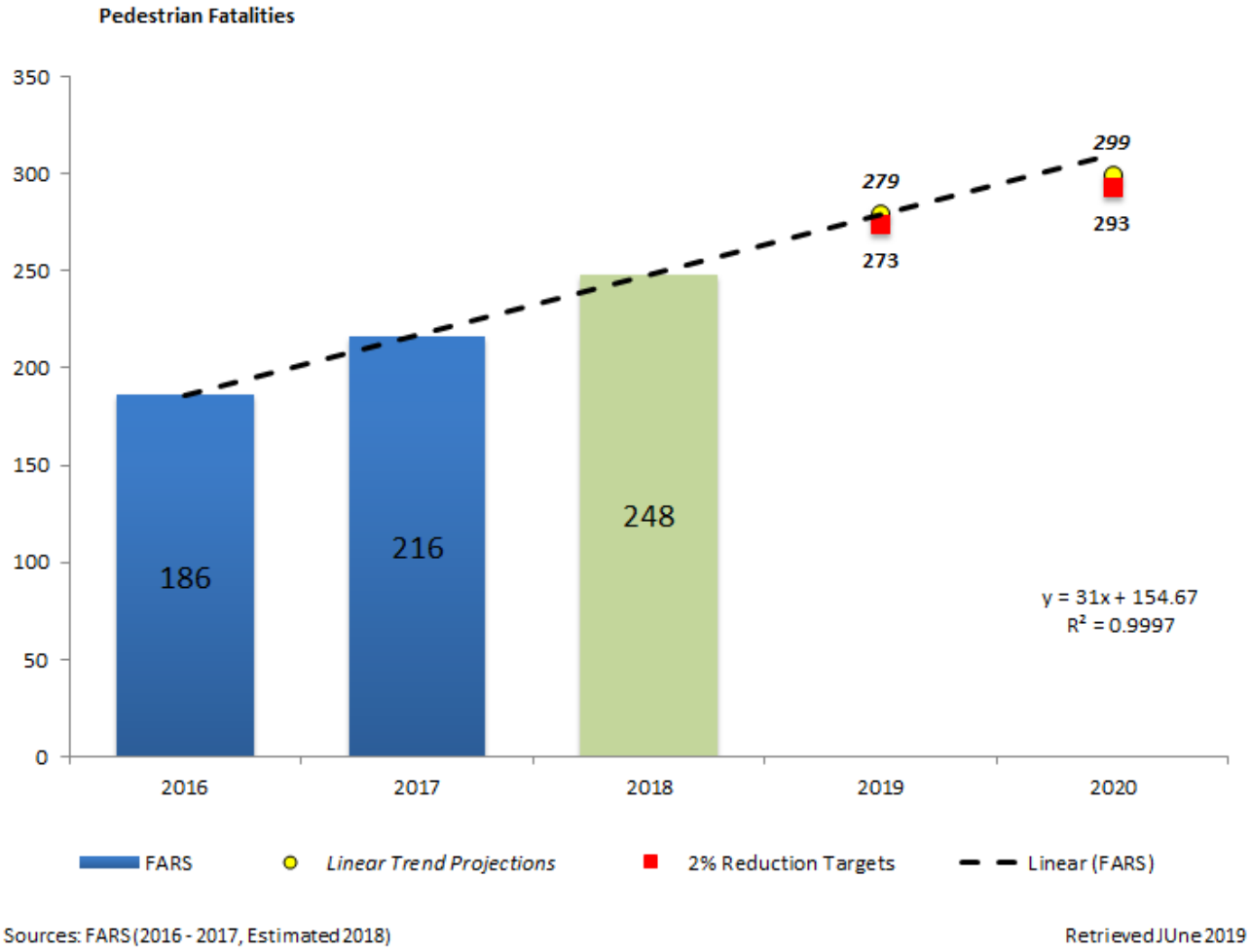


FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets. GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line.Current trends show that pedestrian fatalities are increasing at an alarming rate the past few years. Based on estimated 2018 FARS data, current projections show 279 and 299 fatalities in 2019 and 2020 respectively, an 58% increase over 2016 fatalities of 186. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2020 target of 293 for core performance measure C-10) Number of pedestrian fatalities.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year



C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	37.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2019) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that bicyclist fatalities are increasing at a slight rate since 2016. Based on estimated 2018 FARS data, current projections show 37 and 38

fatalities in 2019 and 2020 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2020 target of 37 for core performance measure C-11) Number of bicyclist fatalities.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	91.0	Annual	2020

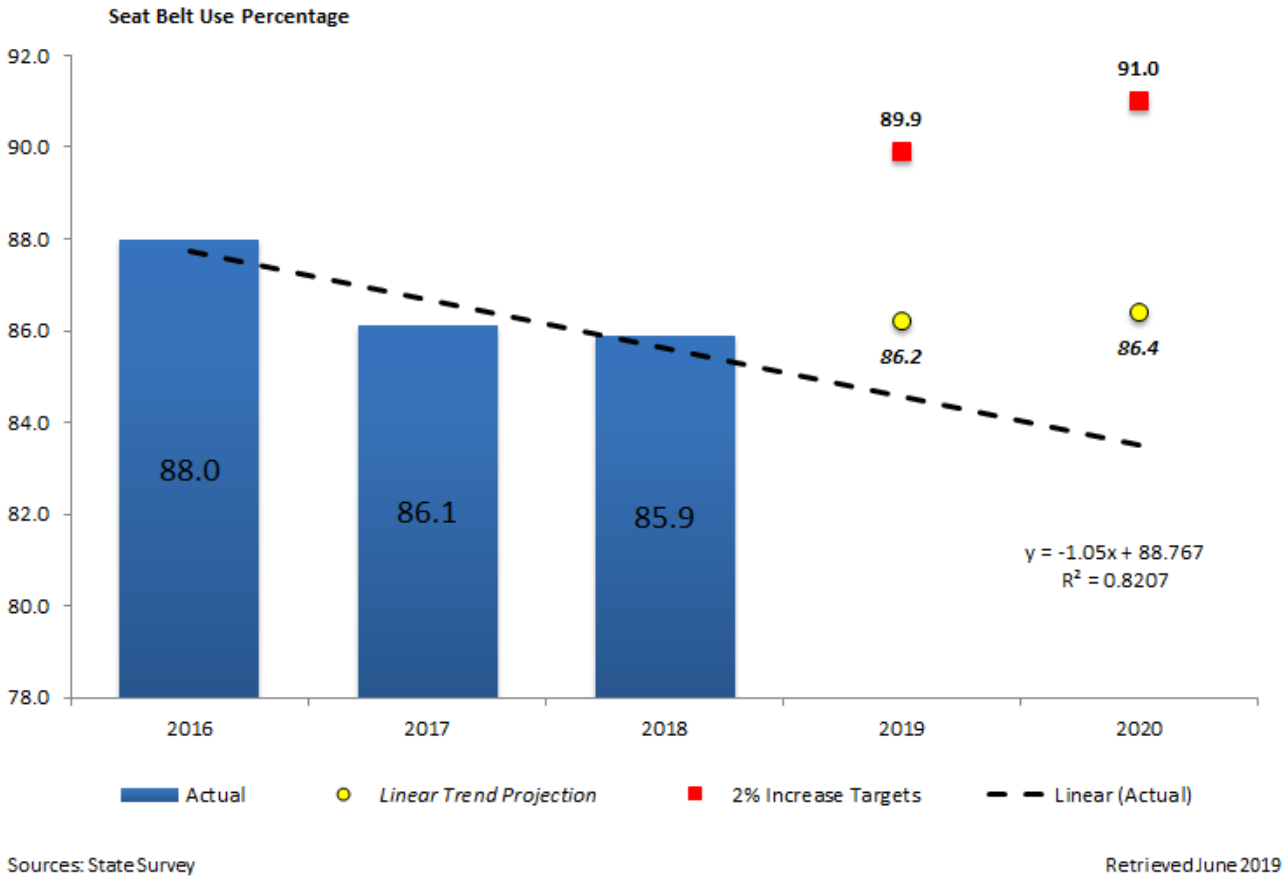
Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that the rate of seat belt usage is decreasing. Based on the recent 2018 state seat belt survey, current projections show an 86.2% and 86.4% usage rate in 2019 and 2020 respectively. Given the decreasing trend projections for seat belt usage, GOHS has set an annual 2020 target of 91.0% for core performance measure B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

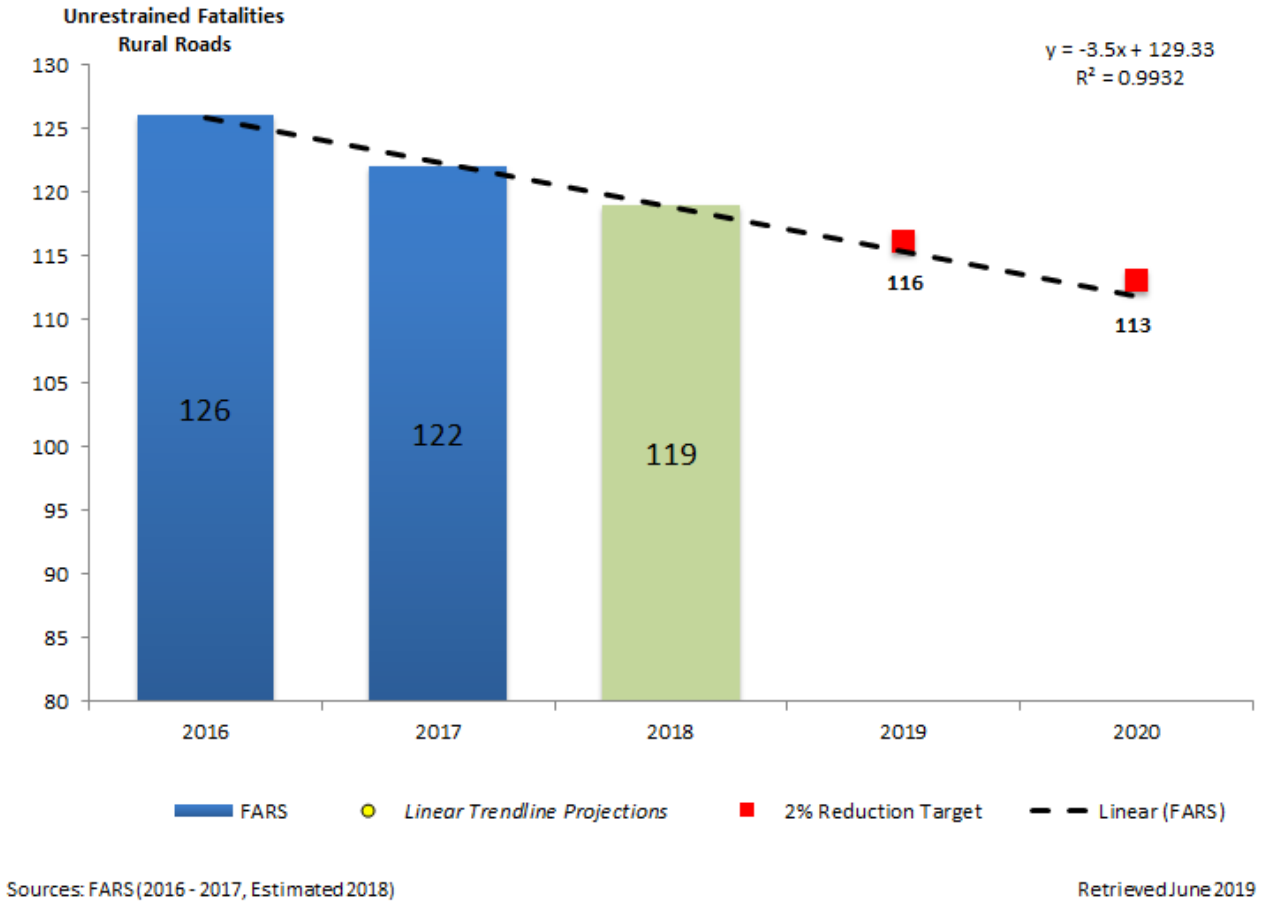


S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)-2020	Numeric	113.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS, as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS.While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that unrestrained fatalities on rural roads are decreasing slightly year over year since 2016. Based on estimated 2018 FARS data, current

projections show 116 and 113 in 2019 and 2020 respectively. Given the positive downward trend, GOHS has set an annual 2020 target of 113 for non-core performance measure S-1) unrestrained occupant vehicle fatalities on rural roads.



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

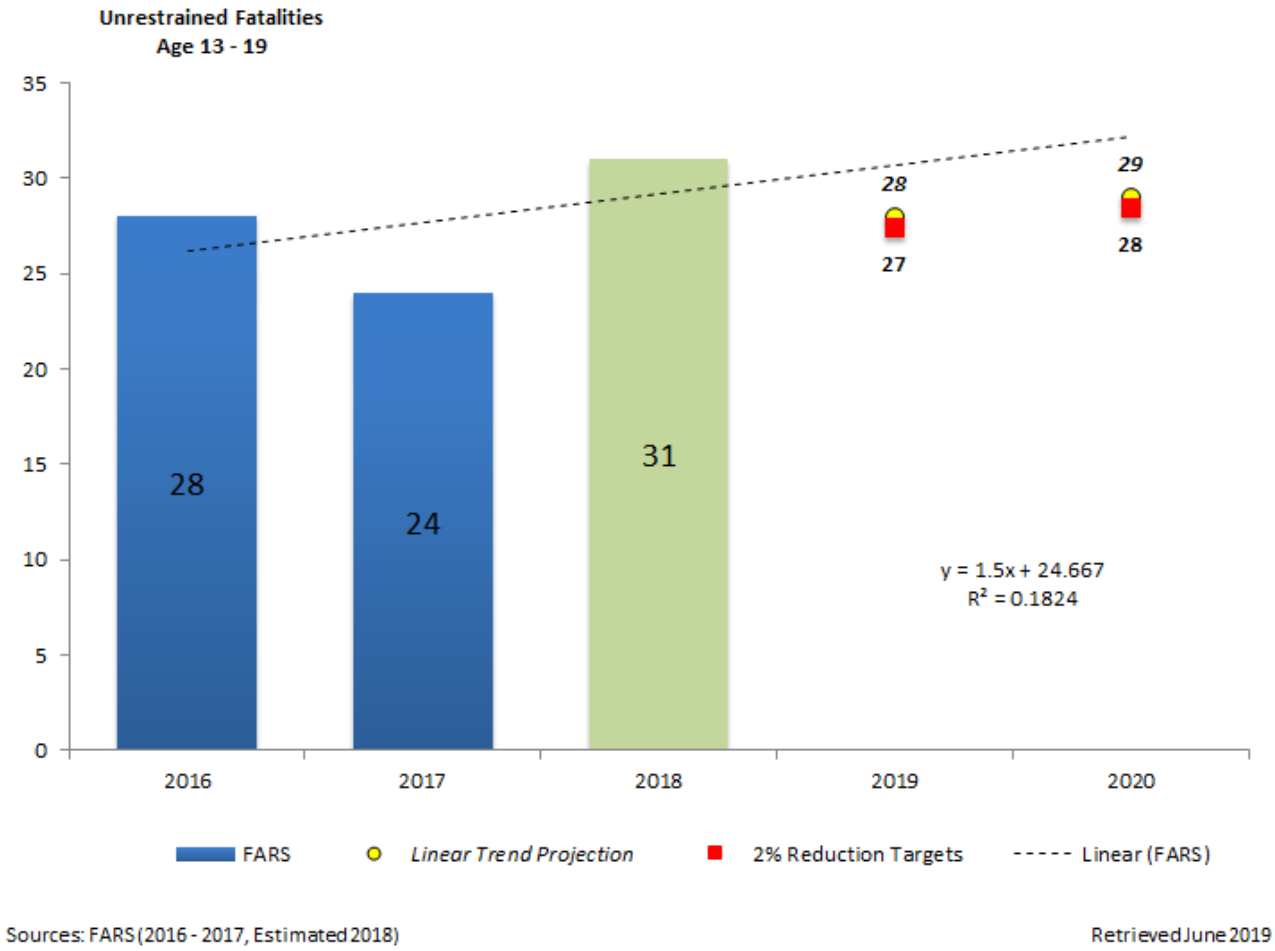
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)-2020	Numeric	28.0	Annual	2020

Performance Target Justification

GOHS has established annual 2020 target year performance measures by utilizing a linear trend analysis. All core performance measure, C-4 through C-11, data was analyzed using 2016 final FARS and 2017 ARF FARS,

as well as estimating 2018 FARS by using the 2018 final state crash data to adjust for the average variance in fatalities reported by the State and FARS. While most FARS data matches State data closely, there a few core performance categories that show major differences in the number of fatalities reported. The estimation of 2018 FARS data allows the most up-to-date crash data to be utilized in projecting 2020 performance targets.GOHS then conducts a linear trend analysis on the 3-year raw data of fatalities (2016-2018) for each core performance measure to establish projected 2019 and 2020 numbers. GOHS has established that if the linear trend projections show an increase in fatalities for 2019 and 2020, an annual target reduction of 2% will be established based on the linear trend projections for each respective year. If the linear trend shows a decrease, the 2020 target will be based on the linear trend projection line. Current trends show that unrestrained occupant fatalities aged 13 - 19 are increasing slightly year over year since 2016. Based on estimated 2018 FARS data, current projections show 28 and 29 fatalities in 2019 and 2020 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2019 target of 28 for non-core performance measure S-2) unrestrained occupant vehicle fatalities aged 13 - 19.



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

I certify: Yes

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

Seat belt citations: 33511

Fiscal Year A-1: 2018

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

Impaired driving arrests: 28076

Fiscal Year A-2: 2018

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

Speeding citations: 265769

Fiscal Year A-3: 2018

Program areas

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1014.4
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3934
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	220.0

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Court Monitoring

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

CTW Chapter 1 Section 3.3 - Court Monitoring

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-AW	DUI/Impaired Driving Awareness

Planned Activity: DUI/Impaired Driving Awareness

Planned activity number: AL-AW

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, Non-Profit Organizations, Fire Departments

Countermeasure strategies

Countermeasure Strategy
Court Monitoring
Youth and Awareness Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$153,000.00	$38,250.00	

2020	FAST Act NHTSA 402	Alcohol (FAST)	$179,698.00	$18,885.27	$71,879.20

Countermeasure Strategy: DWI Courts

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Provide training to prosecutors, law enforcement and other traffic safety professionals;

Be a resource for prosecutors and the traffic safety community statewide;

Improve communication; and

Be a liaison.

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

Linkage Between Program Area

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

Rationale

CTW - Chapter 1. Section 3.1 - DWI courts

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-TSRP	Traffic Safety Resource Prosecutor

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: AL-TSRP

Primary Countermeasure Strategy ID: DWI Courts

Planned Activity Description

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

Intended Subrecipients

Traffic Safety Resource Prosecutor

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$79,775.00	$19,943.75	

Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

In 2018, Arizona law enforcement agencies made approximately 1.3 million traffic stops and over 27,000 DUI arrests. Though Arizona has some of the toughest impaired driving laws in the country, there is an alarming increase in arrests stemming from drug impaired driving. Prescription drug abuse is an epidemic and “medical marijuana” is legal. As drugged driving has become more prevalent, arrests have increased dramatically, from about 700 in 2008 to over 6,677 in 2018, a 853% increase in 10 years. This increase is more likely due to the focus on drugged driving recognition training (DRE) for law enforcement. The State has a cadre of superbly trained officers in alcohol- and drug-impaired driver detection, but the challenges continue. Most law enforcement training in drugged driving recognition is through the Advanced Roadside Impaired Driving Enforcement (ARIDE) course. This course is targeted at NHTSA Standardized Field Sobriety Test (SFST) certified officers. It is HIGHLY recommended that every law enforcement agency send as many officers as possible to the 16-hour course.

Linkage Between Program Area

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

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

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

GOVERNOR'S OFFICE OF HIGHWAY SAFETY
2018 IMPAIRED DRIVING TRAINING

CLASS MONTH	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Impairment Training for Educational Professionals (DITEP)	Drug Recognition Expert (DRE)			Phlebotomy			Standardized Field Sobriety Test Horizontal Gaze Nystagmus (SFST/HGN)			2018 Monthly Totals
			Training	Refresher	Instructor	Training	Refresher	Instructor	Training	Refresher	Instructor	
JANUARY	10	17	0	0	0	6	6	0	52	0	10	101
FEBRUARY	25	18	0	0	0	0	0	0	57	0	0	100
MARCH	4	0	10	0	0	0	37	0	65	18	3	137
APRIL	61	5	0	1	0	9	0	0	72	0	0	148
MAY	20	21	0	0	0	9	27	0	29	0	0	106
JUNE	35	8	0	0	0	0	14	0	0	0	2	59
JULY	26	0	0	14	0	0	30	0	43	0	8	121
AUGUST	12	11	16	6	0	9	0	0	0	0	0	54
SEPTEMBER	13	13	0	1	0	21	25	0	52	0	11	136
OCTOBER	15	34	12	0	0	0	0	0	14	0	3	78
NOVEMBER	22	13	0	39	0	11	12	0	131	0	0	228
DECEMBER	8	0	0	0	0	0	0	0	24	0	0	32
2018 Class Totals:	*251*	*140*	*38*	*61*	*0*	*65*	*151*	*0*	*539*	*18*	*37*	

Trained From Other States - Not included in AZ State Training Numbers above

	ARIDE	DRE Training	Phlebotomy Training	SFST/HGN Training	SFST/HGN Refresher	SFST/HGN Instructor
American Samoa	30			30		6
Guam	45	3			45	22
Indiana	1					
Illinois			5			
New Hampshire	1					
New Mexico				2		
New York		1				

AZ 2018 Total Trained: 1300

Other States 2018 Total Trained: 191
AZ E-Warrant Training: 359
Law Enforcement & Prosecutors Conference 317

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-TR	DUI/Impaired Training

Planned Activity: DUI/Impaired Training

Planned activity number: AL-TR

Primary Countermeasure Strategy ID: Enforcement of Drug-Impaired Driving

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies, GOHS

Countermeasure strategies

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	$245,000.00	$61,250.00	
2020	FAST Act NHTSA 402	Alcohol (FAST)	$155,973.00	$16,391.90	$62,389.20

Countermeasure Strategy: High Visibility Enforcement/Saturation Patrols/Checkpoints

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

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

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

Rationale

CTW - Chapter 1. Section 2.1 - Publicized sobriety checkpoints, 2.2 - High visibility saturation patrols Enforcement/Saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity. They should be highly visible and publicized extensively to be effective in deterring impaired driving. Communication and enforcement plans should be coordinated. Messages should clearly support enforcement. Some jurisdictions combine checkpoints with other activities, such as saturation patrols to enhance the visibility of law enforcement operations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-EN	DUI/Impaired Driving Enforcement and Overtime
AL-EQ	DUI/Impaired Driving Equipment
AL-MS	DUI/Impaired Driving Materials and Supplies

Planned Activity: DUI/Impaired Driving Enforcement and Overtime

Planned activity number: AL-EN

Primary Countermeasure Strategy ID: High Visibility Enforcement/Saturation Patrols/Checkpoints

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Int	405d Int Alcohol (FAST)	$237,007.00	$56,751.75	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$1,213,387.00	$303,346.75	
2020	FAST Act NHTSA 402	Alcohol (FAST)	$1,077,679.00	$113,258.12	$431,071.60

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) AccuVein Finder	1	$6,705.00	$6,705.00	$6,705.00	$6,705.00
One (1) Intoxilyzer 900	1	$9,250.00	$9,250.00	$9,250.00	$9,250.00
One (1) Intoxilyzer 900 w/accessories	1	$10,145.00	$10,145.00	$10,145.00	$10,145.00
One (1) Intoxilyzer 9000	1	$10,000.00	$10,000.00	$10,000.00	$10,000.00
One (1) Intoxylizer 9000	1	$9,998.00	$9,998.00	$9,998.00	$9,998.00

Planned Activity: DUI/Impaired Driving Equipment

Planned activity number: AL-EQ

Primary Countermeasure Strategy ID: High Visibility Enforcement/Saturation Patrols/Checkpoints

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$144,934.00	$36,233.50	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Fully equipped Police Package Vehicle	1	$52,134.00	$52,134.00	$52,134.00	$52,134.00
One (1) Fully equipped Police Package Vehicle	1	$47,800.00	$47,800.00	$47,800.00	$47,800.00
One (1) Fully equipped Police Package Vehicle	1	$45,000.00	$45,000.00	$45,000.00	$45,000.00

Planned Activity: DUI/Impaired Driving Materials and Supplies

Planned activity number: AL-MS

Primary Countermeasure Strategy ID: High Visibility Enforcement/Saturation Patrols/Checkpoints

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$78,000.00	$8,197.37	$31,200.00

Countermeasure Strategy: Youth and Awareness Programs

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

General awareness programs are important to reminders to students about the risks of driving after drinking with messages that requires constant reinforcement. However, these general awareness programs are best combined with other programs that focus on individual behavior change and enhanced enforcement.
The Know Your Limit program quickly went from an occasional event to a weekly campaign for law enforcement agencies partnering with GOHS to provide this innovative program. In recent years, agencies have conducted Know Your Limit details during high profile events such as the Super Bowl, the NCAA College Football Championship, and the Waste Management Phoenix Open.

Rationale

CTW Chapter 1. Section 6.5 - Youth Programs
States and communities have conducted extensive youth drinking-and-driving-prevention programs over the past 25 years. These programs seek to motivate youth not to drink, not to drink and drive, and not to ride with a driver who has been drinking.
GOHS currently partners with over 30 agencies in providing the Know Your Limit program. Each year, new agencies are provided funding to conduct campaigns in their city or county.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-AW	DUI/Impaired Driving Awareness

Planned Activity: DUI/Impaired Driving Awareness

Planned activity number: AL-AW
Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, Non-Profit Organizations, Fire Departments

Countermeasure strategies

Countermeasure Strategy
Court Monitoring
Youth and Awareness Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$153,000.00	$38,250.00	
2020	FAST Act NHTSA 402	Alcohol (FAST)	$179,698.00	$18,885.27	$71,879.20

Program Area: Police Traffic Services

Description of Highway Safety Problems

According to 2017 FARS data, 280 speeding-related fatalities occurred, a 14% decrease from 2016. Speeding-related fatalities accounted for approximately 28 percent of all traffic fatalities in 2018. Throughout the year, the public hears about the number of persons arrested for impaired driving and wonders about the dangers on our streets and highways posed by these impaired drivers, but the public does not seem to perceive the danger posed by speeders. Countless tragedies are caused by excessive speed crashes. Arizona's wide thoroughfares are conducive to driving far in excess of the posted speed limit, changing lanes, tailgating, and passing dangerously on the daily commute. Some drivers ignore the most important rules of safe driving, which are common sense and courtesy.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1014.4
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	273.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Crash Investigation
High Visibility Enforcement

Other Enforcement methods
Public Information supporting enforcement

Countermeasure Strategy: Crash Investigation

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

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

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AI-EQ	Crash Investigation Equipment
AI-OT	Crash Investigation Overtime
AI-TR	Crash Investigation Training and supplies

Planned Activity: Crash Investigation Equipment

Planned activity number: AI-EQ

Primary Countermeasure Strategy ID: Crash Investigation

Planned Activity Description

Planned activities to include the purchase of equipment for crash investigations to assist in accurate and timely reconstruction of traffic accident investigations. The items purchased may include and are not limited to

mapping systems, crash investigations software, total stations, etc

Intended Subrecipients

Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Crash Investigation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Accident Investigation	$7,300.00	$767.19	$2,920.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Berla iVe Ecosystem	1	$7,300.00	$7,300.00	$7,300.00	$7,300.00

Planned Activity: Crash Investigation Overtime

Planned activity number: AI-OT

Primary Countermeasure Strategy ID: Crash Investigation

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Crash Investigation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Accident Investigation (FAST)	$52,490.00	$5,516.41	$20,996.00

Planned Activity: Crash Investigation Training and supplies

Planned activity number: AI-TR

Primary Countermeasure Strategy ID: Crash Investigation

Planned Activity Description

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

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

Intended Subrecipients

Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Crash Investigation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Accident Investigation (FAST)	$81,860.00	$8,603.03	$32,744.00

Countermeasure Strategy: High Visibility Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

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

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

Linkage Between Program Area

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

b) agencies with a high number of fatalities resulting from speeding or reckless driving; and c) agencies implementing unique speed management and reckless driving enforcement programs.

Rationale

CTW Chapter 3., Section 2.2 - High visibility enforcement

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-EN	Selective Traffic Enforcement and Overtime
PTS-TR	Police Traffic Services Training

Planned Activity: Selective Traffic Enforcement and Overtime

Planned activity number: PTS-EN

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,576,538.00	$165,985.45	$630,615.20

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Radar Speed Trailer	1	$11,085.00	$11,085.00	$11,085.00	$11,085.00
One (1) RU2Fast 3450 VMS Radar Speed Trailer	1	$12,000.00	$12,000.00	$12,000.00	$12,000.00
One (1) Solar Speed Trailer	1	$8,668.00	$8,668.00	$8,668.00	$8,668.00
One (1) Speed Radar Trailer Pkg w/Data Red. System	1	$12,000.00	$12,000.00	$12,000.00	$12,000.00
One (1) Stalker SAM Radar Trailer	1	$8,584.00	$8,584.00	$8,584.00	$8,584.00

Planned Activity: Police Traffic Services Training

Planned activity number: PTS-TR

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

Planned activities may include training for speed and reckless driving for enhanced highway safety.

Intended Subrecipients

Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$6,665.00	$700.45	$2,666.00

Countermeasure Strategy: Other Enforcement methods

Program Area: Police Traffic Services

Project Safety Impacts

Speeding violations are arguably the most common reason for traffic stops around the country. In this regard, speeding becomes a “gateway” violation that enables law enforcement officers to detect impaired drivers,

occupant protection violations, and a host of other traffic safety and/or criminal issues.
Many traffic enforcement operations help to deter speeding and aggressive driving as well as other traffic offenses. In addition to high visibility enforcement campaigns and automated enforcement, a number of technologies have been recommended to address speeding and aggressive driving (NHTSA, 2001).

Linkage Between Program Area

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

Rationale

CTW Chapter 3., Section 2.3 - Other enforcement methods
Laser speed measuring equipment can provide more accurate and reliable evidence of speeding (NHTSA, 2001a) (Countermeasures That Work, 8th Edition, 2015).
Traffic law enforcement personnel need accurate and reliable equipment to monitor traffic speeds and provide evidence that meets the standards of proof needed to uphold a speed limit citation. The use of speed detection equipment provides a means of increasing enforcement effectiveness and permits police administration to make better use of scarce personnel.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-EQ	Selective Traffic Equipment
PTS-MS	Selective Traffic Materials and Supplies

Planned Activity: Selective Traffic Equipment

Planned activity number: PTS-EQ
Primary Countermeasure Strategy ID: Other Enforcement methods

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
Other Enforcement methods

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$9,698.00	$1,019.21	$3,879.20

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Speed Trailer	1	$9,698.00	$9,698.00	$9,698.00	$9,698.00

Planned Activity: Selective Traffic Materials and Supplies

Planned activity number: PTS-MS

Primary Countermeasure Strategy ID: Other Enforcement methods

Planned Activity Description

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
Other Enforcement methods

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$47,994.00	$5,043.90	$19,197.60

Countermeasure Strategy: Public Information supporting enforcement

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

By funding an effective communications and education campaign, Arizona drivers hopefully will become more aware of how to safely operate their motor vehicle in an environment that is composed of pedestrians, bicycles, motorcycles, transit and commercial vehicles. This is particularly important for teen drivers who are new drivers to Arizona’s busy highways and roads.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
RS-AW	Roadway Safety Awareness

Planned Activity: Roadway Safety Awareness

Planned activity number: RS-AW

Primary Countermeasure Strategy ID: Public Information supporting enforcement

Planned Activity Description

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

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

“Share the Road” program has three objectives:

Educate all highway users, including passenger car drivers, motorcyclists and commercial vehicle operators, how to share the road safely to reduce truck-involved crashes.

Expand public awareness of sharing the road safely with trucks hauling over-dimensional loads.

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

Intended Subrecipients

Non Profit organization

Countermeasure strategies

Countermeasure Strategy
Public Information supporting enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	$35,795.00	$3,761.86	$14,318.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

According to 2017 FARS data, unrestrained passenger vehicle occupant fatalities decreased 4.5 percent from 246 in 2016 to 235 in 2017. GOHS accomplishes its goal of improving safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of “Buckle Up, Arizona…It’s the Law!”

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	200.0
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	91.0
2020	S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)	2020	Annual	113.0
2020	S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-20, all seat positions (FARS)	2020	Annual	28.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Inspection Stations and Education
Observational Survey
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Countermeasure Strategy: Inspection Stations and Education

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Occupant Protection grants provide highly effective programs which reduce traffic fatalities and injuries by increasing the usage of seat belts and child safety/booster seats. These grants provide traffic safety education, low-cost child safety seats, bilingual educational programs and materials, and overtime funds to conduct child safety seat checks and enforcement. A strong commitment requires help from the entire community including public agencies and the private sector, to increase seat belt and child safety seat compliance and correct usage.

Linkage Between Program Area

GOHS fully supports and encourages law enforcement and fire departments to have staff who are CPS Technician certified. GOHS annually partners with the Department of Health Services and Safe Kids of Maricopa in the coordination of the CPS activities involving CPS instructors, technicians, inspection stations, and car seat distribution. The state maintains a sufficient pool of certified CPS technicians. Administrators of CPS inspection stations, local Safe Kids coordinators, and certified CPS instructors are called upon to continually recruit new CPS technician candidates.

Rationale

CTW Charter 2., Section 7.2 - Inspection stations

One study evaluated Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations (to provide as much local exposure as possible). The objective of the study was to measure parent confidence levels, skill development and safe behavior over a 6-week interval using checklists and a matching behavioral survey. Results showed that within the 6-week time period, the child passenger safety checkup events successfully and positively changed parents' behavior and increased their knowledge: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

Another study evaluated whether a "hands-on" educational intervention makes a difference in whether or not parents correctly use their child restraints. All study participants received a free child restraint and education, but the experimental group also received a hands-on demonstration of correct installation and use of the child restraint in their own vehicles. Parents who received this demonstration were also required to demonstrate that they could correctly install the restraint. Follow-up observations found that the intervention group was four times more likely to correctly use their child restraints than was the control group (Tessier, 2010).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

Arizona - CPS Technicians / Instructors						
County	Population Ages 0-9 (2010 Census)	% of State Population	CPS Techs	CPS Instructors	Tech Proxy	Spanish Speaking
State Population	909,395	100.00%	1,004	66	0	181
Apache	11,982	1.32%	59	4	0	2
Cochise	16,687	1.83%	21	3	0	5
Coconino	17,708	1.95%	44	2	0	3
Gila	6,179	0.68%	22	0	0	1
Graham	6,096	0.67%	4	0	0	0
Greenlee	1,289	0.14%	0	0	0	0
La Paz	2,033	0.22%	13	0	0	1
Maricopa	565,479	62.18%	479	42	0	95
Mohave	22,256	2.45%	23	0	0	3
Navajo	17,296	1.90%	49	3	0	0
Pima	124,294	13.67%	136	7	0	15
Pinal	59,203	6.51%	47	2	0	3
Santa Cruz	7,596	0.84%	46	0	0	34
Yavapai	21,383	2.35%	31	2	0	6
Yuma	29,914	3.29%	30	1	0	13

1) Arizona has 1,004 CSTs from rescue/EMS, law enforcement, public health, hospital medical and others from highway safety, non-profit organizations, schools/universities, businesses, and other designations.
2) Arizona has 181 bilingual CPSTs to assist families in 12 of the 15 counties.
3) Arizona's largest minority population is Hispanic (30 percent) (2015 Census Report Quick Facts)

OP-AW	Occupant Protection Awareness and Education
OP-MS	Occupant Protection Materials and Supplies

Planned Activity: Occupant Protection Awareness and Education

Planned activity number: OP-AW

Primary Countermeasure Strategy ID: Inspection Stations and Education

Planned Activity Description

Planned awareness and education activities to include providing certification and recertification training for Child Passenger Safety technicians to agencies statewide. Funds also provide the opportunity for education on the proper installation and use of child safety seats. GOHS supports "Public Safety Days" at the Arizona State Fair to promote public awareness and education about Arizona occupant protection laws and general traffic safety issues.

Intended Subrecipients

GOHS, Non Profit Organizations, Hospitals, Fire Districts/Departments, Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Inspection Stations and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$129,005.00	$32,251.25	
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$46,256.00	$4,861.25	$18,502.40

Planned Activity: Occupant Protection Materials and Supplies

Planned activity number: OP-MS

Primary Countermeasure Strategy ID: Inspection Stations and Education

Planned Activity Description

Planned activities to include the purchase of materials and supplies that support and enhance occupant protection efforts. The items purchased may include and are not limited to child safety seats, booster seats, latch manuals, safety seat fitting accessories, etc.

Intended Subrecipients

Law Enforcement Agencies, Non-Profit Organizations, Hospitals, Fire Departments, GOHS

Countermeasure strategies

Countermeasure Strategy
Inspection Stations and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$0.00	$0.00	
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$171,297.00	$18,002.37	$68,518.80

Countermeasure Strategy: Observational Survey

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

In addition to determining how a State will qualify for Section 405 grant funds, the observational survey provides information on seat belt compliance within the State and reveals locations in the State where countermeasures may be required to increase usage rates.

Linkage Between Program Area

Observation Survey of Seat Belt Use increases and reaffirms knowledge about Arizonans who are and are not using seat belts. Consistent with previous state surveys, the 2018 survey has identified the groups and

geographic areas that warrant special attention because of their lower rates of seat belt use. Due to the absence of a primary seat belt law in Arizona, to increase overall seat belt use, significantly greater compliance with the present secondary seat belt law must occur among those populations that consistently have relatively low rates of seat belt use. Hence, media and enforcement initiatives; which promote greater seat belt use, must be strengthened; become ongoing, rather than periodic. One approach to increasing seat belt use is cited by Williams and Wells (2004: 179). They maintain that what is necessary in the United States to achieve seat belt use rates of 90% or greater is widespread, methodical, and sustained application of enforcement programs, augmented by the use of creative publicity campaigns. In absence of a primary seat belt law, Arizona can only strive to achieve a seat belt use rate of 90% or greater through widespread, methodical, and sustained enforcement programs and creative media campaigns directed disproportionately at those groups who are least compliant with Arizona's existing seat belt law.

Rationale

Under the Occupant Protection Grant program (Section 405), an eligible State can qualify for grant funds as either a high seat belt use rate State or a lower seat belt use rate State. A high seat belt use rate State is a State that has an observed seat belt use rate of 90 percent or higher; a lower seat belt use rate State is a State that has an observed seat belt use rate lower than 90 percent. (U.S. DOT/NHTSA – Uniform Procedures for State Highway Safety Grant Program).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-SB	Occupant Protection Seat belt Survey

Planned Activity: Occupant Protection Seat belt Survey

Planned activity number: OP-SB

Primary Countermeasure Strategy ID: Observational Survey

Planned Activity Description

Planned activity to include GOHS to contract to provide an annual safety belt and child safety seat survey.

Intended Subrecipients

GOHS

Countermeasure strategies

Countermeasure Strategy
Observational Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$58,800.00	$14,700.00	

Countermeasure Strategy: Short-term, High Visibility Seat Belt/Child Restraint

Law Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The Arizona enforcement community actively participates in the Buckle Up Arizona…It's the Law/Click it or Ticket (CIOT) and Child Passenger Safety campaigns and related events. GOHS will determine these agencies in early January 2020. In 2020, agencies will receive funding for occupant protection enforcement. GOHS includes child restraint and booster seat use and enforcement as a part of the Click It or Ticket campaign.

Linkage Between Program Area

Occupant Protection grants provide highly effective programs which reduce traffic fatalities and injuries by increasing the usage of child safety/booster seats. These grants provide traffic safety education, low-cost child safety seats, bilingual educational programs and materials, and overtime funds to conduct child safety seat checks and enforcement.

Rationale

CTW Chapter 2., Section 2.1 - Short term, high visibility seat belt law enforcement, 5.1 - Short high-visibility CR law enforcement

Most states currently conduct short-term, high visibility seat belt law enforcement programs in May of each year as part of national seat belt mobilizations (Solomon et al., 2004; Solomon, Chaffe, et al., 2007). NHTSA suggests that in order to maximize child restraint enforcement efforts, certain activities should be part of the overall program. Decina et al. (2010) found that the most effective approaches for enforcing booster seat laws depend on top management support to enforce these laws, having resources to support dedicated booster seat law enforcement programs, and enforcement methods that are dedicated to booster seat and other child restraint laws. In their systematic review of evidence of effectiveness for child restraint interventions, Zaza et al. (2001) determined that community-wide information plus enhanced enforcement campaigns were effective in increasing child restraint use.

Between 2002 and 2005, NHTSA evaluated the effects of Click It or Ticket campaigns on belt use in the United States. In 2002, belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by 0.5 percentage points across 4 States that used no paid advertising (Solomon, Ulmer & Preusser, 2002). Hedlund et al. (2008) compared 16 States with high seat belt rates and 15 States with low seat belt rates. The single most important difference between the two groups was the level of enforcement, rather than demographic characteristics or the amount spent on media. High-belt use states issued twice as many citations per capita during their Click It or Ticket campaigns as low-belt-use states.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-EN	Occupant Protection Enforcement and Overtime
OP-HR	Occupant Protection High Risk Population

Planned Activity: Occupant Protection Enforcement and Overtime

Planned activity number: OP-EN

Primary Countermeasure Strategy ID:

Planned Activity Description

Planned enforcement activities to include - year-long sustained enforcement efforts for law enforcement agencies to enforce safety belt and child safety seat laws. Planned activities may include but not limited to high visibility enforcement and periodic enhanced enforcement campaigns such as Buckle Up Arizona. It's the Law/Click it or Ticket.

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$331,662.00	$82,915.50	
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$47,209.00	$4,961.41	$18,883.60

Planned Activity: Occupant Protection High Risk Population

Planned activity number: OP-HR

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, Fire Departments

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$118,652.00	$29,663.00	
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$20,000.00	$2,101.89	$8,000.00

Countermeasure Strategy: Sustained Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Occupant Protection grants provide highly effective programs which reduce traffic fatalities and injuries by increasing the usage of seat belts. These grants provide traffic safety education, and overtime funds to conduct seat belt enforcement. A strong commitment requires help from the entire community including public agencies and the private sector to increase seat belt compliance.

Linkage Between Program Area

Besides the CIOT campaign, GOHS supports and funds high-visibility enforcement throughout the Federal fiscal year. In addition to occupant protection enforcement programs, as a secondary offense seat belt law state, agencies receiving high-visibility enforcement funds are encouraged to educate and enforce seat belt laws when making a traffic stop.

Rationale

CTW Chapter 2. Section 2.3 - Sustained enforcement

Nichols and Ledingham (2008) conducted a review of the impact of enforcement, as well as legislation and sanctions, on seat belt use over the past two decades and concluded that sustained enforcement is as effective as “blitz” enforcement (short-term, high-visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-EN	Occupant Protection Enforcement and Overtime
OP-HR	Occupant Protection High Risk Population

Planned Activity: Occupant Protection Enforcement and Overtime

Planned activity number: OP-EN

Primary Countermeasure Strategy ID:

Planned Activity Description

Planned enforcement activities to include - year-long sustained enforcement efforts for law enforcement agencies to enforce safety belt and child safety seat laws. Planned activities may include but not limited to high visibility enforcement and periodic enhanced enforcement campaigns such as Buckle Up Arizona. It's the Law/Click it or Ticket.

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$331,662.00	$82,915.50	
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$47,209.00	$4,961.41	$18,883.60

Planned Activity: Occupant Protection High Risk Population

Planned activity number: OP-HR

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, Fire Departments

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$118,652.00	$29,663.00	
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$20,000.00	$2,101.89	$8,000.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Arizona has experienced a dramatic increase in pedestrian fatalities over the past 10 years. State crash data shows an great increase in pedestrian fatalities from 2008-2018. According to Arizona Crash Facts, 245 pedestrians were killed in collisions on Arizona roadways in 2018. In that same year, 26 bicyclists died because of injuries sustained in motor vehicle collisions. These numbers are 8% increase in pedestrians and 19% decrease in bicyclists, respectively, when compared to 2017 numbers.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	293.0
2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	37.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement Campaigns
Pedestrian/Bicycle safety education and awareness

Countermeasure Strategy: Enforcement Campaigns

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

A good program is unified and comprehensive and takes into consideration trends and developments as well as driver, pedestrian, and bicyclist behaviors. Pedestrians and/or motorists may be misinformed regarding traffic laws, which may lead to risky or reckless behavior. Pedestrian and driver education can provide information to roadway users and help motivate a change in specific behaviors to reduce the risk of pedestrian injuries.

Linkage Between Program Area

Overtime funding may be used to conduct targeted pedestrian/bicyclist education and awareness (i.e., bike rodeos) and enforcement campaigns. Officers will stop motorists, pedestrians, or bicyclists who violate any state traffic laws or any applicable city codes. Campaigns will be a combination of educational and enforcement efforts where violators of traffic law may receive a citation. Good enforcement requires enforcing traditional traffic laws as well as ensuring equal protection for drivers as well as pedestrians and bicyclists. These include increased police presence around school zones, residential neighborhoods, and other areas with high pedestrian activity and high profile, mass media campaigns to help set the public agenda. Enforcement can increase driver awareness of the need to share the roadway and reduce pedestrian-related traffic crashes. A campaign’s mission is to increase pedestrian and bicycle safety, and in turn, reduce collisions involving these groups with motor vehicles.

Rationale

Countermeasures to improve pedestrian and bicycle safety are listed below and are combined in the

countermeasure strategy for this program area:

CTW Chapter 8 Pedestrians -

Section 4.1 - Pedestrian safety zones

Section 4.2 - Reduce and enforce speed limits

Section 4.4 - Targeted enforcement

CTW Chapter 9 Bicycles -

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-EN	Pedestrian and Bicycle Safety Overtime
SB-EN	School Bus Safety Overtime

Planned Activity: Pedestrian and Bicycle Safety Overtime

Planned activity number: PS-EN

Primary Countermeasure Strategy ID: Enforcement Campaigns

Section 3.3 - Enforcement strategies

Planned Activity Description

Planned enforcement activities to include enforcement efforts representing cites with identified problems, such as speeding through school zones and crashes involving motor vehicles and pedestrians and bicycles. Enforcement details are conducted within communities to aggressively enforce school zone and pedestrian traffic laws.

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure Strategy
Enforcement Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$201,064.00	$50,266.00	

Planned Activity: School Bus Safety Overtime

Planned activity number: SB-EN

Primary Countermeasure Strategy ID: Enforcement Campaigns

Planned Activity Description

Planned enforcement activities to include enforcement efforts designed to target school zones as well as

violators who pass school buses while loading and unloading children.

Intended Subrecipients

Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Enforcement Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pupil Transportation Safety (FAST)	$40,000.00	$4,203.78	$16,000.00

Countermeasure Strategy: Pedestrian/Bicycle safety education and awareness

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-AW	Pedestrian and Bicycle Safety Awareness

Planned Activity: Pedestrian and Bicycle Safety Awareness

Planned activity number: PS-AW

Primary Countermeasure Strategy ID: Pedestrian/Bicycle safety education and awareness

Planned Activity Description

GOHS grantees conduct traffic safety programs including bicycle rodeos for elementary, middle and high schools, and community groups in an effort to increase awareness among various age groups. To boost

compliance with the law and decrease injuries, safety bicycle helmets are properly fitted and distributed to children in need. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, biking and walking behaviors. A bicycle and pedestrian community program should be designed to increase safety awareness and skills among pedestrians and bicyclists and should also address driver behaviors.

Intended Subrecipients

Law Enforcement Agencies, Non-Profits, Hospitals, State Agencies

Countermeasure strategies

Countermeasure Strategy
Pedestrian/Bicycle safety education and awareness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$65,869.00	$16,467.25	
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$5,000.00	$525.47	$2,000.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Bike Trailer	1	$6,305.00	$6,305.00	$6,305.00	$6,305.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

According to 2017 FARS data, motorcycle fatalities in Arizona increased from 146 in 2016 to 163 in 2017 – an increase of 11.6 percent. GOHS provides grant funding to support enforcement of violations by motorists that affect motorcycle safety and illegal motorcycle riding practices, training of riders in safe motorcycle operation, and motorcycle safety awareness campaigns geared to the general motoring public.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	197.0

2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	89.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Training and Education

Countermeasure Strategy: Motorcycle Training and Education

Program Area: Motorcycle Safety

Project Safety Impacts

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

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

Linkage Between Program Area

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

Below are the training schools:

Rationale

CTW Chapter 5, Section 3.2 - Motorcycle Rider training

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

AUTH. NBR.	OFFICIAL BUSINESS NAME	ADDRESS	CITY	PHONE
COCHISE				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	1100 AVENIDA COCHISE	SIERRA VISTA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	5225 BUENA SCHOOL BOULEVARD	SIERRA VISTA	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	2100 AIRPORT AVE	SIERRA VISTA	(520) 876-4775
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	555 S HIGHWAY 92	SIERRA VISTA	(520) 876-4775
MARICOPA				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	2910 W APACHE TRAIL	APACHE JUNCTION	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	6895 W CHANDLER BLVD	CHANDLER	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	36 N WILLIAM DILLARD DRIVE	GILBERT	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	GCC 6000 W OLIVE AVE	GLENDALE	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	SEC OF GLENDALE AVENUE & SR101L NORTH & SOUTH	GLENDALE	(480) 998-9888
2723	TMCDW INC DBA: DESERT WIND HARLEY-DAVIDSON	922 S COUNTRY CLUB DRIVE	MESA	(480) 894-0404
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16101 N 63RD AVENUE	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16130 N ARROWHEAD FOUNTAIN CENTER	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16844 N ARROWHEAD FOUNTAIN CENTER DR	PEORIA	(480) 998-9888

all riders to cope with a variety of situations and enjoy the road as safely as possible.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-AW	Motorcycle Safety Training and Awareness

Planned Activity: Motorcycle Safety Training and Awareness

Planned activity number: MC-AW

Primary Countermeasure Strategy ID: Motorcycle Training and Education

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Motorcycle Training and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$49,117.00	$5,161.93	$19,646.80

Program Area: Traffic Records

Description of Highway Safety Problems

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1014.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves timeliness of a core highway safety database

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

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

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

With the annual TraCS licensing used by the Arizona Department of Transportation, they are able to provide the

TraCS integration at no cost to law enforcement agencies throughout Arizona who wish to participate in the program. The integration of an agency using the TraCS system allows for expedited crash data to the Arizona Department of Transportation with maximum accuracy.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-DATA	Data Collection and Analysis of Traffic Records

Planned Activity: Data Collection and Analysis of Traffic Records

Planned activity number: TR-DATA

Primary Countermeasure Strategy ID: Improves timeliness of a core highway safety database

Planned Activity Description

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

Intended Subrecipients

State Agency, Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405c Data Program	405c Data Program (FAST)	$0.00		

Program Area: Emergency Medical Services

Description of Highway Safety Problems

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1014.4
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3934

Countermeasure Strategies in Program Area

Countermeasure Strategy
Emergency Medical Assistance

Countermeasure Strategy: Emergency Medical Assistance

Program Area: Emergency Medical Services

Project Safety Impacts

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

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

Emergency Extrication equipment and supplies

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
EM-EQ	Emergency Extrication equipment and supplies

Planned Activity: Emergency Extrication equipment and supplies

Planned activity number: EM-EQ

Primary Countermeasure Strategy ID: Emergency Medical Assistance

To improve extrication safety, efficiency and times by purchasing equipment and supplies that are technologically advanced, safe and reliable.

To decrease average crash to hospital arrival time

Planned Activity Description

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

Intended Subrecipients

Fire Districts, Fire Departments

Countermeasure strategies

Countermeasure Strategy
Emergency Medical Assistance

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Emergency Medical Services (FAST)	$254,969.00	$26,795.84	$101,987.60

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
One (1) Chest Compression system and accessories	1	$16,511.00	$16,511.00	$16,511.00	$16,511.00
One (1) Cutter w/ accessories, Spreader w/accessories	1	$22,260.00	$22,260.00	$22,260.00	$22,260.00
One (1) cutter, spreader and RAM set w/accessories	1	$27,504.00	$27,504.00	$27,504.00	$27,504.00
One (1) Extrciation Equipment Package	1	$25,000.00	$25,000.00	$25,000.00	$25,000.00
One (1) Extrication set	1	$30,000.00	$30,000.00	$30,000.00	$30,000.00
One (1) P25 100 Watt VHF Repeater	1	$16,415.00	$16,415.00	$16,415.00	$16,415.00
One (1) RAM Package with accessories	1	$9,481.00	$9,481.00	$9,481.00	$9,481.00
One (1) Spreader, Cutter	1	$22,358.00	$22,358.00	$22,358.00	$22,358.00
One (1) spreader, cutter, Ram, Hydraulic Lift Strut	1	$23,472.00	$23,472.00	$23,472.00	$23,472.00

Program Area: Communications (Media)

Description of Highway Safety Problems

GOHS captures a large amount of earned media through the distribution of public service announcements, media interviews, press conferences, and media alerts. Arizona also uses paid media to support the national mobilizations in impaired driving, and occupant protection. GOHS also promotes the message of mutual respect in sharing the road and cautions all road users on the need to watch out for motorcycles and the dangers of speeding and reckless driving around commercial vehicles.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value

2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	1014.4
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	3934

Countermeasure Strategies in Program Area

Countermeasure Strategy
Mass Media Campaign

Countermeasure Strategy: Mass Media Campaign

Program Area: Communications (Media)

Project Safety Impacts

Highway safety campaigns can be defined as purposeful attempts to inform, persuade, and motivate a population (or sub-group of a population) to change its attitudes and/or behaviors to improve road safety, using organized communications involving specific media channels within a given time period. It can have many and multiple purposes, such as informing the public of new or little known traffic rules, increasing problem awareness or convincing people to refrain from hazardous behaviors and adopting safe ones instead. That is where highway safety campaigns come in. Together with other 'behavioral' measures (e.g., law enforcement, education, training, and even infrastructure to some extent), road safety campaigns are used as a means of influencing the public to behave more safely in traffic. Media activities included advertisements in newspaper, radio, broadcast and cable television, PSAs, billboards, posters, banners, stickers, with a combination of paid and earned media.

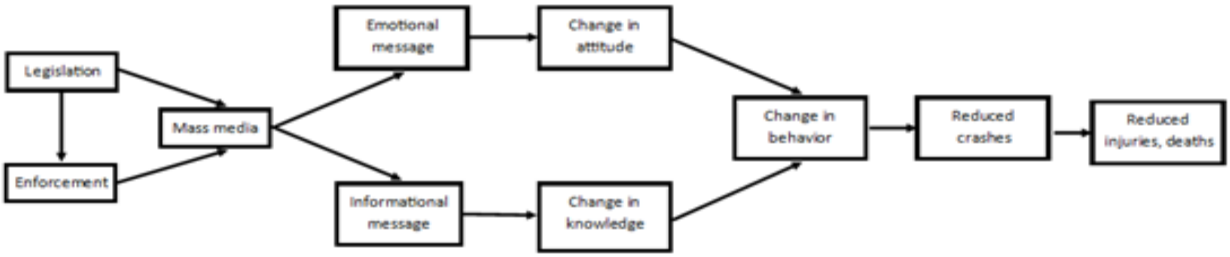
Linkage Between Program Area

In 2004 the World Health Organization concluded that road safety campaigns were able to influence behavior when used in conjunction with legislation and law enforcement. Without enforcement and/or education, a mass media campaign has virtually no effect in terms of reducing the number of road accidents. Interestingly enough, the local, personally directed campaigns show by far the biggest effect on road accidents.

Preventive behavior (e.g., seat belt use and the designated driver concept to reduce drunk driving) is a particularly difficult goal to achieve through mass media campaigns because such campaigns asking an individual to change now by taking a preventive action in order to lower the probability of some unwanted future even that may not happen anyway. Because radio and billboards offer immediacy, radio and billboards represent a potential delivery vehicle for highway safety programs. Everyone listening to the radio and attending to a billboard safety message has an opportunity to act immediately. More effective campaigns use the news media as a means of increasing their visibility and go in tandem with an aggressive enforcement strategy.

Rationale

There is strong evidence that mass media campaigns reduce alcohol-impaired driving when campaigns are carefully planned and well executed, attain adequate audience exposure, and are implemented in settings with other ongoing alcohol-impaired driving prevention activities, such as enhanced enforcement efforts. When



Logical framework of causal relationships between different types of interventions and road crashes

implemented well, mass media campaigns have been shown to reduce alcohol-impaired crashes, injury-producing alcohol-related crashes, and the proportion of drivers who have consumed alcohol. Various campaign messages have demonstrated positive effects, including those focused on law enforcement activities and the legal consequences of drinking and driving, and the social and health consequences of alcohol-impaired driving. Funding will be allocated to support priority programs with printed material, education items, mass media campaigns and special events.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-Media	DUI/Impaired Driving Media Campaign
MC-Media	Motorcycle Safety Media Campaign
OP-Media	Occupant Protection Media Campaign
PTS-Media	Selective Traffic Media Campaign

Planned Activity: DUI/Impaired Driving Media Campaign

Planned activity number: AL-Media

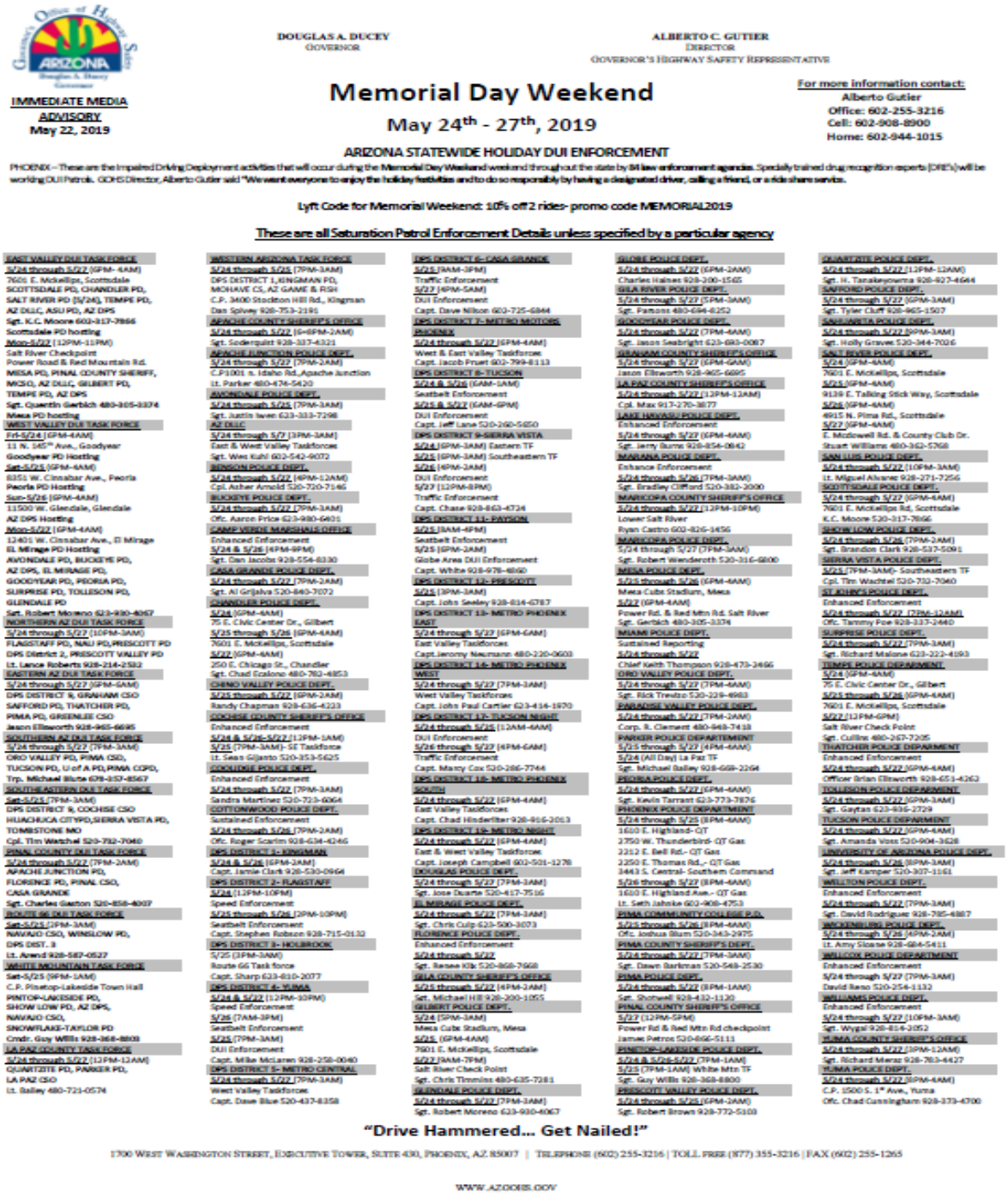
Primary Countermeasure Strategy ID: Mass Media Campaign

Planned Activity Description

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

Intended Subrecipients

GOHS



DOUGLAS A. DUCEY
GOVERNOR

ALBERTO C. GUTIER
DIRECTOR
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

IMMEDIATE MEDIA
ADVISORY
May 22, 2019

Memorial Day Weekend

May 24th - 27th, 2019

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

ARIZONA STATEWIDE HOLIDAY DUI ENFORCEMENT

PHOENIX – These are the Impaired Driving Deployment activities that will occur during the Memorial Day Weekend weekend throughout the state by 84 law enforcement agencies. Specially trained drug recognition experts (DREs) will be working DUI Patrols. GOHS Director, Alberto Gutier said "We want everyone to enjoy the holiday festivities and to do so responsibly by having a designated driver, calling a friend, or a ride share service.

Lyft Code for Memorial Weekend: 10% off 2 rides- promo code MEMORIAL2019

These are all Saturation Patrol Enforcement Details unless specified by a particular agency

EAST VALLEY DUI TASK FORCE
5/24 through 5/27 (6PM- 4AM)
7601 E. Mckellips, Scottsdale
SCOTTSDALE PD, CHANDLER PD,
SALT RIVER PD (5/24), TEMPE PD,
AZ DLLC, ASU PD, AZ DPS
Sgt. K.C. Moore 602-317-7866
Scottsdale PD hosting
Mon-5/27 (12PM- 11PM)
Salt River Checkpoint
Power Road & Red Mountain Rd.
MESA PD, PINAL COUNTY SHERIFF,
MCSO, AZ DLLC, GILBERT PD,
TEMPE PD, AZ DPS
Sgt. Quentin Gerbich 480-305-3374
Mesa PD hosting
WEST VALLEY DUI TASK FORCE
Fri-5/24 (6PM-4AM)
11 N. 145th Ave., Goodyear
Goodyear PD Hosting
Sat-5/25 (6PM- 6AM)
8351 W. Cinnabar Ave., Peoria
Peoria PD Hosting
Sun-5/26 (6PM-4AM)
11500 W. Glendale, Glendale
AZ DPS Hosting
Mon-5/27 (6PM-4AM)
12401 W. Cinnabar Ave., El Mirage
El Mirage PD Hosting
AVONDALE PD, BUCKEYE PD,
AZ DPS, EL MIRAGE PD,
GOODYEAR PD, PEORIA PD,
SURPRISE PD, TOLLESON PD,
GLENDALE PD
Sgt. Robert Moreno 623-930-4057
NORTHERN AZ DUI TASK FORCE
5/24 through 5/27 (10PM- 3AM)
FLAGSTAFF PD, NAU PD, PRESCOTT PD
DPS District 2, PRESCOTT VALLEY PD
Lt. Lance Roberts 928-214-2582
EASTERN AZ DUI TASK FORCE
5/24 through 5/27 (6PM-6AM)
DPS DISTRICT 9, GRAHAM CSO
SAFFORD PD, THATCHER PD,
PIMA PD, GREENLEE CSO
Jason Ellsworth 928-965-6695
SOUTHERN AZ DUI TASK FORCE
5/24 through 5/27 (9PM- 3AM)
ORO VALLEY PD, PIMA CSO,
TUCSON PD, U of A PD, PIMA COPD,
Trp. Michael Blute 678-357-8567
SOUTHEASTERN DUI TASK FORCE
Sat-5/25 (7PM- 3AM)
DPS DISTRICT 9, COCHISE CSO
HUACHUCA CITYPD, SIERRA VISTA PD,
TOMBSTONE MO
Cpl. Tim Watchel 520-792-7040
PINAL COUNTY DUI TASK FORCE
5/24 through 5/27 (7PM- 2AM)
APACHE JUNCTION PD,
FLORENCE PD, PINAL CSO,
CASA GRANDE
Sgt. Charles Gaston 520-858-4007
ROUTE 66 DUI TASK FORCE
Sat-5/25 (2PM- 3AM)
NAVAJO CSO, WINSLOW PD,
DPS DIST. 3
Lt. Arend 928-587-0527
WHITE MOUNTAIN TASK FORCE
Sat-5/25 (9PM- 1AM)
C.P. Pinetop-Lakeside Town Hall
PINTOP-LAKESIDE PD,
SHOW LOW PD, AZ DPS,
NAVAJO CSO,
SNOWFLAKE-TAYLOR PD
Cmdr. Guy Willis 928-368-8809
LA PAZ COUNTY TASK FORCE
5/24 through 5/27 (12PM-12AM)
QUARTZITE PD, PARKER PD,
LA PAZ CSO
Lt. Bailey 480-721-0574

WESTERN ARIZONA TASK FORCE
5/24 through 5/25 (7PM-3AM)
DPS DISTRICT 1, KINGMAN PD,
MOHAVE CS, AZ GAME & FISH
C.P. 3400 Stockton Hill Rd., Kingman
Dan Spivey 928-753-2191
APACHE COUNTY SHERIFF'S OFFICE
5/24 through 5/27 (6-6PM-2AM)
Sgt. Soderquist 928-337-4321
APACHE JUNCTION POLICE DEPT.
5/24 through 5/27 (7PM-2AM)
C.P.1001 n. Idaho Rd.,Apache Junction
Lt. Parker 480-474-5420
AVONDALE POLICE DEPT.
5/24 through 5/25 (7PM-3AM)
Sgt. Justin Iwen 623-333-7298
AZ DLLC
5/24 through 5/27 (3PM-3AM)
East & West Valley Taskforces
Sgt. Wes Kuhl 602-542-9072
BENSON POLICE DEPT.
5/24 through 5/27 (6PM-12AM)
Cpl. Asher Arnold 520-720-7146
BUCKEYE POLICE DEPT.
5/24 through 5/27 (7PM-3AM)
Ofc. Aaron Price 623-980-6801
CAMP VERDE MARSHALS OFFICE
Enhanced Enforcement
5/24 & 5/26 (4PM-9PM)
Sgt. Dan Jacobs 928-554-8330
CASA GRANDE POLICE DEPT.
5/24 through 5/27 (7PM-2AM)
Sgt. Al Grijalva 520-840-7072
CHANDLER POLICE DEPT.
5/24 (6PM-4AM)
75 E. Civic Center Dr., Gilbert
5/25 through 5/26 (6PM-4AM)
7601 E. Mckellips, Scottsdale
5/27 (6PM-4AM)
250 E. Chicago St., Chandler
Sgt. Chad Escalono 480-782-4853
CHINO VALLEY POLICE DEPT.
5/25 through 5/27 (6PM-2AM)
Randy Chapman 928-636-4223
COCHISE COUNTY SHERIFF'S OFFICE
Enhanced Enforcement
5/24 & 5/26-5/27 (12PM- 1AM)
5/25 (7PM- 3AM)- SE Taskforce
Lt. Sean Gilpatrio 520-353-5625
COOLIDGE POLICE DEPT.
Enhanced Enforcement
5/24 through 5/27 (7PM- 1AM)
Sandra Martinez 520-723-6064
COTTONWOOD POLICE DEPT.
Sustained Enforcement
5/24 through 5/26 (7PM-2AM)
Ofc. Roger Scarim 928-634-4246
DPS DISTRICT 1- KINGMAN
5/24 & 5/26 (6PM-3AM)
Capt. Jeff Campbell 602-501-1278
DPS DISTRICT 2- FLAGSTAFF
5/24 (12PM- 10PM)
Speed Enforcement
5/25 through 5/26 (2PM- 10PM)
Seatbelt Enforcement
Capt. Stephen Robson 928-715-0132
DPS DISTRICT 3- HOLBROOK
5/25 (2PM-1AM)
Route 66 Task force
Capt. Sharp 623-810-2077
DPS DISTRICT 4- YUMA
5/24 & 5/27 (12PM- 10PM)
Speed Enforcement
5/26 (7AM-3PM)
Seatbelt Enforcement
5/25 (7PM- 4AM)
DUI Enforcement
Capt. Mike McLaren 928-258-0040
DPS DISTRICT 5- METRO CENTRAL
5/24 through 5/27 (7PM-3AM)
West Valley Taskforces
Capt. Dave Blue 520-437-8358

DPS DISTRICT 6- CASA GRANDE
5/25 (9AM-3PM)
Traffic Enforcement
5/27 (4PM-9AM)
DUI Enforcement
Capt. Dave Wilson 602-725-6844
DPS DISTRICT 7- METRO MOTORS PHOENIX
5/24 through 5/27 (6PM-4AM)
West & East Valley Taskforces
Capt. Jacob Pruet 602-799-8113
DPS DISTRICT 8- TUCSON
5/24 & 5/26 (6AM-1AM)
Seatbelt Enforcement
5/25 & 5/27 (6AM-6PM)
DUI Enforcement
Capt. Jeff Lane 520-260-5050
DPS DISTRICT 9-SIERRA VISTA
5/24 (6PM-3AM) Eastern TF
5/25 (6PM-3AM) Southeastern TF
5/26 (6PM-3AM)
DUI Enforcement
5/27 (12PM-8PM)
Traffic Enforcement
Capt. Chase 928-863-4724
DPS DISTRICT 11- PAYSON
5/25 (8AM-4PM)
Seatbelt Enforcement
5/25 (6PM-2AM)
Globe Area DUI Enforcement
Capt. White 928-978-4860
DPS DISTRICT 12- PRESCOTT
5/25 (3PM-3AM)
Capt. John Seeley 928-814-6787
DPS DISTRICT 13- METRO PHOENIX EAST
5/24 through 5/27 (6PM-6AM)
East Valley Taskforces
Capt. Jeromy Neumann 480-220-0603
DPS DISTRICT 14- METRO PHOENIX WEST
5/24 through 5/27 (7PM-3AM)
West Valley Taskforces
Capt. John Paul Cartier 623-414-1970
DPS DISTRICT 15- TUCSON NIGHT
5/24 through 5/26 (12AM-4AM)
DUI Enforcement
5/26 through 5/27 (6PM-6AM)
Traffic Enforcement
Capt. Marcy Cox 520-286-7744
DPS DISTRICT 16- METRO PHOENIX SOUTH
5/24 through 5/27 (6PM-4AM)
East Valley Taskforces
Capt. Chad Hinderliter 928-916-2013
DPS DISTRICT 19- METRO NIGHT
5/24 through 5/27 (6PM-4AM)
East & West Valley Taskforces
Capt. Joseph Campbell 602-501-1278
DOUGLAS POLICE DEPT.
5/24 through 5/27 (7PM-3AM)
Sgt. Jose Duarte 520-417-7516
EL MIRAGE POLICE DEPT.
5/24 through 5/27 (7PM-3AM)
Sgt. Chris Culp 623-500-3073
FLORENCE POLICE DEPT.
Enhanced Enforcement
5/24 through 5/27
Sgt. Renee Klix 520-868-7668
GILA COUNTY SHERIFF'S OFFICE
5/25 through 5/27 (4PM-2AM)
Sgt. Michael Hill 928-200-1055
GILBERT POLICE DEPT.
5/24 (5PM-3AM)
Mesa Cubs Stadium, Mesa
5/25 (6PM-4AM)
7601 E. Mckellips, Scottsdale
5/27 (9AM-7PM)
Salt River Check Point
Sgt. Chris Timmins 480-635-7281
GLENDALE POLICE DEPT.
5/24 through 5/27 (7PM-3AM)
Sgt. Robert Moreno 623-930-4057

GLOBE POLICE DEPT.
5/24 through 5/27 (6PM-2AM)
Charles Haines 928-200-1565
GILA RIVER POLICE DEPT.
5/24 through 5/27 (5PM-3AM)
Sgt. Parsons 480-694-8252
GOODYEAR POLICE DEPT.
5/24 through 5/27 (7PM-4AM)
Sgt. Jason Seabright 623-680-0087
GRAHAM COUNTY SHERIFF'S OFFICE
5/24 through 5/27 (6PM-6AM)
Jason Ellsworth 928-965-6695
LA PAZ COUNTY SHERIFF'S OFFICE
5/24 through 5/27 (12PM-12AM)
Cpl. Max 917-270-3877
LAKE HAVASU POLICE DEPT.
Enhanced Enforcement
5/24 through 5/27 (6PM-4AM)
Sgt. Jerry Burns 928-854-0842
MARANA POLICE DEPT.
Enhance Enforcement
5/24 through 5/26 (7PM-3AM)
Sgt. Bradley Clifford 520-382-2000
MARICOPA COUNTY SHERIFF'S OFFICE
5/24 through 5/27 (12PM-10PM)
Lower Salt River
Ryan Castro 602-826-3456
MARICOPA POLICE DEPT.
5/24 through 5/27 (7PM-3AM)
Sgt. Robert Wendzeth 520-316-6800
MESA POLICE DEPT.
5/25 through 5/26 (6PM-4AM)
Mesa Cubs Stadium, Mesa
5/27 (6PM-4AM)
Power Rd. & Red Mtn Rd. Salt River
Sgt. Gerbich 480-305-3374
MIAMI POLICE DEPT.
Sustained Reporting
5/24 through 5/27
Chief Keith Thompson 928-473-2466
ORO VALLEY POLICE DEPT.
5/24 through 5/27 (7PM-4AM)
Sgt. Rick Trevino 520-229-4983
PARADISE VALLEY POLICE DEPT.
5/24 through 5/27 (7PM-2AM)
Corp. B. Cartwright 480-948-7418
PARKER POLICE DEPARTEMENT
5/25 through 5/27 (4PM-4AM)
5/24 (All Day) La Paz TF
Sgt. Michael Bailey 928-669-2264
PEORIA POLICE DEPT.
5/24 through 5/27 (6PM-4AM)
Sgt. Kevin Barnard 623-773-7876
PHOENIX POLICE DEPARTMENT
5/24 through 5/25 (6PM-4AM)
1600 E. Highland- OT
2750 W. Thunderbird- OT Gas
2212 E. Bell Rd.- OT Gas
2250 E. Thomas Rd.- OT Gas
3443 S. Central- Southern Command
5/26 through 5/27 (6PM-4AM)
1600 E. Highland Ave.- OT Gas
Lt. Seth Jahnke 602-908-4753
PIMA COMMUNITY COLLEGE P.D.
5/25 through 5/26 (8PM-4AM)
Ofc. Joshua Blum 520-343-2975
PIMA COUNTY SHERIFF'S DEPT.
5/24 through 5/27 (7PM-3AM)
Sgt. Dawn Barkman 520-549-2530
PIMA POLICE DEPT.
5/24 through 5/27 (8PM-1AM)
Sgt. Shotwell 928-432-1120
PINAL COUNTY SHERIFF'S OFFICE
5/27 (12PM-5PM)
Power Rd & Red Mtn Rd checkpoint
Jamie Petros 520-866-5111
PINETOP-LAKESIDE POLICE DEPT.
5/24 & 5/26-5/27 (7PM-1AM)
5/25 (7PM-1AM) White Mtn TF
Sgt. Guy Willis 928-368-8800
PRESCOTT VALLEY POLICE DEPT.
5/24 through 5/26 (6PM-2AM)
Sgt. Robert Brown 928-772-5108

QUARTZITE POLICE DEPT.
5/24 through 5/27 (12PM-12AM)
Sgt. H. Tanakeyowma 928-927-4644
SAFFORD POLICE DEPT.
5/24 through 5/27 (6PM-1AM)
Sgt. Tyler Cluff 928-965-1507
SAHUARITA POLICE DEPT.
5/24 through 5/27 (6PM-3AM)
Sgt. Holly Grave 520-344-7016
SALT RIVER POLICE DEPT.
5/24 (6PM-4AM)
7601 E. Mckellips, Scottsdale
5/25 (6PM-4AM)
9139 E. Talking Stick Way, Scottsdale
5/26 (6PM-4AM)
4915 N. Pima Rd., Scottsdale
5/27 (6PM-4AM)
E. Mcdowell Rd. & County Club Dr.
Stuart Williams 480-362-5768
SAN LUIS POLICE DEPT.
5/24 through 5/27 (10PM-3AM)
Lt. Miguel Alvarez 928-271-7256
SCOTTSDALE POLICE DEPT.
5/24 through 5/27 (6PM-4AM)
7601 E. Mckellips Rd, Scottsdale
K.C. Moore 520-317-7866
SHOW LOW POLICE DEPT.
5/24 through 5/26 (7PM-2AM)
Sgt. Brandon Clark 928-537-5091
SIERRA VISTA POLICE DEPT.
5/25 (7PM-3AM)- Southeastern TF
Cpl. Tim Wachtel 520-732-7040
ST JOHN'S POLICE DEPT.
Enhanced Enforcement
5/24 through 5/27 (7PM-12AM)
Ofc. Tammy Poe 928-337-2440
SURPRISE POLICE DEPT.
5/24 through 5/27 (7PM-3AM)
Sgt. Richard Malone 623-222-4193
TEMPE POLICE DEPARMENT
5/24 (6PM-4AM)
75 E. Civic Center Dr., Gilbert
5/25 through 5/26 (6PM-4AM)
7601 E. Mckellips, Scottsdale
5/27 (12PM-6PM)
Salt River Point
Sgt. Cullins 480-267-7205
THATCHER POLICE DEPARMENT
Enhanced Enforcement
5/24 through 5/27 (6PM-4AM)
Officer Brian Ellsworth 928-651-4262
TOLTEQUA POLICE DEPARMENT
5/24 through 5/27 (6PM-3AM)
Sgt. Gaytan 623-936-2729
TUCSON POLICE DEPARMENT
5/24 through 5/27 (6PM-4AM)
Sgt. Amanda Voss 520-904-3628
UNIVERSITY OF ARIZONA POLICE DEPT.
5/24 through 5/26 (6PM-3AM)
Sgt. Jeff Kemper 520-307-1161
WELLTON POLICE DEPT.
Enhanced Enforcement
5/24 through 5/27 (7PM-3AM)
Sgt. David Rodriguez 928-785-4887
WICKENBURG POLICE DEPT.
5/24 through 5/26 (6PM-2AM)
Lt. Amy Sloane 928-684-5411
WILLCOX POLICE DEPARMENT
Enhanced Enforcement
5/24 through 5/27 (7PM-3AM)
David Reno 520-254-1132
WILLIAMS POLICE DEPT.
Enhanced Enforcement
5/24 through 5/27 (10PM-3AM)
Sgt. Wygal 928-814-2052
YUMA COUNTY SHERIFF'S OFFICE
5/24 through 5/27 (9PM-12AM)
Sgt. Richard Meraz 928-783-4427
YUMA POLICE DEPT.
5/24 through 5/27 (6PM-4AM)
C.P. 1500 S. 1st Ave., Yuma
Ofc. Chad Cunningham 928-373-4700

"Drive Hammered... Get Nailed!"

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Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$100,000.00	$25,000.00	

Planned Activity: Motorcycle Safety Media Campaign

Planned activity number: MC-Media

Primary Countermeasure Strategy ID: Mass Media Campaign

Planned Activity Description

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

Arizona GOHS's motorcycle awareness program will promote public awareness and compliance with Arizona's motorcycle laws, safety measures, including distractive operation. The awareness campaign includes the development of brochures, collateral material, print media, radio, outdoor advertising, event-related sponsorship, broadcast and social media.

GOHS's aim is to provide a strategic awareness program that will reduce the occurrence of motorcycle crashes on high-incidence roadways. With the assistance of ADOT, GOHS will place motorcycle awareness messages on ADOT traffic boards on these identified highways. Messages will broadcast on days leading up to the weekend. GOHS will place motorcycle awareness messages during the Motorcycle Awareness Month of May in conjunction with the Governor's Proclamation.

In addition to message board awareness, GOHS will coordinate with local media outlets to broadcast messages throughout 2020 to all motorists to increase public awareness of motorcycle riders on Arizona roadways which may include TV and radio buys and PSAs for the "Look out for Motorcycles" campaign.

Intended Subrecipients

GOHS

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$50,000.00	$12,500.00	

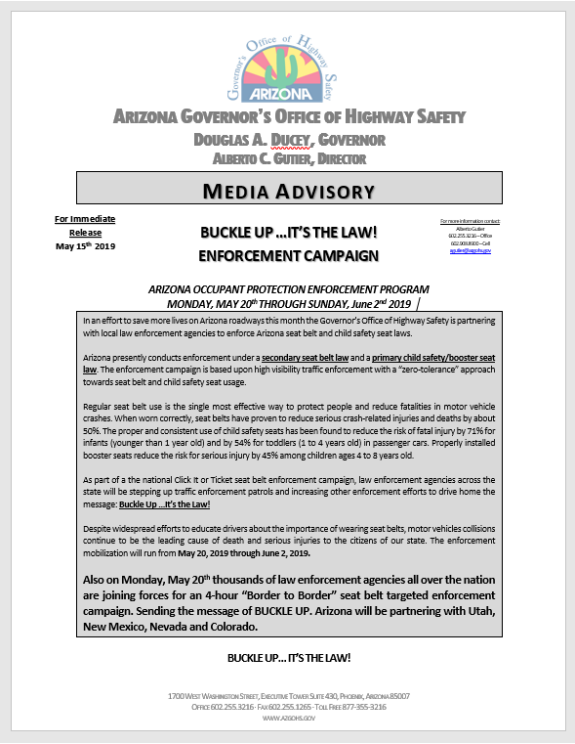
Planned Activity: Occupant Protection Media Campaign

Planned activity number: OP-Media

Primary Countermeasure Strategy ID: Mass Media Campaign

Planned Activity Description

Planned activities to include paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of and compliance with AZ's occupant protection, safety belt, and child safety seat laws and seatbelt usage assessments. GOHS supports "Public Safety Days" at the AZ State Fair to provide information and education about Arizona Occupant Protection laws and general traffic safety issues. GOHS will conduct an annual safety belt and child safety seat survey.



ARIZONA GOVERNOR'S OFFICE OF HIGHWAY SAFETY
DOUGLAS A. DUCEY, GOVERNOR
ALBERTO C. GUTIER, DIRECTOR

MEDIA ADVISORY

For Immediate Release
May 15th 2019

BUCKLE UP ...IT'S THE LAW!
ENFORCEMENT CAMPAIGN

ARIZONA OCCUPANT PROTECTION ENFORCEMENT PROGRAM
MONDAY, MAY 20th THROUGH SUNDAY, June 2nd 2019

In an effort to save more lives on Arizona roadways this month the Governor's Office of Highway Safety is partnering with local law enforcement agencies to enforce Arizona seat belt and child safety seat laws.

Arizona presently conducts enforcement under a secondary seat belt law and a primary child safety/booster seat law. The enforcement campaign is based upon high visibility traffic enforcement with a "zero-tolerance" approach towards seat belt and child safety seat usage.

Regular seat belt use is the single most effective way to protect people and reduce fatalities in motor vehicle crashes. When worn correctly, seat belts have proven to reduce serious crash-related injuries and deaths by about 50%. The proper and consistent use of child safety seats has been found to reduce the risk of fatal injury by 71% for infants (younger than 1 year old) and by 54% for toddlers (1 to 4 years old) in passenger cars. Properly installed booster seats reduce the risk for serious injury by 45% among children ages 4 to 8 years old.

As part of a the national Click it or Ticket seat belt enforcement campaign, law enforcement agencies across the state will be stepping up traffic enforcement patrols and increasing other enforcement efforts to drive home the message: Buckle Up ...It's the Law!

Despite widespread efforts to educate drivers about the importance of wearing seat belts, motor vehicles collisions continue to be the leading cause of death and serious injuries to the citizens of our state. The enforcement mobilization will run from **May 20, 2019 through June 2, 2019.**

Also on Monday, May 20th thousands of law enforcement agencies all over the nation are joining forces for an 4-hour "Border to Border" seat belt targeted enforcement campaign. Sending the message of BUCKLE UP. Arizona will be partnering with Utah, New Mexico, Nevada and Colorado.

BUCKLE UP... IT'S THE LAW!

1700 West Washington Street, Executive Tower Suite 430, Phoenix, Arizona 85007
Office 602.255.3216 - Fax 602.255.1265 - Toll Free 877-355-3216
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ARIZONA GOVERNOR'S OFFICE OF HIGHWAY SAFETY
DOUGLAS A. DUCEY, GOVERNOR
ALBERTO C. GUTIER, DIRECTOR

MEDIA ADVISORY

For Immediate Release
May 22, 2019

Child Safety Seat Event

For more information contact:
Alberto Gutier
602.255.3216—Office
602.377.1365—Cell
602.908.8900—Cell

Free Car Seat Check Up

Saturday, April 6th 9-12pm
The American Legion- 1624 E. Broadway Road in Phoenix

The Arizona Governor's Office of Highway Safety would like to take the opportunity to educate the community that every child must be protected in the proper child safety seat, every trip, every time! This Child Safety Seat Event will help the caregivers a better understating of the importance of a proper installed car seat. The goal is to keep children safe and equip the parent with information & knowledge of car seat proper usage.

The Governor's Office of Highway Safety will be partnered with certified child safety seat technicians from the Phoenix Fire Department, Phoenix Police Department and State Troopers from the Arizona Department of Public Safety.

1700 West Washington Street, Executive Tower Suite 430, Phoenix, Arizona 85007
Telephone (602) 255-3216 | Toll free (877) 355-3216 | Fax (602) 255-1265
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Pictured above: GOHS Director Alberto Gutier, Gabby Gallegos (GOHS Occupant Protection Coordinator) along with Phoenix Fire Department, Phoenix Police Department and newly certified State Troopers at a car seat safety check event on April 6, 2019 in South Phoenix at the American Legion #65 post.

Intended Subrecipients

GOHS

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	$50,000.00	$12,500.00	

Planned Activity: Selective Traffic Media Campaign

Planned activity number: PTS-Media

Primary Countermeasure Strategy ID: Mass Media Campaign

Planned Activity Description

Planned awareness activities to include community awareness regarding the dangers of speeding and reckless driving.

Intended Subrecipients

GOHS

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$27,000.00	$2,837.55	$10,800.00

Program Area: Planning & Administration

Description of Highway Safety Problems

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

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

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

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
RS-PA	Roadway Safety Program Administration	Highway Safety Office Program Management
AI-PA	Crash Investigation Program Administration	Highway Safety Office Program Management
AL-PA	DUI/Impaired Driving Program Administration	Highway Safety Office Program Management
EM-PA	Emergency Medical Program Administration	Highway Safety Office Program Management
MC-PA	Motorcycle Safety Program Administration	Highway Safety Office Program Management

OP-PA	Occupant Protection Program Administration	Highway Safety Office Program Management
PS-PA	Pedestrian/Bike Safety Program Administration	Highway Safety Office Program Management
GOHS-PA	Planning and Administration	Highway Safety Office Program Management
SB-PA	School Bus Safety Program Administration	Highway Safety Office Program Management
PTS-PA	Selective Traffic Program Administration	Highway Safety Office Program Management
TR-PA	Traffic Records Program Administration	Highway Safety Office Program Management

Planned Activity: Roadway Safety Program Administration

Planned activity number: RS-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$2,083.00	$649.88	$0.00

Planned Activity: Crash Investigation Program Administration

Planned activity number: AI-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$18,750.00	$5,849.84	$0.00

Planned Activity: DUI/Impaired Driving Program Administration

Planned activity number: AL-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$116,667.00	$29,166.75	
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$85,417.00	$26,649.39	$0.00

Planned Activity: Emergency Medical Program Administration

Planned activity number: EM-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$27,083.00	$8,449.67	$0.00

Planned Activity: Motorcycle Safety Program Administration

Planned activity number: MC-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$6,250.00	$1,949.95	$0.00

Planned Activity: Occupant Protection Program Administration

Planned activity number: OP-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$70,834.00	$22,009.61	$0.00

Planned Activity: Pedestrian/Bike Safety Program Administration

Planned activity number: PS-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$43,750.00	$10,937.50	$0.00

Planned Activity: Planning and Administration

Planned activity number: GOHS-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include costs necessary for the overall management and operations of the AZ GOHS.

Intended Subrecipients

GOHS

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$600,000.00	$187,194.96	$0.00

Planned Activity: School Bus Safety Program Administration

Planned activity number: SB-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$2,083.00	$649.88	$0.00

Planned Activity: Selective Traffic Program Administration

Planned activity number: PTS-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Planned activities to include salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

Intended Subrecipients

GOHS staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$152,083.00	$47,448.62	$0.00

Planned Activity: Traffic Records Program Administration

Planned activity number: TR-PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$0.00	$0.00	$0.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name

AL-EN	DUI/Impaired Driving Enforcement and Overtime
AL-Media	DUI/Impaired Driving Media Campaign
MC-Media	Motorcycle Safety Media Campaign
OP-EN	Occupant Protection Enforcement and Overtime
OP-HR	Occupant Protection High Risk Population
OP-Media	Occupant Protection Media Campaign
PTS-EN	Selective Traffic Enforcement and Overtime
PTS-Media	Selective Traffic Media Campaign

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Arizona continues to experience an increase in total traffic fatalities year over year. With 2018 fatalities at 1,013, there are three major problem areas that GOHS has identified and continues to focus a large amount of HSP funds towards. Those areas are; Impaired Driving Enforcement, Unrestrained Occupant Enforcement and Speeding and Reckless Driving. In the table below, these three categories were a causation or involved in approximately 27% of total traffic fatalities in 2018.

Total Fatalities catergorized by Crash Factors 2018

Unrestrained Vehicle Occupant	Speeding Related	Alcohol Impaired Driving	Pedestrians	Motorcycle	Drivers Age 20 and Younger*	Bicyclists
290	280	261	245	150	115	26
29%	28%	26%	24%	15%	11%	3%

Source: 2018 state crash data

**Drivers involved in fatal crashes (916)*

In addition to the NHTSA mandated National Mobilization Enforcement Campaigns, GOHS provides funds to law enforcement agencies to conduct overtime enforcement focusing on these three area throughout the year. Law enforcement agencies focus on proactive enforcement in their local jurisdictions based on their local data analysis. While law enforcement agencies around Arizona receive HSP funding to conduct impaired, speeding, and occupant protection enforcement, the majority enforcement funds are focused in the counties of Maricopa and Pima. These two counties account for approximately 85% of the State's total population based on 2018 population estimates from the Arizona Office of Economic Opportunity.

The tables below go in to further detail on the amount of total traffic, impaired related, speeding related, and unrestrained occupant crashes, injuries, and fatalities by county in 2018.

Traffic Crash Representation by County
2018 State Crash Data

Counties	*Population Estimate 2018*	*Total Traffic Crashes*	*%*	*Total Traffic Fatalities*	*%*	*Total Persons Injured*	*%*
Maricopa	4,294,460	93,816	73.8%	494	48.8%	37,646	70.5%
Pima	1,034,201	10,739	8.5%	124	12.2%	6,197	11.6%
Pinal	440,591	4,368	3.4%	72	7.1%	2,009	3.8%
Yavapai	228,970	3,823	3.0%	44	4.3%	1,592	3.0%
Yuma	225,212	2,488	2.0%	31	3.1%	1,213	2.3%
Mohave	212,948	2,975	2.3%	43	4.2%	1,311	2.5%
Coconino	145,564	3,863	3.0%	49	4.8%	1,345	2.5%
Cochise	130,319	1,253	1.0%	22	2.2%	462	0.9%
Navajo	112,746	1,179	0.9%	51	5.0%	524	1.0%
Apache	73,330	375	0.3%	25	2.5%	153	0.3%
Gila	54,946	945	0.7%	25	2.5%	425	0.8%
Santa Cruz	52,390	438	0.3%	7	0.7%	139	0.3%
Graham	38,126	366	0.3%	6	0.6%	142	0.3%
La Paz	21,890	353	0.3%	20	2.0%	186	0.3%
Greenlee	10,506	78	0.1%	0	0.0%	32	0.1%
Grand Total	***7,076,199***	***127,059***	100%	***1,013***	***100%***	***53,376***	***100%***

Source: 2018 State Crash Data

Impaired-Related Crash Representation by County
2018 State Crash Data

Counties	*Population Estimate 2018*	*Total Impaired Crashes*	*%*	*Total Impaired Fatalities*	*%*	*Total Impaired Injuries*	*%*
Maricopa	4,294,460	2,958	63.6%	153	58.6%	1,761	59.7%
Pima	1,034,201	611	13.1%	37	14.2%	427	14.5%
Pinal	440,591	204	4.4%	14	5.4%	154	5.2%
Yavapai	228,970	161	3.5%	7	2.7%	108	3.7%
Yuma	225,212	115	2.5%	6	2.3%	69	2.3%
Mohave	212,948	176	3.8%	8	3.1%	94	3.2%
Coconino	145,564	172	3.7%	8	3.1%	159	5.4%
Cochise	130,319	55	1.2%	5	1.9%	44	1.5%
Navajo	112,746	89	1.9%	12	4.6%	58	2.0%
Apache	73,330	17	0.4%	2	0.8%	9	0.3%
Gila	54,946	45	1.0%	1	0.4%	38	1.3%
Santa Cruz	52,390	14	0.3%	2	0.8%	4	0.1%
Graham	38,126	16	0.3%	0	0.0%	9	0.3%
La Paz	21,890	16	0.3%	6	2.3%	15	0.5%
Greenlee	10,506	2	0.0%	0	0.0%	2	0.1%
Grand Total	***7,076,199***	***4,651***	100%	***261***	***100%***	***2,951***	***100%***

Source: 2018 State Crash Data

Unrestrained Occupant Crash Representation by County
2018 State Crash Data

Counties	*Population Estimate 2018*	*Total Unrestrained Crashes*	*%*	*Total Unrestrained Fatalities*	*%*	*Total Unrestrained Injuries*	*%*
Maricopa	4,294,460	2,313	59.3%	98	43.4%	1,378	55.9%
Pima	1,034,201	385	9.9%	26	11.5%	281	11.4%
Pinal	440,591	236	6.1%	30	13.3%	156	6.3%
Yavapai	228,970	194	5.0%	11	4.9%	125	5.1%
Yuma	225,212	125	3.2%	5	2.2%	85	3.4%
Mohave	212,948	182	4.7%	12	5.3%	130	5.3%
Coconino	145,564	167	4.3%	11	4.9%	102	4.1%
Cochise	130,319	63	1.6%	6	2.7%	40	1.6%
Navajo	112,746	75	1.9%	11	4.9%	52	2.1%
Apache	73,330	28	0.7%	2	0.9%	18	0.7%
Gila	54,946	53	1.4%	7	3.1%	45	1.8%
Santa Cruz	52,390	27	0.7%	2	0.9%	18	0.7%
Graham	38,126	32	0.8%	2	0.9%	19	0.8%
La Paz	21,890	16	0.4%	3	1.3%	13	0.5%
Greenlee	10,506	3	0.1%	0	0.0%	2	0.1%
Grand Total	***7,076,199***	***3,899***	100%	***226***	***100%***	***2,464***	***100%***

Source: 2018 State Crash Data

**No motorcycle data included*

Speeding-Related Crash Representation by County
2018 State Crash Data

Counties	*Population Estimate 2018*	*Total Speeding Crashes*	*%*	*Total Speeding Fatalities*	*%*	*Total Speeding Injuries*	*%*
Maricopa	4,294,460	35,684	77.6%	136	48.6%	15,264	73.4%
Pima	1,034,201	2,908	6.3%	29	10.4%	1,566	7.5%
Pinal	440,591	1,669	3.6%	16	5.7%	871	4.2%
Yavapai	228,970	1,473	3.2%	16	5.7%	789	3.8%
Yuma	225,212	658	1.4%	10	3.6%	377	1.8%
Mohave	212,948	945	2.1%	17	6.1%	523	2.5%
Coconino	145,564	1,248	2.7%	17	6.1%	588	2.8%
Cochise	130,319	378	0.8%	6	2.1%	189	0.9%
Navajo	112,746	274	0.6%	8	2.9%	174	0.8%
Apache	73,330	98	0.2%	5	1.8%	72	0.3%
Gila	54,946	257	0.6%	7	2.5%	144	0.7%
Santa Cruz	52,390	137	0.3%	3	1.1%	58	0.3%
Graham	38,126	79	0.2%	3	1.1%	38	0.2%
La Paz	21,890	133	0.3%	7	2.5%	118	0.6%
Greenlee	10,506	18	0.0%	0	0.0%	11	0.1%
Grand Total	***7,076,199***	***45,959***	100%	***280***	***100%***	***20,782***	***100%***

Source: 2018 State Crash Data

Deployment of Resources

To ensure enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies using the data provided in their grant proposal request. The HSP narrative outlines Arizona's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures (using Countermeasures That Work and other proven methods) for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. Several mandated holiday enforcement saturation patrols are also included.

The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by GOHS. Further details on specific enforcement efforts can be found in each of the program areas.

Effectiveness Monitoring

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

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

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints
Mass Media Campaign
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
AL-EN	DUI/Impaired Driving Enforcement and Overtime
AL-Media	DUI/Impaired Driving Media Campaign
OP-EN	Occupant Protection Enforcement and Overtime
OP-HR	Occupant Protection High Risk Population
OP-Media	Occupant Protection Media Campaign

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Avondale Police Department
AZ Dept. of Public Safety
Buckeye Police Department
Casa Grande Police Department
Chandler Police Department
Cochise County Sheriff's Office
Coolidge Police Department
El Mirage Police Department
Eloy Police Department
Gila River Police Department
Gilbert Police Department
Glendale Police Department
Goodyear Police Department
Kingman Police Department
La Paz County Sheriff's Office
Maricopa County Sheriff's Office
Mesa Police Department
Peoria Police Department
Phoenix Police Department
Prescott Police Department
Prescott Valley Police Department
Scottsdale Police Department
Surprise Police Department

Tempe Police Department
Tucson Police Department
Yavapai County Sheriff's Office
Pima County Sheriff's Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

The Arizona law enforcement community actively participates in the "Buckle Up Arizona…It's the Law/Click it or Ticket" and the "Border to Border" campaign kick-off. Participants include the Arizona Department of Public Safety, which is the state-wide entity that provides traffic enforcement on the State Routes and Highways, Maricopa County Sheriff's Office, which includes Phoenix metropolitan area and is the most populous county in Arizona, Phoenix Police Department, Pima County, the second most populous county and contains the Tucson metropolitan area, and Tucson Police Department, along with other agencies throughout the state.

GOHS emphasizes participation in this campaign by offering overtime grants to fund additional enforcement and will determine these agencies in early January 2020. Approximately 27 agencies are expected to participate under the grants. In the past, not only have funded agencies participated, additional agencies participated in the enforcement campaign using their own funding mechanism.

Below is a chart of the FFY 2019 Buckle Up Arizona…It's the Law/Click it or Ticket (CIOT) stats:

Buckle Up Arizona Seatbelt Enforcement 2019 (May 20-June 2)

	Seat Belt Citations	Child Safety Seat Citations	Moving Violations Citations	Reckless Driving Citations	Non-Moving Violation Citations	No Insurance Citations	Suspended Drivers License Citations	Total Agency Citations		DUI Arrest	Drug Arrests	Other Felony Arrests	Other Misdemeanor Arrests	Recovered Stolen Vehicles	Warrants Cleared	28-3511 Vehicle Impounds
Avondale PD	45	1	57	0	15	11	3	119		2	1	0	4	1	1	5
AZ DPS	140	5	38	0	30	7	7	227		1	0	0	1	0	0	1
Buckeye PD	152	4	46	0	34	22	8	266		2	0	0	6	0	0	5
Casa Grande PD	56	2	90	1	12	13	8	182		1	1	0	1	0	1	1
Chandler PD	84	7	11	0	13	12	5	132		0	0	0	3	0	2	3
Cochise CSO	32	6	115	0	43	34	1	231		4	14	6	24	0	2	5
Coolidge PD	15	0	52	0	4	2	2	75		0	1	0	0	0	2	1
El Mirage PD	15	1	112	1	15	27	23	194		7	2	1	0	0	20	4
Eloy PD	12	2	42	0	12	5	6	79		2	2	0	2	0	3	4
Gila River PD	15	0	22	0	34	4	0	75		0	0	0	0	0	0	0
Gilbert PD	306	3	146	0	71	32	16	146		2	3	0	21	0	7	5
Glendale PD	61	3	550	6	309	45	6	980		6	0	108	270	21	88	15
Goodyear PD	123	1	54	2	71	27	13	291		2	3	0	10	0	3	12
Kingman PD	8	0	20	1	11	22	9	71		2	12	7	51	2	19	6
La Paz CSO	55	4	235	3	38	11	16	362		15	29	63	31	0	23	10
Maricopa CSO	10	0	754	3	117	42	10	904		11	9	0	20	0	2	8
Mesa PD	161	1	136	0	56	18	10	382		3	0	2	2	0	3	8
Peoria PD	53	7	444	1	82	69	23	679		30	12	0	0	0	22	38
Phoenix PD	135	17	1,347	0	1,771	501	101	3,871		150	513	402	1,039	305	1,280	232
Pima CSD	104	6	581	0	418	125	76	1,310		15	4	141	345	35	306	32
Prescott PD	19	0	82	0	78	19	6	204		2	0	14	22	0	9	2
Prescott Valley PD	27	0	53	0	94	5	3	182		3	18	4	34	0	11	9
Scottsdale PD	58	7	33	1	39	5	1	144		0	0	0	0	0	0	2
Surprise PD	22	2	264	3	54	45	12	402		11	20	5	20	0	0	13
Tempe PD	142	17	167	0	195	79	9	609		0	0	0	1	0	1	5
Tucson PD	72	12	470	6	262	57	29	908		0	1	0	1	0	0	1
Yavapai CSO	52	5	15	0	2	2	3	79		3	10	4	3	0	2	1
TOTALS	1,974	113	5,936	28	3,880	1,241	406	13,104		274	655	757	1,911	364	1,807	428

Organization	Name	Title
Arizona Department of Health Services	Cara Christ	Director
Arizona Department of Public Safety	Frank Milstead	Director

ASU Police Department	Michael Thompson	Chief
Banner Cardon Medical Center	Laura Robertson	CEO
Casa Grande Police Department	Mark McCrory	Chief
Child Crisis Arizona - SafeKids Maricopa	E.J. Hughes	Vice President
Coconino County Public Health - SafeKids Coconino County	Marie Peeples	Chief Health Officer
Federal Highway Administration	Karla Petty	Division Administrator, AZ
Federal Motor Carrier Safety Administration	Matt Fix	Division Administrator, AZ
Glendale Police Department	Rick St. John	Chief
Governor's Office of Highway Safety	Alberto Gutier	Director
Kingman Police Department	Robert DeVries	Chief
La Paz County Sheriff's Office	Wiiliam Risen	Chief
Maricopa County Sheriff's Office	Paul Penzone	Sheriff
Mesa Police Department	Ramon Batista	Chief
Phoenix Children's Hospital	Angelica Baker	Program Manager
Phoenix Fire Department	Shelley Jamison	Assistant Chief
Phoenix Police Department	Jeri Williams	Chief
Pima County Sheriff's Office	Mark Napier	Sheriff
Scottsdale Police Department	Alan Rodbell	Chief
St. Joseph's Hospital & Medical Center	Patty White	CEO
Tempe Police Department	Sylvia Moir	Chief
Tuba City Regional Health Care Corporation	Lynette Bonar	Chief Executive Officer
Tucson Medical Center - SafeKids Pima	Judy Rich	President & CEO
Tucson Police Department	Chris Magnus	Chief
Yavapai Regional Medical Center	Jane Bristol	Chair

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Inspection Stations and Education
Mass Media Campaign

Planned activities demonstrating an active network of child passenger safety inspection stations and/or

inspection events:

Unique Identifier	Planned Activity Name
OP-AW	Occupant Protection Awareness and Education
OP-HR	Occupant Protection High Risk Population
OP-MS	Occupant Protection Materials and Supplies
OP-Media	Occupant Protection Media Campaign

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 70

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 55

Populations served - rural: 15

Populations served - at risk: 58

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Inspection Stations and Education

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP-AW	Occupant Protection Awareness and Education
OP-MS	Occupant Protection Materials and Supplies

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 22

Estimated total number of technicians: 1,070

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: Yes

Occupant protection program assessment: No

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Mass Media Campaign
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
OP-AW	Occupant Protection Awareness and Education
OP-EN	Occupant Protection Enforcement and Overtime
OP-HR	Occupant Protection High Risk Population
OP-MS	Occupant Protection Materials and Supplies
OP-Media	Occupant Protection Media Campaign

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways;Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Mass Media Campaign
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways;

Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
OP-AW	Occupant Protection Awareness and Education
OP-EN	Occupant Protection Enforcement and Overtime
OP-HR	Occupant Protection High Risk Population
OP-MS	Occupant Protection Materials and Supplies
OP-Media	Occupant Protection Media Campaign

Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment: 4/29/2016

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

Page number(s) from your occupant protection multi-year strategic plan that addresses the following:

Data-driven performance targets: 15

Program management strategy: 4

Countermeasure strategies: 7,9,11,12,14,15

Enforcement strategy: 9

Name and title of the State's designated occupant protection coordinator:

Designated occupant protection coordinator name: Alberto C. Gutier

Designated occupant protection coordinator title: Director and Governor's Highway Safety Representative

Countermeasure strategies designed to achieve the performance targets of the strategic plan:

Countermeasure Strategy
Inspection Stations and Education
Mass Media Campaign
Short-term, High Visibility Seat Belt/Child Restraint Law Enforcement
Sustained Enforcement

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/10/2018
2/27/2019
6/5/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: John Carlson

Title of State's Traffic Records Coordinator: Director of Government Relations

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Arizona Traffic Records Coordinating Committee Membership - 2019 - as of 6/18/19

Name	Agency	Phone	Email	Core System	Voting
Technical Committee Members					
David Harden	AZ Dept of Health Services - EMS	(602) 364-3188	david.james.harden@azdhs.gov	EMS, Injury	
David Rico	City of Mesa	(480) 644-3198	david.rico@mesaaz.gov	Crash	Y
Derek Arnson	AZ Dept of Transportation - ITG	(602) 712-2142	darnson@azdot.gov	Vehicle, Driver	
Doug Opferbeck	Phoenix PD	(602) 261-8582	douglas.opferbeck@phoenix.gov	Crash	Y
Esther Corbett	Inter Tribal Council of AZ	(602) 258-4822	esther.corbett@itcaonline.com	Crash	Y
Jackie Gentner	AZ Dept of Transportation - MVD	(602) 712-7384	jgentner@azdot.gov	Vehicle, Driver	
Jeff King	Federal Highway Administration	(602) 379-3646	jeffrey.king@dot.gov	NA	Y
Kiran Guntipalli	City of Glendale	(623) 930-2951	kguntupalli@glendaleaz.com	Crash	Y
Pat McGrath	Administrative Office of the Courts	(602) 452-3335	pmcgrath@courts.az.gov	Citation,	Y
Scott Fleming	City of Scottsdale	(480) 312-5089	sfleming@scottsdaleaz.gov	Crash	
George Williams	AZ Dept of Transportation - TSMO	(602) 712-6391	gwilliams2@azdot.gov	Crash	Y
Steve West	AZ Dept of Transportation - ITG	(602) 712-8343	swest@azdot.gov	Vehicle, Driver	
Executive Committee Members					
Alberto Gutier - Chair	Governor's Office of Highway Safety - Director	(602) 255-3216	agutier@azgohs.gov	NA	Y
Cara Christ	AZ Dept of Health Services - Director	(602) 542-1025	Cara.Christ@azdhs.gov	NA	Y
Chris Murphy	National Highway Traffic Safety Administration - Region 9	(415) 744-3089	chris.murphy@nhtsa.dot.gov	NA	Y
Frank Milstead	AZ Dept of Public Safety - Director	(602) 223-2000	fmilstead@azdps.gov	NA	Y
John Halikowski	AZ Dept of Transportation - Director	(602) 712-7227	jhalikowski@azdot.gov	NA	Y
Karla Petty	Federal Highway Administration - AZ Administrator	(602) 379-3646	karla.petty@fhwa.dot.gov	NA	Y
Matthew Fix	Federal Motor Carrier Safety Administration - Region 9	(602) 379-6851	matt.fix@dot.gov	NA	Y
Additional Attendees / Non Voting Members					
Ed Gebing	National Highway Traffic Safety Administration - Region 9 Admin	(916) 498-5055	edward.gebing@dot.gov	NA	
Eric Ickes	Federal Motor Carrier Safety Administration - Region 9	(602) 379-6851	eric.ickes@dot.gov	NA	
Christina Henderson	AZ Assistant Attorney General	(602) 542-8837	christina.henderson@azag.gov	NA	
Wayde Webb	AZ Dept of Public Safety	(602) 223-2354	wwebb@azdps.gov	NA	
Coordinator					
John Carlson	AZ Dept of Transportation - GRPD	(602) 712-8145	jcarlson@azdot.gov	NA	
Assistant Coordinators					
Chris Held	Governor's Office of Highway Safety	(602) 255-3216	cheld@azgohs.gov	NA	
Jodi Special	Governor's Office of Highway Safety	(602) 255-3216	jspecial@azgohs.gov	NA	
Tracey Johnson	AZ Dept of Transportation - Director Halikowski's Exec Asst	(602) 712-7227	tjohnson3@azdot.gov	NA	

Traffic Records System Assessment

Traffic Records for Measurable Progress

Crash Data System Module

Recommendations: Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations: Share data quality information with TRCC and other stakeholders. Increase the use of performance measures to monitor improvements in the data system.
Action: Crash Data system interfaces being upgraded to include more law enforcement to electronic submissions of crash reports. (see Project #57 combined with Project #70c pg. 6-7 of the State Strategic Plan). Procedures/process flows continue to be evaluated by ADOT Traffic Safety Section. Crash Data system interfaces continue to be upgraded now as part of ACIS (formerly Safety DataMart) improvements. Crash Data quality control program under development now through ADOT Traffic Safety Section.
Roadway Data System Module
Recommendations: Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Update the data dictionary for the Roadway system. Expand data collection to include additional MIRE elements. Develop a feedback loop to enhance training opportunities for the data collectors. Develop additional performance measures for the Roadway data system.
Action: Roadway data collection effort currently underway through ADOT Multimodal Planning Division. Complete MIRE program to be operational by September 2026 with the following milestones:
Update the data dictionary for the Roadway system – Completed 12/31/18,
Expand data collection to include additional MIRE elements – Complete by 8/31/2025
Develop a feedback loop to enhance training opportunities for the data collectors – Complete by 8/31/2026
Develop additional performance measures for the Roadway data system – Complete by 12/31/2019.
Citation & Adjudication System Module
Recommendations: Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Require the inclusion of BAC or drug test results as part of the tracking system. Develop performance measures to help measure the health of the citation/adjudication data system.
Action: Arizona state law (Section 28-668) requires Arizona law enforcement officers to capture the BAC levels on the crash report whenever there is a crash that results in the death or serious injury of the driver. New crash form developed with law enforcement input on additional data fields related to citation and testing of drug/alcohol. TraCS (Traffic and Criminal Software): Improve traffic citation reporting, E-submissions, Reduce admin/road time, Standardize data/reporting.
EMS/Injury Surveillance System Module
Recommendations: Improve the applicable guidelines for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Require participation in AZ-PIERS by statute or rule. Share data from each ISS component

with the TRCC.
Action: Continue the ADOT/FARS Analyst limited access to the Arizona EMS Registry to obtain FARS data elements. (see pg. 12-14 of the State Strategic Plan): Notification Time – EMS, Arrived Time – EMS, EMS Time at Hospital. For a number of years, ADOT has a formal agreement with the Arizona Department of Health Services (ADHS) to provide data from the crash database to compare to data in the ADHS Trauma Registry. This agreement can be expanded to include data from the Driver and Vehicle data systems.
Vehicle Data System Module
Recommendations: Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Link the vehicle and law enforcement data systems.
Action: ADOT has a formal process of providing data from its Crash, Driver or Vehicle databases to law enforcement agencies that can be used to review and evaluate law enforcement activities. Agencies enter into Data Access Exchange Agreements so they can gain direct access to these databases. ADOT is actively making agencies aware of the availability of this access and they are entering into new agreements monthly.

Traffic Records Supporting Non-Implemented Recommendations

TRCC Management Module
Recommendations: Strengthen the capacity of the Traffic Records Coordinating Committee to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Implement the changes adopted in the June 2018 charter and strategic plan.
Action: The TRCC Charter and Bylaws were approved at the 9/11/18 TRCC meeting. The 2019-2021 TRCC Strategic Plan approved at the 9/11/18 TRCC meeting.
Strategic Planning Module
Recommendations: Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Include the strengths and needs of all traffic records systems components.
Action: The TRCC Charter and Bylaws were approved at the 9/11/18 TRCC meeting. The 2019-2021 TRCC Strategic Plan approved at the 9/11/2018 TRCC meeting.
Driver Data System Module
Recommendations: Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Considerations: Link the driver system to the crash system to ensure that driver information is accurate and to aid in evaluating the causes of crashes and improve countermeasure activities.
Action: None at this time due to funding and technical constraints. The ADOT Driver License database is over 50 years old and it is technically not feasible to try and integrate this database with the ADOT Crash Database. ADOT is in the process of modernizing its databases, including the Driver data system. This effort is scheduled to be completed in 2020 and at that time the agency could evaluate the feasibility of trying to link these two systems.
Data Use & Integration Module
Recommendations: Improve the traffic records systems capacity to integrate data to reflect best practices

identified in the Traffic Records Program Assessment Advisory.
Considerations: Expand the Safety DataMart to include data from other traffic records system components and include integrated data.
Action: ADOT updated Safety DataMart to a new system called Arizona Crash Information System (ACIS). This system deployed in February 2018 and allows ADOT Traffic Safety to provide users with additional data, search and graphic display functions.

Traffic Records for Model Performance Measures

PROGRESS AND PERFORMANCE MEASURES
Arizona has made measurable progress in the systems and performance areas indicated in Table 5. Arizona uses C-T-1: The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database as the performance measure for Timeliness. The performance measures and accomplishments are described in detail in each system's update on pages 6-13. See Table 6.
Table 5. Core Systems and Performance Areas Showing Measurable Progress

System/ Perf. Area	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash	x					
Driver						
Vehicle						
Roadway						
Citation/Adj						
ISS/EMS						

MMUCC and NEMSIS Compliance Update
MMUCC Data
In FFY-2017 - ADOT has begun developing a shorter traffic crash form, reducing the form from the current five page format to a three page format. Staff have attempted to limit the impact the shorter form has on MMUCC compliance. The new form is nearing final completion and should be released by August 2017.
In FFY-2018 – The new crash form was released in December 2017, both in PDF and electronic form. The XML schema was provided to those law enforcement agencies needing it. Additionally, ADOT Traffic Records staff conducted 6 training sessions throughout the state to over 300 law enforcement officers on the revisions to the new forms.
In FFY-2019- The new crash form continues to be deployed throughout the state with the exception of several agencies who report their crashes electronically. These agencies are working with their respective vendors to implement the form.
NEMSIS Data
In FFY-2017, FFY-2018 and FFY-2019, there were no changes to the NEMSIS Data.
Crash System Update
The following projects/tasks are under way help implement the AzTRS system. The status of each project is shown in Table # 7. Project numbers shown in parenthesis indicate projects that have been combined into a single project.
Project# 57 {Combined with Project #70c}-IT Infrastructure Development and Support:

This project is on-going. It provides the necessary continuing IT manpower to develop, pilot, deploy and support the AzTraCS and Electronic Incident Data Submission (EIDS) programs (3rd party software). (On-going) (FFY 17 -$247,200) (FFY 18 -$271,920) (FFY 19 -$0)

Prior to 2010 all crash reports came into ADOT Traffic Records in paper form. Since that lime, ADOT has been working to move law enforcement to electronic submissions of the crash reports. In 2010, the Arizona Department of Public Safety (DPS) and Phoenix Police Department, the State's two largest law enforcement agencies, made the change and started sending their crash reports to ADOT electronically. Since 2010 to June 1, 2019, 20 law enforcement agencies have begun sending their crash reports in electronically. See the information below for data regarding and activity during the last two years.

For FFY 2017 -The work to move more law enforcement agencies to electronic submission of their crash reports continued. ADOT offered law enforcement agencies that would agree to move to electronic submission some assistance using HSIP funding. During the federal fiscal year that began October 1, 2016 up to May 1, 2017, no agencies started sending their crash data electronically.

For FFY 2018 -ADOT now receives electronically 75% of all the crash reports being sent from all Arizona law enforcement agencies.

The following law enforcement agencies are sending crash reports to ADOT electronically:

DPS
Phoenix PD
Maricopa County SO
Glendale PD
Mesa PD
Tucson PD
Peoria PD
Prescott PD
Surprise PD
Yuma PD
Pima County SO
Tolleson PD
Show Low PD
Lake Havasu PD
Wickenburg PD
Camp Verde MO
Payson PD
Eloy PD
Somerton PD
San Luis PD

The following law enforcement agencies are in the process of implementing electronic submission of crash reports to ADOT:

Lake Havasu PD
Clarkdale PD

Greenlee County SO
Graham County SO
Pima PD
Safford PD
Thatcher PD
Pinetop-Lakeside PD
Florence PD
Maricopa PD
Cottonwood PD
Marana PD
Goodyear PD
Winslow PD

The following law enforcement agencies have requested ADOT's assistance in moving forward with electronic transmission of crash reports:

Apache Junction PD
Bullhead City PD
St. Johns PD
Williams PD
Gila River Tribal PD
La Paz County SO

ADOT Traffic Records is working with these agencies as they move towards electronic submission of their crash reports and data to ADOT:

Coolidge PD
Douglas PD
Eagar PD
Parker PD
Sierra Vista PD
Tempe PD
Tombstone Marshalaposs Office
Hualapai Tribal PD
Navajo Tribal PD
Yuma County SO
Yavapai Prescott Tribal PD
Chandler PD
Scottsdale PD
Gilbert PD

Table 6. Section 405c Interim Progress Report - Amended on 05/24/2019

System to be Impacted	**__X__CRASH _____DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**____ACCURACY_____X___TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure:** ***C-T-1: The median or mean (Average) number of days from (a) the crash date to (b) the date the crash report is entered into the database.*** ADOT's goal is to improve the average number of days per agency from the crash date to the date the crash report is entered into the states database (ALISS) by moving from paper submission to electronic submission of the crash reports. Currently, approximately 75% of crash reports are submitted to ADOT electronically. For those agencies that are still sending in the paper crash reports this is done by mail or courier service. ADOT Traffic Records is working on moving other law enforcement agencies to electronic submission and hopes to have over 30 agencies submitting reports electronically by the end of calendar year 2019, with over 80% of reports coming in electronically.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Project #57, 70c – IT Infrastructure Development and Support – Page #5 This is also referred to as TraCS LEA Software & EIDS Support – ADOT ITG.

Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s)
	Agencies coming onboard with TraCS or an XML format of electronic crash reporting have noted the following improvements within their agency by submitting their crash data electronically to ADOT: • Their records section no longer has to print the Crash reports of their system and mail them to ADOT. This system delayed the reporting to ADOT because some agencies submitted crash reports up to 3-months after the incident. • The records section is able to spend more time on other priority functions since theirno longer have to print and mail the Crash reports. • Timelier reporting of Crash reports to ADOT since the reports are now sent nightly, instead of monthly or bi-monthly. • There is an improved turn-around time for corrections. • Electronic entry via TraCS provides a data repository, which may be used to quickly and efficiently monitor data and generate statistics for internal and external reporting. • Provides the ability to implement workflows for supervisor reviews, automated notifications and additional functionality • Future expansion of the TraCS forms will provide additional, significant efficiencies over current paper processes. • Improved accuracy in completing documentation for violators during traffic stops. • Applying business rules to the forms ensures data is entered completely and accurately • The ability to scan drivers' licenses and vehicle registrations ensures accurate data entry. • Storing driver and vehicle information in TraCS allows data to be shared between forms, saving time by allowing deputies to create multiple forms quickly and accurately, eliminating duplicate data entry. • Shorter duration in processing a crash investigation. • Online reports may be reviewed and finalized more efficiently by supervisor and records staff. • Online reports may be provided to the public faster. • LEO's now have the ability to complete all forms prior to the arrival of a tow truck, allowing them to clear a call faster. • Ability to submit citations to the courts more efficiently. • Electronically transmitting citations to the courts provides several efficiencies and cost savings. • Eliminates the need for LEO's to transport paper citations to each court for filing. • Creates cost savings by eliminating manual processing, sorting and storing of paper citations. • Creates cost savings to the Justice Courts by eliminating the need for contract services to manually process and enter citations into their case management system. • Creates cost savings to the municipal courts by eliminating the need for court staff to file process and enter citations into their case management system. • Electronically transmitting citations to the courts ensures the information is available days sooner, providing the ability for violators to quickly resolve the citation by paying the fine at the court or online.

Project # 70b - Reduce Crash Data Backlog:This project provides funds to pay overtime to ADOT-ITD Traffic Records Section data entry personnel to reduce the crash data backlog. (On-going) (FFY 17 - $42,000) (FFY 18 - $46,200) (FFY 19 - $0) In FFY 2017 - Traffic Records continues to use overtime funding to pay the Traffic Records employees in order to keep a backlog under control. Overtime also helps crash reports move through the system. The number of crash reports waiting to be entered has gotten as high as 1500 reports. As of May 12, 2017 there were 1110 reports awaiting entry. In FFY 2018 - Traffic Records continues to use overtime funding to pay the Traffic Records employees in order to keep a backlog under control. Overtime also helps crash reports move through the system. The number of	

crash reports waiting to be entered has gotten as high as 2900 reports. As of June 18, 2018 there were 702 reports awaiting entry. In FFY 2019 - Traffic Records continues to use overtime to pay the Traffic Records employees in order to keep a backlog under control. Overtime also helps crash reports move through the system. The number of crash reports waiting to be entered has gotten as high as 2900 reports. As of May 23, 2019 there were 3000 reports awaiting entry. Project# 70c - Reduce Crash Data Backlog with Outside Resources: This project provides funds to pay an outside vendor to assist Traffic Records in reducing the crash data backlog when needed. Traffic Records first tries to reduce any backlog of crash reports by working overtime utilizing only Traffic Records Staff. When this isnapost enough Traffic Records hires an outside vendor to assist in reducing the backlog of Traffic Crash Reports waiting to be entered. (On-going) (FFY17 - $60,000) (FFY 18 - $66,000) (FFY 19 - $0) In FFY 2017 - Overtime allowed Traffic Records to keep a backlog from developing utilizing only staff members. Therefore, while funding has been requested for this project, no funding has been spent in this area. In FFY 2018 - With the reduction in full time staff, it was necessary to bring a temporary employee in to assist in the backlog. In FFY 2019 -A temporary employee was used part of the year. Project# 71 - Out of State Travel: This project provides funds to send state representatives to the annual Traffic Records Forum and to attend the TraCS National Model Steering Committee meetings. (On-going) (FFY 17 - $4,800) (FFY 18 -$5,400) (FFY 19 - $0) In FFY 2017 - One representative was sent to the TraCS National Model Steering Committee Meeting held in February in Orlando. The second TraCS National Model Steering Committee Meeting was scheduled for August 2017 in Milwaukee. One representative attended. The Traffic Records Forum was held in New Orleans in August 2017. One representative attended. In FFY 2018 - Traffic Records sent two representatives to the TraCS National Model Steering Committee Meeting held in February 2018 in Tempe, Arizona. One representative will be going to the August 2018 meeting in Minnesota. One representative will be attending the 43rd International Traffic Records Forum in Wisconsin in August 2018.In FFY 2019 -	

These trips were/will be paid for out of ADOT funding.Driver Data UpdateDuring the past year, no measurable progress was reported to the TRCC by ADOT regarding upgradingArizona's Driver Data System.Vehicle Registration UpdateDuring the past year, no measurable progress was reported to the TRCC by ADOT regarding upgradingArizona's Vehicle Registration System.Roadway Inventory Data UpdateDuring the past year, no measurable progress was reported to the TRCC by ADOT regarding upgradingArizona's Roadway Inventory Data System.Citations and Adjudication UpdateCitationsThe Arizona Department of Public Safety and other local law enforcement agencies continue working with local courts to establish "e-citation" programs. The Administrative Office of the Court (AOC) has established a protocol to accept electronic citations and subsequently up-date the courts' databases.As of this writing, 145 local courts are in production with some form of e-citation processing, including red light cameras, speed cameras, and the usage of hand held devices or in-vehicle computers to enter citation information. In all of these programs, citation data is downloaded to the local court's case management system electronically in batch. This eliminates the law enforcement agency's burden of delivering paper citations to the courts, thereby offering a greater chance of timely adjudication and reporting of convictions. Also, the courts are not required to manually enter electronic citations into their case management systems, which help to alleviate data entry errors. Of the 145 courts referenced above, 127 are utilizing the AzTraCS software, which comes at no cost to the courts, and allows DPS officers to enter citation information into a hand held device. The information is routed to the court's queue and a batch process triggers the update to the court case management system database, which includes initiating the case and automatically scheduling the initial appearance.AdjudicationThe AOC initiated a statewide rollout of a new case management system. The AJACS system replaces the legacy system AZTEC, and has been successfully deployed to 9 courts, with an expectation that 10 to 12 more courts will be in production by the end of calendar year 2016. The AJACS system was designed with numerous automated	

workflows and built in edits that will streamline the adjudication process by minimizing data entry errors and alerting users when case and calendar events are coming due. There is also an expectation that reporting requirements to MVD and DPS will be met in a more timely manner with improved accuracy.Injury Surveillance Systems UpdateNational EMS Information System (NEMSIS) Data:Implementing a fully integrated statewide NEMSIS-compliant EMS data collection and improvement system with intra-state agency systems requires comprehensive strategic planning, including:1. Integrating EMS, Trauma Registry, Hospital Discharge, and Traffic Records data to capture the full spectrum of emergent patient care from incident notification to final outcome. ADHS successfully completed a probabilistic match of AZ-PIERS (EMS records) with Hospital Discharge Database of EMS runs involving transports to hospitals with a 95% match. ADHS served as the State Coordinator for Arizona's 2015 Traffic Records Assessment from July- November 2015. Arizona exceeded the national average (74.4% v. 67%, respectively) in meeting Ideal Standards; ADHS Injury Surveillance System exceeded the national average (86.1% v. 64.3%, respectively).ADHS attended all three TRCC meetings in 2017.ADHS successfully linked AZ-PIERS (EMS records) with the Hospital Discharge Database.ADHS is in the process of linking AZ-PIERS with the Arizona State Trauma Registry (ASTR).ADHS is in the process of linking AZ-PIERS with the State's Health Information Exchange (HIE). 2. Attending regional and national meetings involving the execution and evaluation of the NEMSIS implementation strategic plan.ADHS attended the 2019 National Association of State EMS Officers (NASEMSO) Annual Meeting covering the Data Managers Committee regarding conversions to NEMSIS Version 3.4 and the forthcoming Version 3.5.Coordinating the involvement of more than 330 Arizona-based pre-hospital EMS agencies and more than 100 health care institutions, and the 130 state, county, municipal, and tribal law enforcement agencies.ADHS collaborated with ADOT, DPS, and the Arizona Traffic Incident Management (TIM) Coalition in continued efforts to train first responders in TIM by serving on the Arizona TIM Coalition and promoting TIM training for	

Arizona first responders via the Bureau of EMS and Trauma System's training opportunities webpage.ADHS continued serving on the Arizona Traffic Incident Management Coalition representing EMS and public health, Traffic Records Coordinating Committee, and the Arizona Strategic Highway Safety Plan Executive Committee.ADHS recorded participation of 141 EMS agencies (ground and air) reporting more than 4.6 million records to AZ-PIERS as of May 2019.ADHS recorded 47 trauma centers reporting 467,681 trauma records to the Arizona State Trauma Registry (ASTR) as of May 2019.ADHS generated the 2018 State Trauma Advisory Report. 3. Ensuring uniformity of data captured and submitted by EMS agencies, and ensuring continuous quality review of the response, treatment, and documentation of medical- and crash-related emergent patient care.ADHS held four State Trauma Registry Users Group meetings in 2018, and two meetings as of April 2019 which are designed to improve ASTR quality.ADHS held two State EMS Registry Users Group meetings in 2017, one in 2018, and two meeting as of May 2019, which are designed to improve AZ-PIERS quality.ADHS completed a 2016 Trauma Registrar Inter-Rater Reliability Study designed to improve ASTR data consistency.The ADHS FARS Analyst Access Program increased ADOT's EMS Time Data completeness reporting to NHTSA by 79% (July 2013 – December 2015).ADHS generated a report on Distribution of Glasgow Coma Scores for 2014 Motor Vehicle Traffic Incidents in September 2015.ADHS published the Fatal Injuries in Arizona vs. Surrounding States (2016 data) in January 2019.ADHS published the EMS Report: Trauma 2016 using AZ-PIERS data to facilitate improved prehospital care of trauma patients.ADHS published the 2018 ASTR County Report (2016 data).ADHS published the 2018 American Indian Trauma Report (2016 ASTR data).ADHS generated the 2018 Motor Vehicle Traffic Related Trauma Report using 2017 ASTR data. ADHS successfully completed AZ-PIERS conversion to NEMSIS 3.4 in 2019ADHS established a specialized AZ-PIERS data dictionary with specific data elements to improve data completeness and accuracy by EMS agencies.ADHS established a curriculum to train EMTs and paramedics to perform prehospital Screening, Brief	

Intervention and Referral to Treatment (SBIRT-EMS) to reduce substance-related 911 runs and indirectly reduce impaired driving and related crashes.4. Ensuring the EMS data collection and improvement system continuously furthers the Arizona Strategic Highway Safety Plan as it currently exists and its ongoing amendments.AZ-PIERS prehospital data registry reached 4.6 million records as of May 2019.The ASTR reached 467,681 trauma records as of May 2019.ADHS mentored an MPH student in 2017 whose project was “Public Health Impacts of TIM – Secondary Crash Data” to determine a what phase of the TIM first responders are at greatest risk of being struck and injured or killed.ADHS attended all SHSP Executive Committee meetings in 2016.ADHS currently serves on the 209 SHSP Executive Committee.ADHS, through the Bureau of EMS and Trauma System, serves all 2019 SHSP Emphasis Area Workgroups.ADHS serves on the Arizona Governor’s Traffic Fatalities Reduction Taskforce, established in 2018.ADHS implemented a project to train at least 300 rural-based EMS providers in the National Prehospital Trauma Life Support course to address rural motor vehicle crash fatalities which are 3-times higher than urban motor vehicle crashes.5. Establishing and maintaining a uniform and reliable mechanism to evaluate the costs of injury motor vehicle crashes and emergent medical incidents that leads to improvements in the System’s operations, costs, personnel, safety, and reductions in health care institution costs attributed to injury motor vehicle crashes and emergency medical incidents.ADHS commenced the 2015 EMS Data Annual Report (released May 19, 2016) of data from AZ-PIERS that included cost factors for traffic-related crashes, and emergent medical conditions, and insurance coverage contributions.The ADHS State Trauma Advisory Board’s annual reports include a segment of trauma-related costs and reimbursement data.ADHS published the Air Transport Trauma Report 2008-2017 Report in 2019.SHARED SERVICESProject # 45 - Purchase TraCS License (Yearly Renewal):Renewal of this license is an ongoing project. After an extensive nationwide study of available data collection and management software applications, the TRCC determined the Iowa Traffic and Criminal Software	

application (TraCS) provided Arizona both the flexibility and functionality that is needed to implement the AzTRS. The 2010 revisions to the Crash Form were finalized and approved. This was put into the production of AzTraCS for deployment. (On-going) (FFY 17 - $60,000 (FFY 18 - $66,000) (FFY 19 - $79,000) In FFY 2017 - No new agencies started sending reports electronically to ADOT. In FFY 2018-To date, the following agencies have started sending reports to ADOT electronically:Glendale PDWickenburg PDTolleson PDClarkdale PDIn FFY 2019-To date, the following agencies have started sending reports to ADOT electronically	
Somerton PDSan Luis PDLake Havasu PDSomerton PDSan Luis PDLake Havasu PDSomerton PDSan Luis PDLake Havasu PDSomerton PDSan Luis PDLake Havasu PD	

Another 3-4 agencies are expected to be sending electronically before the close of FFY 2019.TRCC DOCUMENTATION UPDATE Changes to the SPTSD Changes to the SPTSD project/task identification are shown in Table 7. Several prior year projects are being combined as the program is maturing. New projects that have been approved by the TRCC have also been added to the list. Table 7. TRCC Strategic Plan Projects Status - 405c Fund ExpendituresAnother 3-4 agencies are expected to be sending electronically before the close of FFY 2019.TRCC DOCUMENTATION UPDATE Changes to the SPTSD Changes to the SPTSD project/task identification are shown in Table 7. Several prior year projects are being combined as the program is maturing. New projects that have been approved by the TRCC have also been added to the list. Table 7. TRCC Strategic Plan Projects Status - 405c Fund ExpendituresAnother 3-4 agencies are expected to be sending electronically before the close of FFY 2019.TRCC DOCUMENTATION UPDATE Changes to the SPTSD Changes to the SPTSD project/task identification are shown in Table 7. Several prior year projects are being combined as the program is maturing. New projects that have been approved by the TRCC have also been added to the list. Table 7. TRCC Strategic Plan Projects Status - 405c Fund ExpendituresAnother 3-4 agencies are expected to be sending electronically before the close of FFY 2019.TRCC DOCUMENTATION UPDATE Changes to the SPTSD Changes to the SPTSD project/task identification are shown in Table 7. Several prior year projects are being combined as the program is maturing. New projects that have been approved by the TRCC have also been added to the list. Table 7. TRCC Strategic Plan Projects Status - 405c Fund ExpendituresAnother 3-4 agencies are expected to be sending electronically before the close of FFY 2019.TRCC DOCUMENTATION UPDATE Changes to the SPTSD Changes to the SPTSD project/task identification are shown in Table 7. Several prior year projects are being combined as the program is maturing. New projects that have been approved by the TRCC have also been added to the list. Table 7. TRCC Strategic Plan Projects Status - 405c Fund ExpendituresAnother 3-4 agencies are expected to be sending electronically before	

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State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
Supporting Documentation for 12 month performance period 405(c).pdf
Annual Report FFY 2019 Grant Application FFY 2020- FINAL.pdf
TRCC Strategic Plan 2019-2021 - FINAL 093018.pdf
TRCC Charter and Bylaws 9.30.18.pdf
AZ's response to 405c Clarifying Question.msg

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
TR-DATA	Data Collection and Analysis of Traffic Records

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
Supporting Documentation for 12 month performance period 405(c).pdf
Annual Report FFY 2019 Grant Application FFY 2020- FINAL.pdf
TRCC Strategic Plan 2019-2021 - FINAL 093018.pdf
TRCC Charter and Bylaws 9.30.18.pdf
AZ's response to 405c Clarifying Question.msg

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 11/18/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

1. The Arizona Impaired Driving Task Force was established on August 21, 2013, under the authority of the Arizona Governor's Office of Highway Safety and under the direction of the designated Arizona Governor's Highway Safety Representative (GR).
2. The Arizona Impaired Driving Task Force draws on membership from multiple state agencies, private and non-profit organizations directly involved with the enforcement, adjudication, and education of the public on impaired driving.
3. The Arizona Impaired Driving Task Force will monitor and evaluate the progression of the Arizona Impaired Driving Plan.
4. The Arizona Governor's Office of Highway Director, acting as the Arizona Governor's Highway Safety Representative, will be the Chair and official coordinator of the Arizona Impaired Driving Task Force. The director will coordinate the planning and implementation of the plan. The Arizona Governor's Office of Highway Safety will fund the projects and activities listed in the plan.
5. The Chair of the Arizona Impaired Driving Task Force shall hold a meeting at least once per year with key members of the Task Force membership to evaluate the progress of the plan.
6. The Arizona Governor's Office of Highway Director, acting as the Arizona Governor's Highway Safety Representative, shall have the authority to approve the Arizona Impaired Driving Plan for submittal to the National Highway Traffic Safety Administration as permitted under CFR 23-1300.23 (e).

Key Stakeholders

Statewide Impaired Driving Task Force (Stakeholders):

Organization	Name	Title
Archangel Foundation	Heather Hurst	Executive Director
Arizona Association of Chiefs of Police	Joe Brugman	Chief amp Association President

DOUGLAS A. DUCEY
Governor

ALBERTO C. GUTIER
Director
Governor's Highway Safety Representative

Arizona Statewide Impaired Driving Task Force Charter

1. The Arizona Impaired Driving Task Force was established on August 21, 2013, under the authority of the Arizona Governor's Office of Highway Safety and under the direction of the designated Arizona Governor's Highway Safety Representative (GR).
2. The Arizona Impaired Driving Task Force draws on membership from multiple state agencies, private and non-profit organizations directly involved with the enforcement, adjudication, and education of the public on impaired driving.
3. The Arizona Impaired Driving Task Force will monitor and evaluate the progression of the Arizona Impaired Driving Plan.
4. The Arizona Governor's Office of Highway Director, acting as the Arizona Governor's Highway Safety Representative, will be the Chair and official coordinator of the Arizona Impaired Driving Task Force. The director will coordinate the planning and implementation of the plan. The Arizona Governor's Office of Highway Safety will fund the projects and activities listed in the plan.
5. The Chair of the Arizona Impaired Driving Task Force shall hold a meeting at least once per year with key members of the Task Force membership to evaluate the progress of the plan.
6. The Arizona Governor's Office of Highway Director, acting as the Arizona Governor's Highway Safety Representative, shall have the authority to approve the Arizona Impaired Driving Plan for submittal to the National Highway Traffic Safety Administration as permitted under CFR 23-1300.23 (e).

Alberto Gutier, Director
Governor's Highway Safety Representative

6-21-18
Date

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Arizona Department of Public Safety	Frank Milstead	Director
Arizona Department of Health Services	Cara Christ	Director
Arizona Department of Health Services, Emergency Medical Services	James Harden	Program Manager
Arizona Department of Liquor License And Control	John Cocca	Director
Arizona Department of Public Safety, Crime Lab	Vince Figarelli	Superintendent
Arizona Department of Public Safety, Vehicle Crimes Unit	Ken Hunter	Lt. Colonel
Arizona Department of Transportation, Hearing Office	Rick Rice	Chief Administrative Law Judge
Arizona Department of Transportation, MVD	Jackie Gentner	Program Administrator/Ignition Interlocks
Arizona Motorcycle Safety Advisory Council	Mick Degn	Executive Director

Arizona Peace Officers Standards And Training	Jack Lane	Executive Director
Arizona Prosecuting Attorney's Advisory Council	Elizabeth Ortiz	Executive Director
Arizona Supreme Court, Office of The Courts	Jerry Landau	Government Relations
Beverage Alcohol Community Information Council	Steve Churci	President, ARA
City of Mesa Court	Matthias Tafoya	Judge
Federal Highway Administration	Karla Petty	Division Administrator, AZ
Federal Motor Carrier Safety Administration	Matt Fix	Division Administrator, AZ
Gila River Indian Community Police Department	Stephen Row Lewis	Governor
Governor's Office of Highway Safety	Alberto Gutier	Director
Maricopa Association of Governments	Sarath Joshua	Senior Program Manager
Maricopa County Attorney's Office	Aaron Harder	Deputy County Attorney
Maricopa County Justice Court	Keith Russell	Presiding Judge
Maricopa County Sheriff's Office	Matt Giordano	Executive Chief
Mesa Police Department	Ramon Batista	Chief
Mothers Against Drunk Driving	Jason Fraiser	Executive Director, Arizona
Oversight Council on Driving or Operating Under The Influence	Vicki Hill	Chairman
Phoenix Fire Department	Shelley Jamison	Assistant Chief
Phoenix Police Department	Mike Parra	Traffic Commander
Phoenix Prosecutor's Office	Beth Barnes	Arizona TSRP
Pima County Attorney	Barbara LaWall	County Attorney
Pinal County Sheriff's Office	Mark Lamb	Sheriff
Salt River Indian Community Police Department	Karl Auerbach	Chief
Scottsdale Police Department	Alan Rodbell	Chief
Students Against Destructive Decisions	Jessica Hugdahl	Executive Director, Arizona
Traffic Records Coordinating Committee	Tim Jordan	Supervisor
Tucson City Prosecutor's Office	Baird Green	Deputy City Attorney
Tucson Police Department	Chris Magnus	Chief

Yavapai County Attorney	Sheila Polk	County Attorney
Yavapai County Sheriff's Office	Scott Masher	Sheriff

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/20/2018

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: A.R.S. 28-1381 (l) (6)

Amended Date:

Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: A.R.S. 28-1461

Amended Date: 8/26/2011

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Arizona Governor's Office of Highway Safety

State authority name/title: Alberto C Gutier, Director

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Cochise	6,820
Maricopa	102,580
Mohave	17,621
Pima	28,690
Pinal	14,691
Yavapai	14,982
Yuma	6,370

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 210,427

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Arizona Governor's Office of Highway Safety

State authority name/title: Alberto C Gutier, Director

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	197.0	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	89.0	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Cochise	17
Maricopa	1,203
Mohave	61
Pima	199
Pinal	68
Yavapai	46
Yuma	35

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 1,629

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Mass Media Campaign
Motorcycle Training and Education

Unique Identifier	Planned Activity Name
MC-Media	Motorcycle Safety Media Campaign

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic

requirements.