STATE OF ARIZONA
HIGHWAY SAFETY PLAN

Federal Fiscal Year 2021

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

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 Enforcement 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 unrestrained passenger vehicle occupants, speeding and reckless driving,

and impaired driving respectively. Consequently, the majority of funding in the Highway Safety Plan is allocated to include Police Traffic Services, Impaired Driving, and Occupant Protection.

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, AZ State Traffic Safety Plan 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 and injuries 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 State Traffic 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.

Methods for Project Selection

The project selection process is as follows:

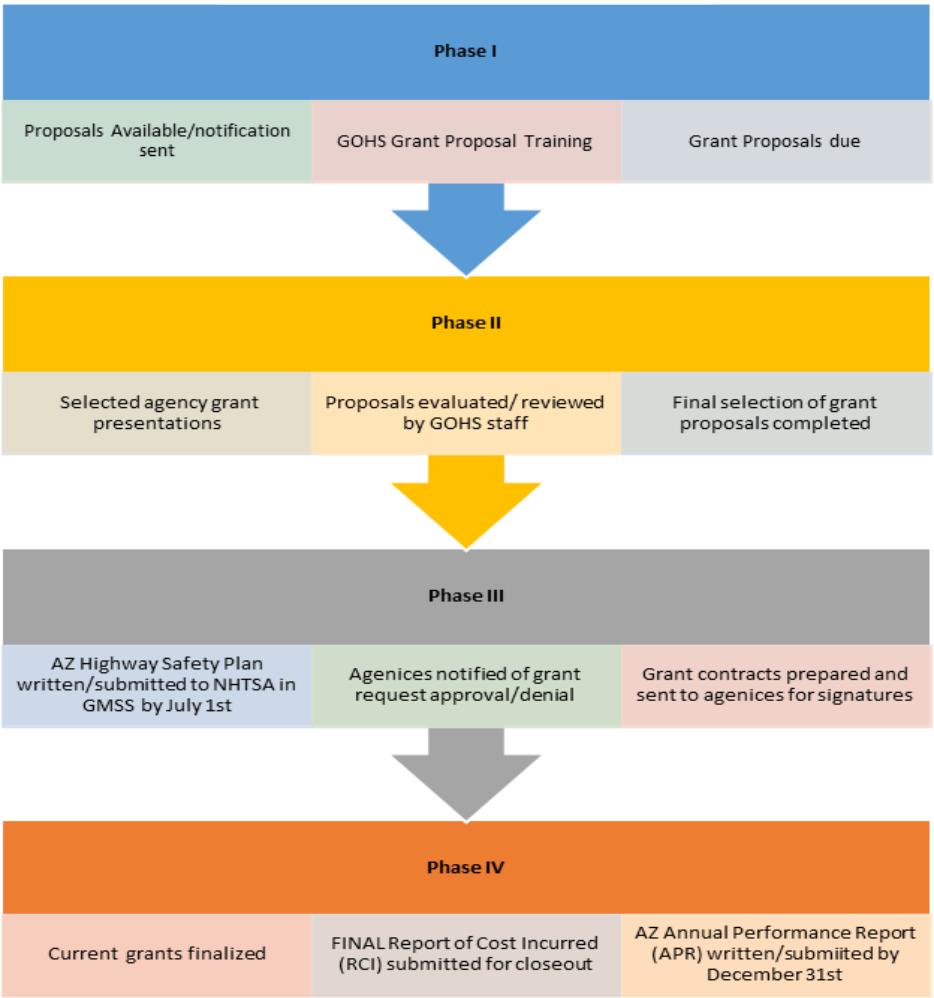
Phase I -- GOHS sent a letter to political subdivisions, state agencies, and non-profits outlining the proposal process and priority program areas. All statewide law enforcement and non-profit agencies were encouraged to participate actively in Arizona's Highway Safety Program. In addition to written 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.

GOHS Grant Application Process



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 Enforcement Reporting System.

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

Description of Outcomes

GOHS is an active partner in Arizona's Strategic Traffic Safety Plan (STSP) process. GOHS participates in the update of the STSP. The plan is data-driven and includes statewide goals, objectives, and emphasis areas which represent the State's crash problems. The Plan includes a specific emphasis area 4.6 Highway Safety (Behavior Related) which aligns with areas in the HSP. This emphasis area is inclusive of several sub-areas that are related to driver behavior including:

- Impaired Driving
- Occupant Protection
- Speeding and Reckless Driving
- Motorcycles
- Pedestrians (behavior -focused)
- Distracted Driving

The first four emphasis areas above are associated with Arizona's highest number of fatalities and serious injuries and have been designated by the STSP Executive Committee as top focus emphasis areas. The GOHS Director is a member of the STSP 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 STSP. 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

Performance measure name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
S-1) Number of unrestrained passenger vehicle occupant fatalities on rural roads, all seat positions (FARS)	In Progress
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 2015-2019 is 968 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 1014.4 in the FY 2020 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 2021 HSP. The status of the performance report measure is still "In-Progress" as the 2020 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.

*2019 Actuals and 2020 Targets are both on 5-year rolling averages in the table below.

Performance Measure		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-1)	Traffic fatalities*	968	1014.4	4.57%	**Meet**

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

Progress: **In Progress**

Program-Area-Level Report

The State 5-year rolling average actuals for 2015-2019 is 4,071.8 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 3,934 in the FY 2020 HSP. Based on this data, the current projected target of "Not Meet" is applied to the C-2) Number of Serious Injuries performance report progress for the FY 2021 HSP. The status of the performance report measure is still "In-Progress" as the 2020 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.

*2019 Actuals and 2020 Targets are both on 5-year rolling averages in the table below.

Performance Measure		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-2)	Serious Traffic Injuries*	4,071.8	3,934	-3.50%	Not Meet

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

Progress: **In Progress**

Program-Area-Level Report

The State 5-year rolling average actuals for 2015-2019 is 1.458 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 1.522 in the FY 2020 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 2021 HSP. The status of the performance report measure is still "In-Progress" as the 2020 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.

*2019 Actuals and 2020 Targets are both on 5-year rolling averages in the table below.

Performance Measure		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-3)	Fatalities/100 MVMT*	1.458	1.522	4.20%	**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 2020 target for Number of Unrestrained Occupant Fatalities of 200 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Unrestrained Occupant Fatalities was 300.

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 2021 HSP. While "Not Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-4)	Unrestrained fatalities	300	200	-50.00%	**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 2020 target for Number of Alcohol Impaired Fatalities of 220 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Alcohol Impaired Fatalities was 256.

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 2021 HSP. While "Not Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-5)	Alcohol-impaired fatalities (>=0.08 BAC)	256	220	-16.36%	**Not Meet**

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

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Speeding Related Fatalities of 273 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Speeding Related Fatalities was 294.

Based on this data, the current projected target of "Not Meet" is applied to the C-6) Number of Speeding Related Fatalities performance report progress for the FY 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-6)	Speeding-related fatalities	294	273	-7.69%	**Not Meet**

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

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Motorcycle Fatalities of 197 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Motorcycle Fatalities was 170.

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 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-7)	Motorcycle fatalities	170	197	13.71%	**Meet**

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

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Unhelmeted Motorcycle Fatalities of 89 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Unhelmeted Motorcycle Fatalities was 69.

Based on this data, the current projected target of "Meet" is applied to the C-8) Number of Unhelmeted Motorcycle Fatalities performance report progress for the FY 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 calendar year is not yet complete.

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

Performance Measure		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-8)	Unhelmeted motorcycle fatalities	69	89	22.47%	**Meet**

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

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Drivers Aged 20 or Younger Involved in a Fatal Crash of 132 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Drivers Aged 20 or Younger Involved in a Fatal Crash was 98.

Based on this data, the current projected target of "Meet" is applied to the C-9) Number of Drivers Aged 20 or Younger Involved in a Fatal Crash performance report progress for the FY 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 calendar year is not yet complete.

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

Performance Measure		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-9)	Young driver involvement in fatal crashes (<=20)	98	132	25.76%	**Meet**

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

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Pedestrian Fatalities of 293 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Pedestrian Fatalities was 220.

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 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-10)	Pedestrian fatalities	220	293	24.91%	**Meet**

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

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Bicycle Fatalities of 37 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Bicycle Fatalities was 30.

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 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
C-11)	Bicycle Fatalities	30	37	18.92%	**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 2020 target for Observed Seat Belt Use of 91.0% in the FY 2020 HSP. Based on recently published 2019 State Survey data the Observed Seat Belt Use was 90.6%.

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 2021 HSP. While "Not Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
B-1)	Observed seat belt use	90.6%	91.0%	0.44%	**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 2020 target for Number of Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads of 113 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads was 109.

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 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
S-1)	Unrestrained passenger vehicle occupant fatalities on rural roads	109	113	3.54%	**Meet**

Performance Measure: S-2) Number of unrestrained passenger vehicle occupant fatalities age 13-19, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

GOHS set a 2020 target for Number of Unrestrained Passenger Vehicle Occupant Fatalities Aged 13-19 of 28 in the FY 2020 HSP. Based on recently published 2019 State crash data the number of Unrestrained Passenger Vehicle Occupant Fatalities Aged 13-19 was 24.

Based on this data, the current projected target of "Meet" is applied to the S-2) Number of Unrestrained Passenger Vehicle Occupant Fatalities Aged 13-19 performance report progress for the FY 2021 HSP. While "Meet" is applied to the projected 2020 target, the status of the performance report measure is still "In-Progress" as the 2020 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		2019 Actuals (State Data)	2020 Target (FFY 2020 HSP)	% Difference (Actuals vs Target)	Projected to Meet/Not Meet Target
S-2)	Unrestrained passenger vehicle occupant fatalities aged 13-19	24	28	14.29%	**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	2017	2021	985.1
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	3,661.6
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2017	2021	1.431
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (State crash data files)	Annual	2021	2021	307.0
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data files)	Annual	2021	2021	260.0
6	C-6) Number of speeding-related fatalities (State crash data files)	Annual	2021	2021	302.0
7	C-7) Number of motorcyclist fatalities (State crash data files)	Annual	2021	2021	193.0
8	C-8) Number of unhelmeted motorcyclist fatalities (State crash data files)	Annual	2021	2021	85.0
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	Annual	2021	2021	123.0
10	C-10) Number of pedestrian fatalities (State crash data files)	Annual	2021	2021	274.0
11	C-11) Number of bicyclists fatalities (State crash data files)	Annual	2021	2021	35.0
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2021	2021	91.0

Performance Measure: C-1) Number of traffic fatalities (STATE CRASH DATA FILES)

Performance Target details

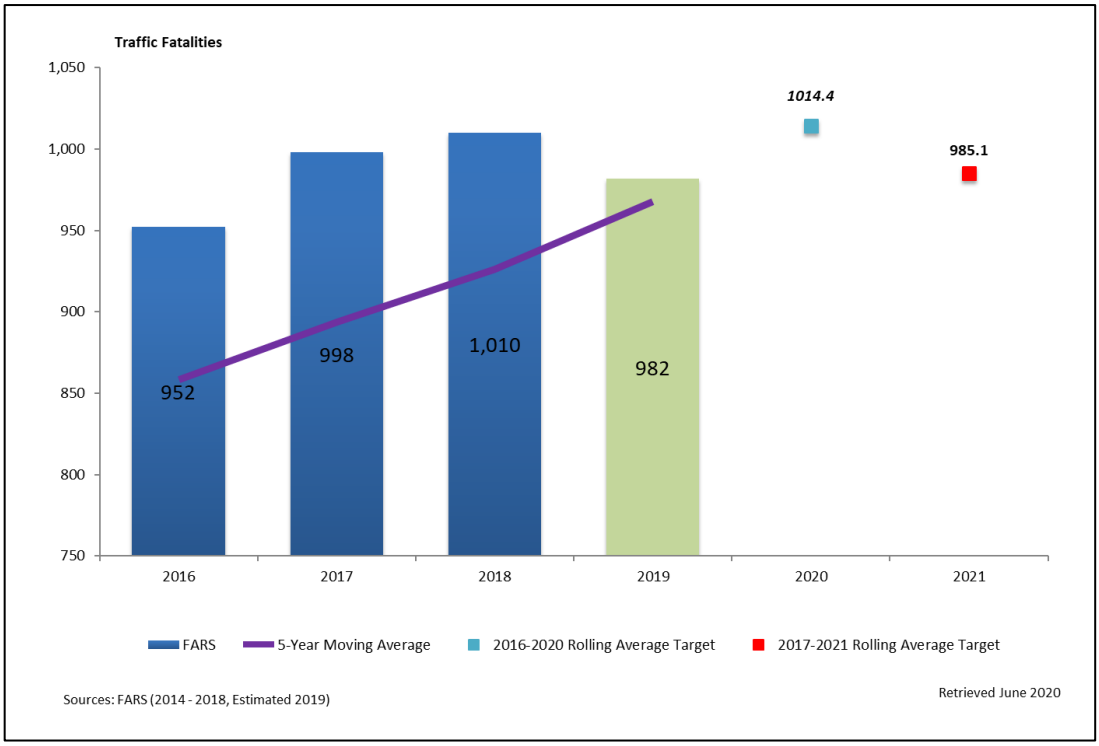
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (STATE CRASH DATA FILES)-2021	Numeric	985.1	5 Year	2017

Performance Target Justification

The chart below shows the 5-year rolling average target for 2021 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 2014 - 2018 was analyzed, along with 2019 state crash data to project annual traffic fatalities for calendar year 2020 and 2021.

These projections were then calculated in to a 5-year rolling average for the years of 2017-2021. The 2021 target for Core Performance Measure, C-1, is 985.1 total traffic fatalities based on a 5-year rolling average for the years of 2017-2021.

GOHS will fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.



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

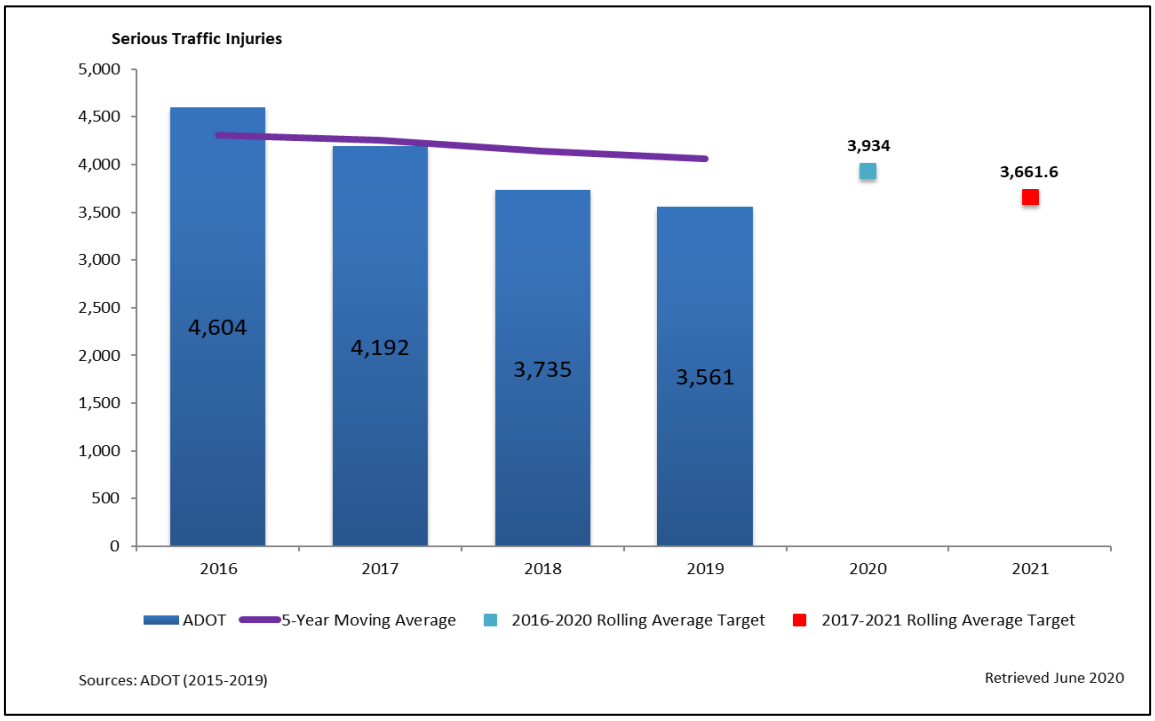
Performance Target details

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)-2021	Numeric	3,661.6	5 Year	2017

Performance Target Justification

The chart below shows the 5-year rolling average target for 2021 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 2015-2019 was analyzed to project annual serious traffic injuries for calendar year 2020 and 2021. These projections were then calculated in to a 5-year rolling average for the years of 2017-2021.

The 2021 target for Core Performance Measure, C-2, is 3,661.6 serious traffic injuries based on a 5-year rolling average for the years of 2017-2021Current trend projections show a decrease in serious traffic injuries through 2021. 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. GOHS will fund priority programs in its HSP that will lead to lower serious injuries crashes.



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

Performance Target details

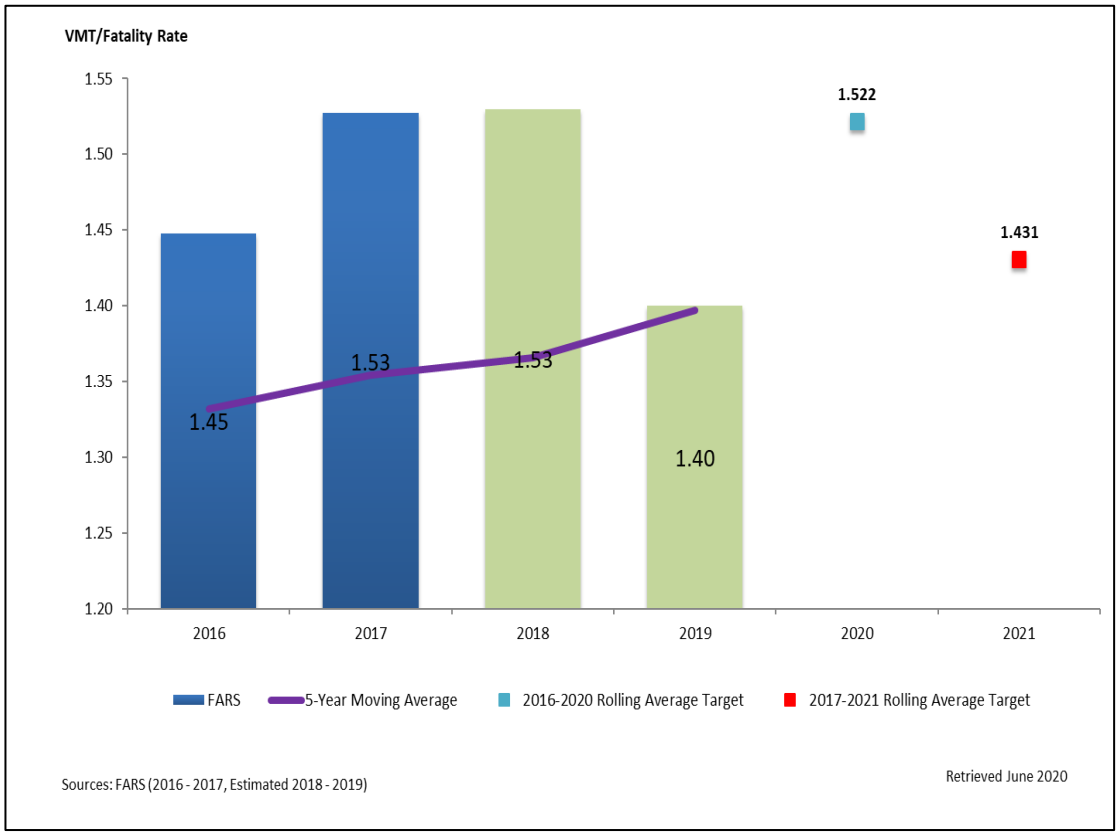
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2021	Numeric	1.431	5 Year	2017

Performance Target Justification

The chart below shows the 5-year rolling average target for 2021 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 2016-2017 was analyzed, along with 2018 and 2019 state crash data to project annual fatalities/VMT rates for calendar year 2020 and 2021. These projections were then calculated in to a 5-year rolling average for the years of 2017-2021.

The 2021 target for Core Performance Measure, C-3, is 1.431 fatalities/VMT based on a 5-year rolling average for the years of 2017-2021.

GOHS will 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 (STATE CRASH DATA FILES)

Performance Target details

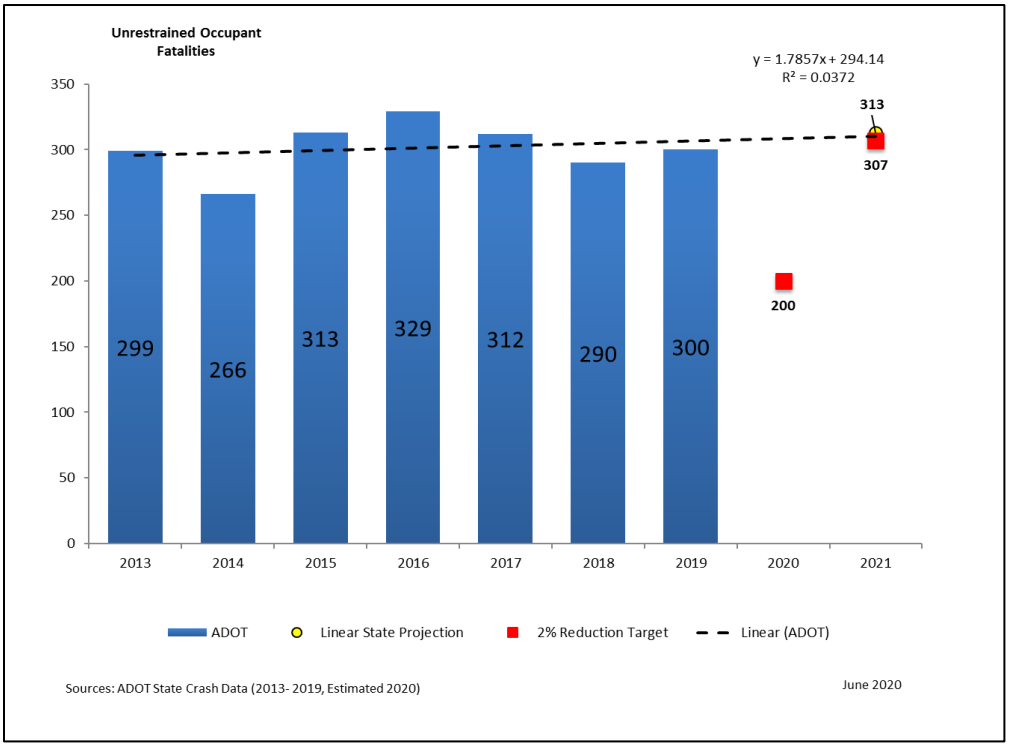
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (STATE CRASH DATA FILES)-2021	Numeric	307.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

Current trends show that unrestrained occupant fatalities have increased over the years since 2014. GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

GOHS has set an annual 2021 target of 307 for core performance measure C-4) unrestrained occupant vehicle fatalities. GOHS will fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unrestrained occupant vehicle fatalities on Arizona roadways.



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

Performance Target details

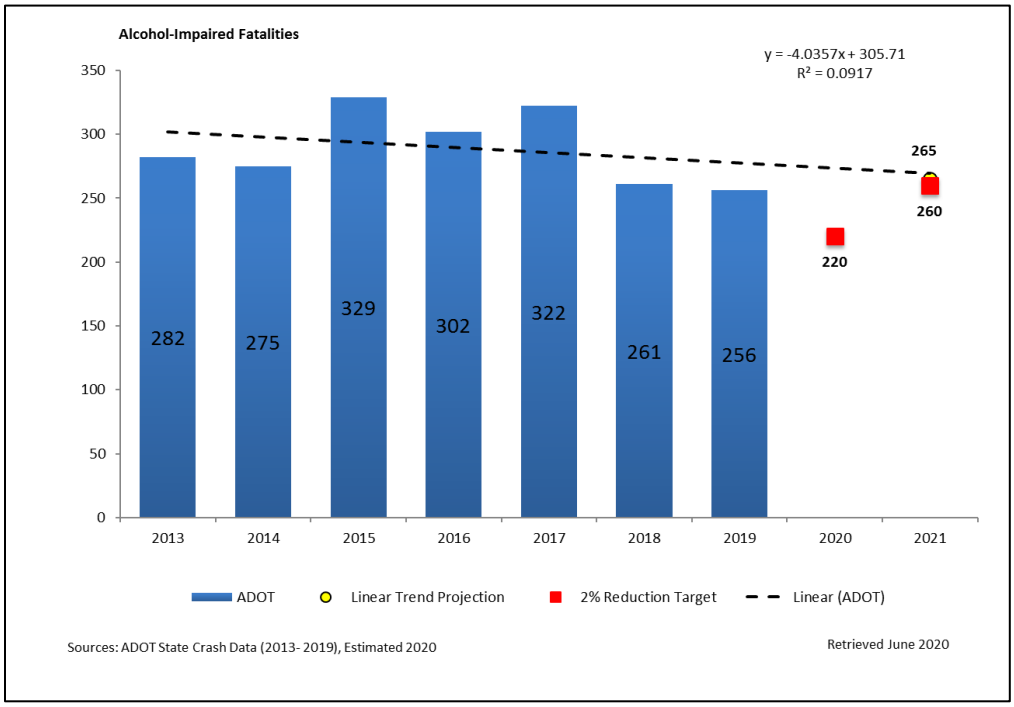
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (STATE CRASH DATA FILES)-2021	Numeric	260.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

Current trends show that alcohol impaired fatalities have decreased over the past two years. GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

GOHS has set an annual 2021 target of 260 for core performance measure C-5) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. GOHS will 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: C-6) Number of speeding-related fatalities (STATE CRASH DATA FILES)

Performance Target details

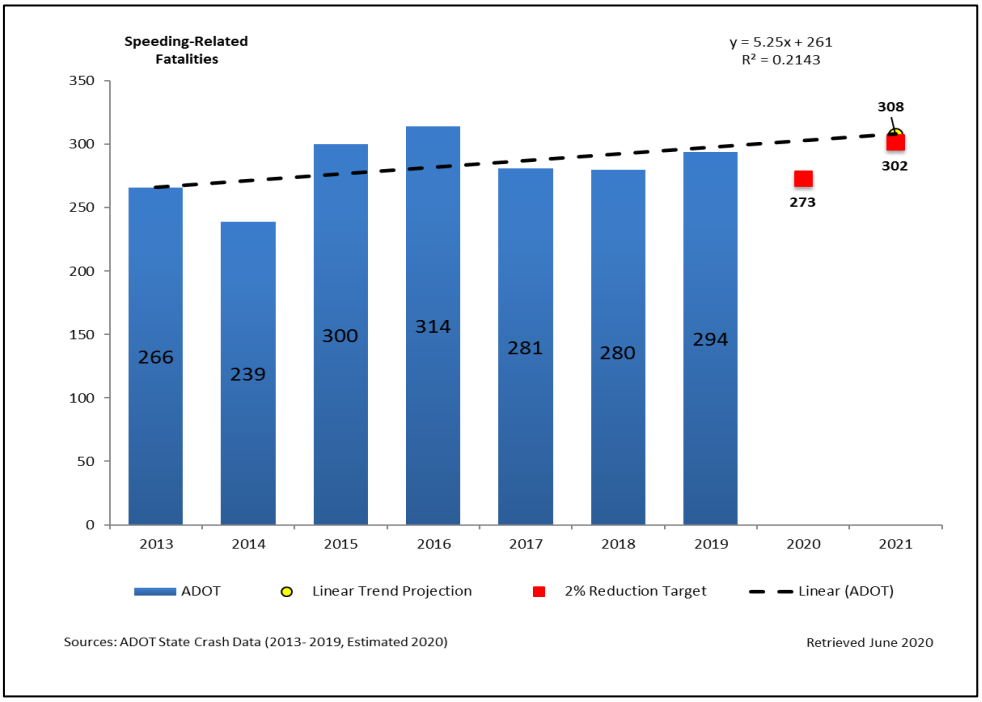
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (STATE CRASH DATA FILES)-2021	Numeric	302.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

Current trends show that speeding-related fatalities have increased over the years since 2014. GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

Current projections show 273 and 302 fatalities in 2020 and 2021 respectively. If the decreased projection holds through 2020, Arizona could achieve an 7% reduction. Given the trend projections, GOHS has set an annual 2021 target of 302 for core performance measure C-6) number of speeding-related fatalities. GOHS will 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: C-7) Number of motorcyclist fatalities (STATE CRASH DATA FILES)

Performance Target details

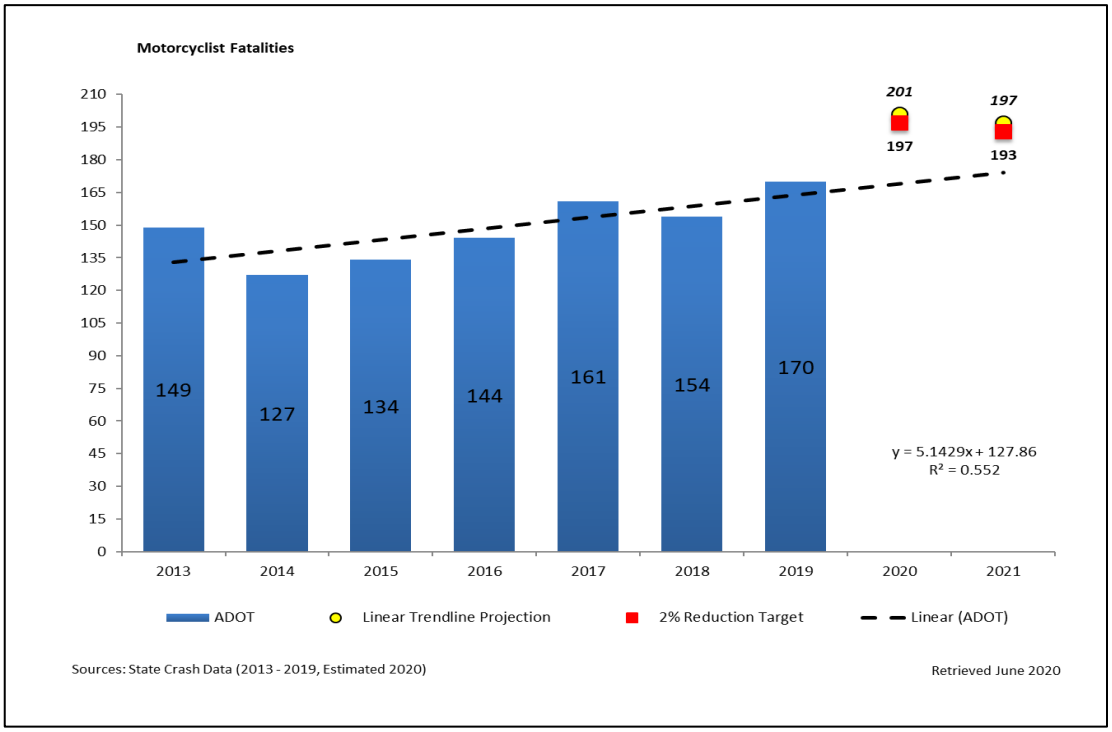
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (STATE CRASH DATA FILES)-2021	Numeric	193.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

Current trends show that motorcycle fatalities have increased over the years. GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

Current projections show 201 and 206 fatalities in 2020 and 2021 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2021 target of 193 for core performance measure C-7) Number of motorcyclist fatalities. GOHS will 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: C-8) Number of unhelmeted motorcyclist fatalities (STATE CRASH DATA FILES)

Performance Target details

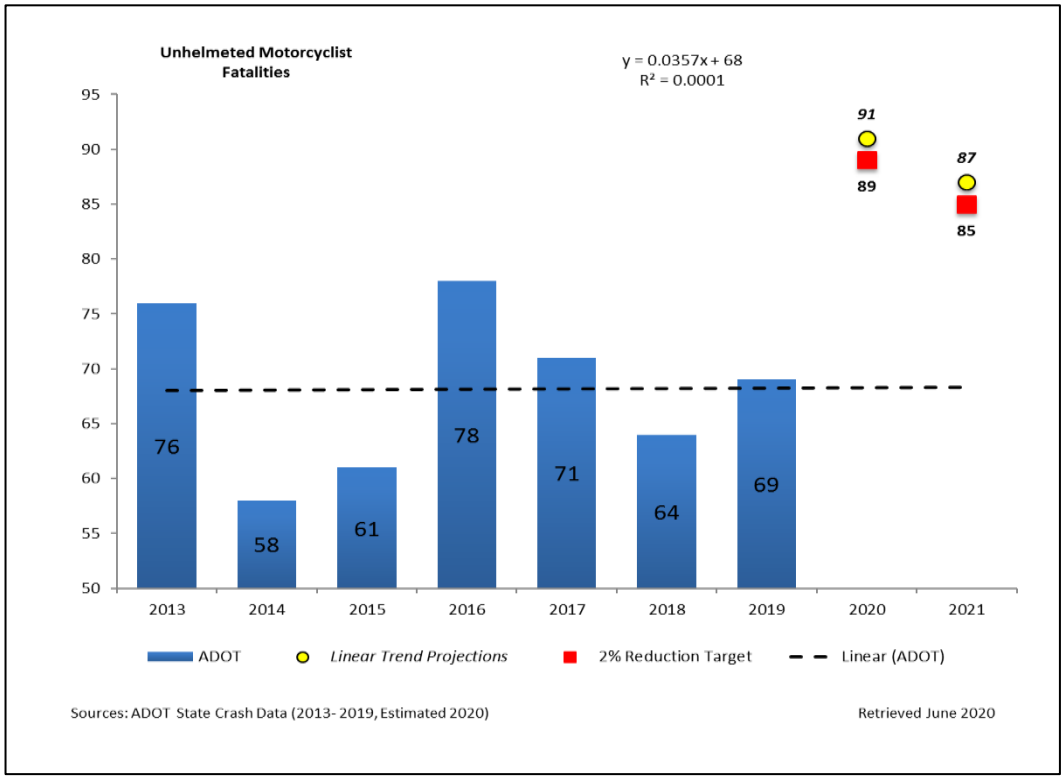
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (STATE CRASH DATA FILES)-2021	Numeric	85.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

Current trends show that unhelmeted motorcyclist fatalities have decreased since 2016. GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

Current projections show 91 and 87 fatalities in 2020 and 2021 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2021 target of 85 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 (STATE CRASH DATA FILES)

Performance Target details

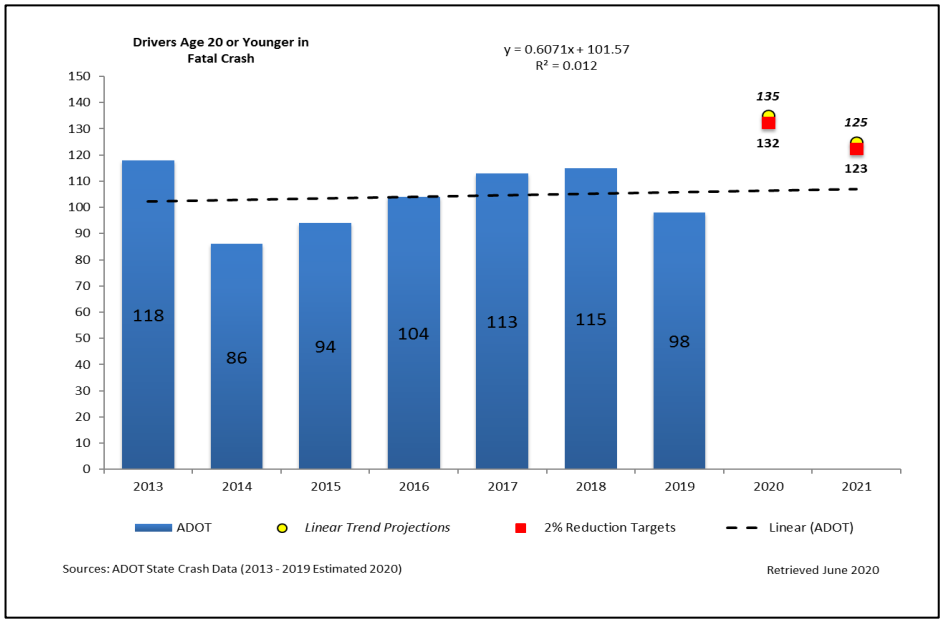
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (STATE CRASH DATA FILES)-2021	Numeric	123.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

Current trends show that drivers age 20 or younger involved in a fatal crash are increasing dramatically since 2015. Current projections show 135 and 125 fatalities in 2020 and 2021 respectively. If the trend projection holds, Arizona will experience an increase in young drivers involved in fatal crash in 2021 over the 115 experienced in 2018. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2021 target of 123 for core performance measure C-9) Number of drivers age 20 or younger involved in a fatal crash. GOHS will fund HSP program areas through awareness and education, with the goal of lowering the total number of drivers age 20 or younger involved in fatal crashes on Arizona roadways.



Performance Measure: C-10) Number of pedestrian fatalities (STATE CRASH DATA FILES)

Performance Target details

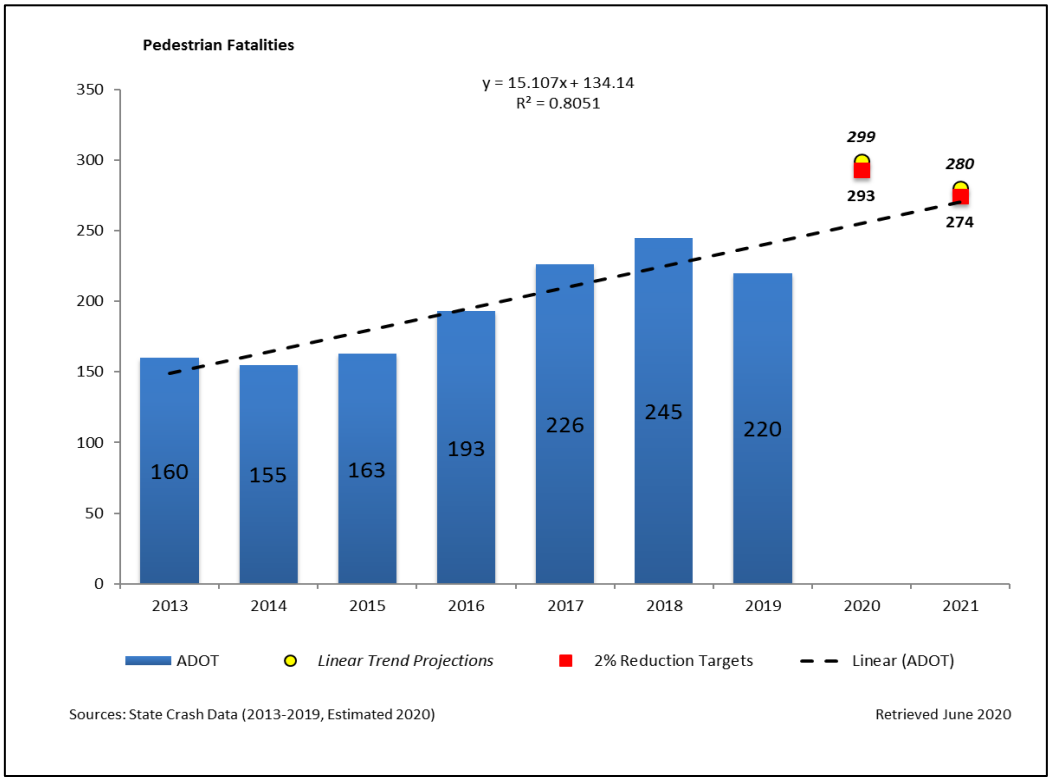
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (STATE CRASH DATA FILES)-2021	Numeric	274.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 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. Current projections show 299 and 280 fatalities in 2020 and 2021 respectively, an 41% increase over 2014 fatalities of 155. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2021 target of 274 for core performance measure C-10) Number of pedestrian fatalities.



Performance Measure: C-11) Number of bicyclists fatalities (STATE CRASH DATA FILES)

Performance Target details

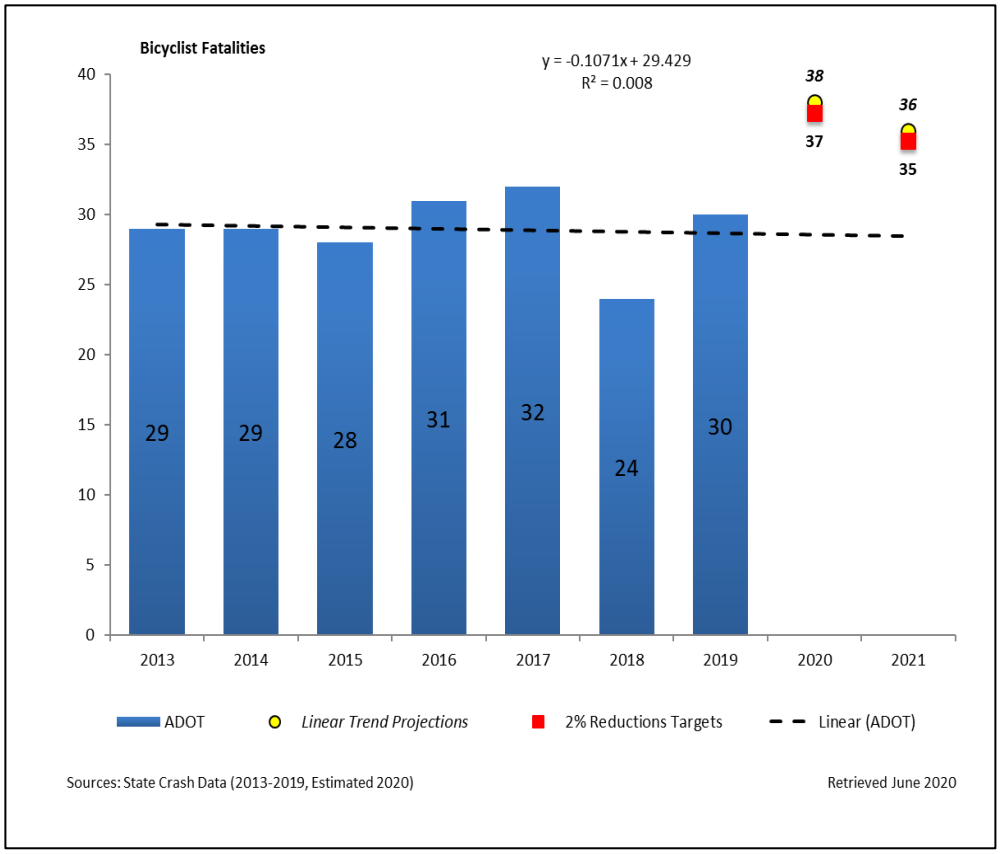
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (STATE CRASH DATA FILES)-2021	Numeric	35.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

Current trends show that bicyclist fatalities are increasing at a slight rate since 2017. Current projections show 38 and 36 fatalities in 2020 and 2021 respectively. Utilizing a 2% reduction on increasing fatality trend projections, GOHS has set an annual 2021 target of 35 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

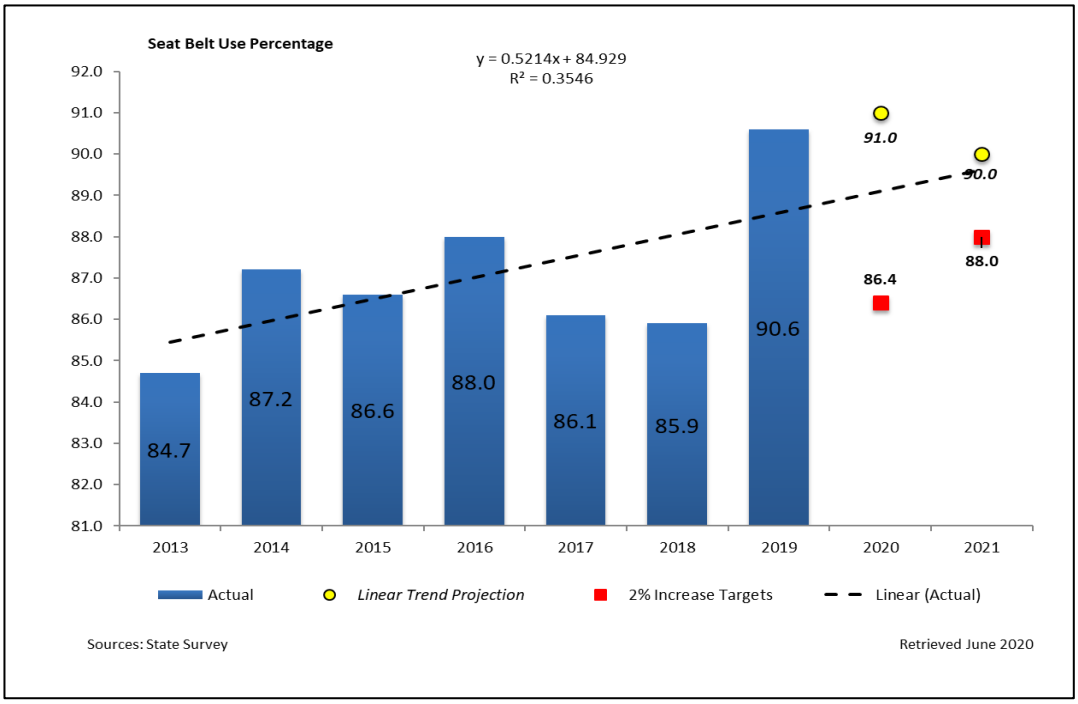
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2021	Numeric	90.0	Annual	2021

Performance Target Justification

GOHS developed an annual 2021 performance measure target by conducting a statistical forecasting analysis of 2013-2019 state fatality data. GOHS then conducts a linear trend analysis of the data for each core performance measure to establish projected 2020 and 2021 numbers.

GOHS has established that if the linear trend projections show an increase in fatalities for 2020 and 2021, 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 2021 target will be based on the linear trend projection line.

Current trends show that the rate of seat belt usage is slightly increasing. Based on the recent 2019 state seat belt survey, current projections show an 86.4% and 88.0% usage rate in 2020 and 2021 respectively. Given the trend projections for seat belt usage, GOHS has set an annual 2021 target of 90.0% for core performance measure B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants.



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: **31,158**
Fiscal Year A-1: **2019**

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

Impaired driving arrests: **28,335**
Fiscal Year A-2: **2019**

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

Speeding citations: **263,008**
Fiscal Year A-3: **2019**

Program areas

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Drivers impaired by alcohol and both legal and illegal drugs continue to be a challenge in Arizona. Reducing the number of alcohol-related fatalities and injuries occurring on the highways remains a top safety focus area. According to 2019 State Crash Data 256 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 2% percent decrease from 2018.

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

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	985.1
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	3,661.6
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State crash data files)	2021	Annual	260.0

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 Mothers Against Drunk Driving (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**

Planned Activity Description

Planned awareness activities to include court monitoring that utilizes trained volunteers/interns to collect data, provide written documentation, and observe courtroom activity in identified priority counties along with community awareness regarding the dangers of impaired driving.

Intended Subrecipients

Non Profit Organizations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Court Monitoring

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Alcohol (FAST)	$189,065.00	$75,626.00	$19,869.69

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: **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 strategies in this planned activity

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$102,257.00	$0.00	$25,564.25

Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

In 2019, Arizona law enforcement agencies made approximately 1.3 million traffic stops and over 28,000 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 1,153 in 2009 to over 7,140 in 2019, a 519% 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 courses. GOHS purchased Arizona's own customized AZ DRE Data Entry Management System (AZDDEMS), which is a web-based application. This application is accessed on a computer or using a 10-inch tablet. The tablets will be purchased and remain the property of GOHS. This application was purchased from the Institute for Traffic Safety Management & Research (ITSMR) and the 3-year license agreement is with ITSMR and The Research Foundation for The State University of New York (SUNY). Every DRE in the state has access to this application. One of the main benefits of AZDDEMS is that data entered into our AZDDEMS will automatically upload

into the NHTSA system. Eventually, every DRE will be issued and use a tablet for their DRE evaluation. GOHS plans an implementation process for purchasing, training and equipping every DRE with a tablet.

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
2019 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)				2019 Monthly Totals
			Training	Refresher	Instructor	Training	Refresher	Instructor	Training	Wet Workshop	Refresher	Instructor	
JANUARY	0	34	0	0	0	8	10	0	0	9	0	0	61
FEBRUARY	32	17	0	0	0	0	14	0	42	20	0	0	125
MARCH	32	16	15	0	6	0	27	0	97	0	0	6	199
APRIL	19	0	0	0	0	11	0	0	28	0	3	0	61
MAY	34	0	0	1	0	9	42	0	97	0	19	3	205
JUNE	27	11	0	0	0	0	21	0	36	0	5	9	109
JULY	51	0	0	0	0	13	19	0	11	0	0	6	100
AUGUST	16	28	20	0	10	9	41	0	43	0	0	8	175
SEPTEMBER	18	35	0	0	0	21	16	0	92	0	0	4	186
OCTOBER	11	8	13	25	10	0	0	0	66	29	31	0	193
NOVEMBER	29	0	0	11	0		21	0	134	0	0	0	195
DECEMBER	27	0	0	6	0	0	26	0	0	0	0	0	59
2019 Class Totals:	296	149	48	43	26	71	237	0	646	58	58	36	1668

AZ 2019 Total Trained: 1668
**Other States 2019 Total Trained: 4*
**DRE Certification Night Training at MCSO - 327 Students from from 14 States*
**Drugged Driving for Prosecutors 6*
**Law Enforcement & Prosecutors Conference 336*
**Electronic Search Warrant for Blood 1,719*
*Not included in final total

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 (NHTSA, 1996). 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 (Compton et al., 2009).

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: **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 strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	$245,000.00	$0.00	$61,250.00
2021	FAST Act NHTSA 402	Alcohol (FAST)	$65,000.00	$26,000.00	$6,831.14

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, 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, job loss, 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: **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 strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Int	405d Int Alcohol (FAST)	$214,892.00	$0.00	$53,723.00
2021	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$1,312,050.00	$0.00	$328,012.50
2021	FAST Act NHTSA 402	Alcohol (FAST)	$1.043,813.00	$417,525.20	$109,698.99

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
Intoxilyzer 9000	1	$10,191.00	$10,191.00	$10,191.00	$10,191.00
Intoxilyzer 9000	2	$8,377.00	$16,754.00	$16.754.00	$16,754.00
Impaired/Distracted Driving Simulator	1	$15,095.00	$15,095.00	$15,095.00	$15,095.00
Intoxilyzer 9000	2	$8,137.50	$16,275.00	$16,275.00	$16,275.00
Intoxilyzer 9000	2	$10,000.00	$20,000.00	$20,000.00	$20,000.00
Intoxilyzer 9000	1	$10,210.00	$10,210.00	$10,210.00	$10,210.00

Planned Activity: DUI/Impaired Driving Equipment

Planned activity number: **AL-EQ**

Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$0.00	$0.00	$0.00

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
N/A					

Planned Activity: DUI/Impaired Driving Materials and Supplies

Planned activity number: **AL-MS**

Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement/Saturation Patrols/Checkpoints

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Alcohol (FAST)	$52,867.00	$21,146.80	$5,556.03

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.

Since the 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**

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 strategies in this planned activity

Countermeasure Strategy
Court Monitoring
Youth and Awareness Programs

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$204,000.00	$0.00	$51,000.00
2021	FAST Act NHTSA 402	Alcohol (FAST)	$189,065.00	$75,626.00	$19,869.69

Program Area: Police Traffic Services

Description of Highway Safety Problems

According to 2019 State crash data, 294 speeding-related fatalities occurred, a 5% increase from 2018. Speeding-related fatalities accounted for approximately 30 percent of all traffic fatalities in 2019. 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.

Arizona has seen a rise in criminal activity on state roadways and highways involving car clubs illegally impeding traffic and shutting down travel lanes to participate in criminal activities to include Street Racing, Reckless and Aggressive Driving, Endangerment, Impaired Driving and Unlawful Flight from Law Enforcement, among multiple other traffic related violations. GOHS has partnered with local municipal and county law enforcement agencies to aggressively disrupt illegal street racing activity and enforce state laws. The volume of vehicles overtaking these intersections and freeways creates a dangerous environment for valley residents traveling our city streets and freeways.

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 Program (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
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	985.1
2021	C-6) Number of speeding-related fatalities (State crash data files)	2021	Annual	302.0

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 and supplies

Planned activity number: **AI-EQ**
Primary Countermeasure Strategy: **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, unmanned aerial systems, total stations, etc.

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 strategies in this planned activity

Countermeasure Strategy
Crash Investigation

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Accident Investigation	$179,064.00	$71,625.00	$18,818.64

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
Unmanned Aerial System	1	$21,969.00	$21,969.00	$21,969.00	$21,969.00

Planned Activity: Crash Investigation Overtime

Planned activity number: **AI-OT**
Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
Crash Investigation

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Accident Investigation (FAST)	$56,103.00	$22,441.20	$5,896.12

Planned Activity: Crash Investigation Training
Planned activity number: **AI-TR**
Primary Countermeasure Strategy: **Crash Investigation**

Planned Activity Description
Planned activities to include training for crash investigations to support the ongoing efforts to stay current on investigation techniques. The training courses may include but are not limited in-person or online with the Institute of Police Technology and Management (IPTM) and North Western University (NWU).

Intended Subrecipients
Law Enforcement Agencies

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Crash Investigation

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Accident Investigation (FAST)	$68,109.00	$27,243.60	$7,157.88

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, entitled *Heed the Speed*, in the Phoenix, Arizona-area that aimed to reduce pedestrian crashes and injuries (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: **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 strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,678,616.00	$671,446.60	$176,413.29

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
Speed Display	1	$15,000.00	$15,000.00	$15,000.00	$15,000.00
Radar Recorder Kit w/Modem	1	$5,000.00	$5,000.00	$5,000.00	$5,000.00

Planned Activity: Police Traffic Services Training

Planned activity number: **PTS-TR**
Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	$10,00.00	$4,000.00	$1.050.94

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).

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: **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 strategies in this planned activity

Countermeasure Strategy
Other Enforcement methods

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	$73,971.00	$29,588.40	$7,773.94

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
Police package motorcycle	1	$43,830.00	$43,830.00	$43,830.00	$43,830.00
Police package motorcycle	1	$30,141.00	$30,141.00	$30,141,00	$30,141,00

Planned Activity: Selective Traffic Materials and Supplies

Planned activity number: **PTS-MS**

Primary Countermeasure Strategy: **Other Enforcement methods**

Planned Activity Description

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

Intended Subrecipients

Law Enforcement Agencies, State Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Other Enforcement methods

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Police Traffic Services (FAST)	$56,688.00	$22,675.20	$5,957.60

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: **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 strategies in this planned activity

Countermeasure Strategy
Public Information supporting enforcement

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Roadway Safety (FAST)	$32,465.00	$12,986.00	$3,411.89

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

Description of Highway Safety Problems

According to 2019 State Crash Data, unrestrained passenger vehicle occupant fatalities increased 3 percent from 290 in 2018 to 300 in 2019. GOHS hopes to 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. GOHS had the State's NHTSA-facilitated Occupant Protection Program assessment conducted from February 10-14, 2020.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (State crash data files)	2021	Annual	307.0
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021	Annual	91.0

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.

GOHS facilitates the statewide Children Are Priceless Passengers (CAPP) program. The program is open to the general public, but is focused on child passenger safety law violators. It provides an opportunity for education on the proper installation and use of child safety seats. CAPP operates in several locations and is expanding to additional locations in FFY 2021. GOHS also sponsors child safety seat certification classes in three geographic areas across the State in proximity to individuals who want to become certified technicians.

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

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 found that Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations positively changed parents' behavior and increased their knowledge over a 6-week follow-up period: 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 small study found that attending inspection stations may be more effective for increasing restraint use in children older than 4 (Kroeker, Teddy, & Macy, 2015). Specifically, children in this age range were more likely to depart the inspection in a restraint configuration that was more appropriate for their size and weight than prior to the inspection.

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).

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%	972	65	0	162
Apache	11,982	1.32%	64	3	0	2
Cochise	16,687	1.83%	21	4	0	5
Coconino	17,708	1.95%	35	2	0	2
Gila	6,179	0.68%	11	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%	12	0	0	3
Maricopa	565,479	62.18%	403	41	0	79
Mohave	22,256	2.45%	20	0	0	1
Navajo	17,296	1.90%	44	2	0	1
Pima	124,294	13.67%	118	7	0	16
Pinal	59,203	6.51%	49	2	0	1
Santa Cruz	7,596	0.84%	37	0	0	27
Yavapai	21,383	2.35%	22	2	0	4
Yuma	29,914	3.29%	26	1	0	14
1) Arizona has 972 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 162 bilingual CPSTs to assist families in 13 of the 15 counties.						
3) Arizona's largest minority population is Hispanic (30 percent) (2015 Census Report Quick Facts)						

Children Are Precious Passengers (CAPP) Classes				
Location	**AZ City**	**# of Classes**	**# of Students**	**Language**
Coconino County Health Department	Flagstaff	12	1 - 12	English
Coconino County Health Department	Page	6	1 - 12	English
Tuba City Regional Health Care Corp	Tuba City	6	1 - 12	English & Navajo
Phoenix Children's Hospital	Phoenix	24	1 - 12	English & Spanish
St. Joseph's Hospital & Medical Center	Phoenix	24	1 - 12	English & Spanish
Tempe Police Department	Tempe	18	1 - 12	English & Spanish
Banner Desert Medical Center	Mesa	14	1 - 12	English & Spanish
Tucson Medical Cener	Tucson	24	1 - 12	English & Spanish
Casa Grande Police Department	Casa Grande	24	1 - 12	English & Spanish

AZ Child Safety check locations

Child Safety Seat Check Locations											
Location	City	County	Urban	Rural	At-Risk	Location	City	County	Urban	Rural	At-Risk
Chinle Comprehensive Health Care	Chinle	Apache		X	X	Wittmann Fire District	Wittmann	Maricopa	X		X
Indian Health Services	Tsaile	Apache		X	X	Hopi Resource Enforcement Services CR2	Show Low	Navajo	X		
Tsaile Health Center	Tsaile	Apache		X	X	Navajo County Public Health	Show Low	Navajo		X	
Sierra Vista Fire Department	Sierra Vista	Cochise	X			Navajo County Public Health	Lakeside	Navajo		X	
Coconino County Health Department	Flagstaff	Coconino	X			Pinetop Fire Department	Pinon	Navajo		X	
Tuba City Regional Health Care Corp	Tuba City	Coconino	X			Pinon Health Center - Health	Second Mesa	Navajo		X	
Williams Police Department	Williams	Coconino		X	X	Timber Mesa Fire and Medical	Pinetop	Navajo		X	
Gila County Health Department	Globe	Gila	X			Child Protective Services	Tucson	Pima	X		X
La Paz County Public Health	Parker	La Paz		X	X	Drexel Heights Fire District	Tucson	Pima	X		X
Apache Junction Super Station Fire	Apache Junction	Maricopa	X		X	Golder Ranch Fire District	Tucson	Pima	X		X
Association for Supportive Child	Tempe	Maricopa	X		X	Green Valley Fire District	Marana	Pima	X		X
Avondale Fire Department	Avondale	Maricopa	X		X	Marana Police Department	Tucson	Pima	X		X
Banner Children's Center	Mesa	Maricopa	X		X	Northwest Fire Rescue District	Tucson	Pima	X		X
Chandler Fire Department	Chandler	Maricopa	X		X	Pascua Yaqui Health Dept-Injury	Tucson	Pima	X		X
City of Phoenix Fire Department	Phoenix	Maricopa	X		X	Pima Community College	Tucson	Pima	X		X
Fort McDowell Tribal Police	Fort McDowell	Maricopa		X	X	Pima County Health Department	Tucson	Pima	X		X
Gilbert Fire Department	Gilbert	Maricopa	X		X	Rincon Valley Fire District – Station 1	Vail	Pima	X		X
Goodyear Fire Department	Goodyear	Maricopa	X		X	Sahuarita Police Department	Sahuarita	Pima		X	
Hi-Tech Car Care	Phoenix	Maricopa	X		X	Tucson Medical Center/ Safekids Pima County	Tucson	Pima	X		X
Luke Air Force Base	Glendale	Maricopa	X		X	Tucson Police Department - West	Tucson	Pima	X		X
Maricopa County Department of Public Health	Mesa	Maricopa	X		X	Tucson Police Department Child Assistance	Vail	Pima	X		X
Maricopa County Department of Public Health-OHPE	Phoenix	Maricopa	X		X	Winslow Indian Health Care Center	Green Valley	Pima	X		X
Maricopa Medical Center Car Seat	Maricopa	Maricopa	X		X	Yuma Police Department	Tucson	Pima	X		X
Mesa Fire Department	Mesa	Maricopa	X		X	Arizona DPS-Casa Grande	Casa Grande	Pinal	X		
Peoria Fire Department	Peoria	Maricopa	X		X	Rincon Valley Fire District - Station 2	Casa Grande	Pinal	X		
Peoria Police Department	Peoria	Maricopa	X		X	Camp Verde Fire District	Cornville	Yavapai		X	
Phoenix Children's Hospital	Phoenix	Maricopa	X		X	Casa Grande Police Dept.	Camp Verde	Yavapai	X		
Phoenix Police Department-Child Safety	Phoenix	Maricopa	X		X	Cottonwood Fire Department	Cottonwood	Yavapai	X		
Salt River Police Department	Scottsdale	Maricopa	X		X	Verde Valley Fire District - Station 31	Sedona	Yavapai	X		
Scottsdale Fire Department	Scottsdale	Maricopa	X		X	Verde Valley Fire District - Station 32	Cottonwood	Yavapai	X		
Southwest Car Care Collision	Tempe	Maricopa	X		X	Sedona Fire District	Yuma	Yuma	X		
Sun City Fire Department	Sun City	Maricopa	X		X	Yuma County Health Department	Yuma	Yuma	X		
Sun City West Fire Department	Sun City West	Maricopa	X		X	**Totals**					
Surprise Fire Medical Department	Surprise	Maricopa	X		X	**Safety Seat Check Locations:**	**68**				
Surprise Police Department - Citizens Patrol	Surprise	Maricopa	X		X	**Urban Locations Served**	**55**				
Tempe Fire Department	Tempe	Maricopa	X		X	**Rural Locations Served**	**13**				
* The majority of car seat inspection stations and car seat events throughout the year are located in Maricopa and Pima county. The populations served in these counties include a wide range of race demographics and socioeconomic standings. These populations include the majority of the state's at-risk population of low-income and hispanic families. Having bilingual CPS techs in these counties is crucial in outreach of education on proper child safety seat use.						**At-Risk**	***48**				

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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: **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 strategies in this planned activity

Countermeasure Strategy
Inspection Stations and Education

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$119,448.00	$0.00	$29,862.00
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	$79,273.00	$31,709.20	$8,331.16

Planned Activity: Occupant Protection Materials and Supplies

Planned activity number: **OP-MS**
Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
Inspection Stations and Education

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	$132,979.00	$53,191.60	$13,975.36

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 2019 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: **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 strategies in this planned activity

Countermeasure Strategy
Observational Survey

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$58,800.00	$0.00	$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 each year. 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 belt law enforcement programs in May of each year as part of national seat belt mobilizations (Nichols, Chaffee, Solomon, & Tison, 2016). 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. Level of enforcement is also related to type of seat belt law. Nichols et al. (2016) found that law enforcement in primary belt use law States issued more seat belt citations in the 2013 campaign than did law enforcement in secondary belt use law 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**

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 strategies in this planned activity

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

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$332,500.00	$0.00	$83,125.00
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	$80,222.00	$32,088.80	$8,430.89

Planned Activity: Occupant Protection High Risk Population

Planned activity number: **OP-HR**

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 strategies in this planned activity

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

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$134,462.00	$0.00	$33,615.00
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	$27,096.00	$10,838.40	$2,847.64

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 (implemented as a component of regular patrols or as special patrols) 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**

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 strategies in this planned activity

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

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$332,500.00	$0.00	$83,215.00
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	$80,222.00	$32,088.80	$8,430.89

**** These duplicated funding sources and amounts are in relation to the same Planned activity as page 79 but different associated countermeasures.***

Planned Activity: Occupant Protection High Risk Population

Planned activity number: **OP-HR**

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 strategies in this planned activity

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

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$134,462.00	$0.00	$33,615.50
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	$27,096.00	$10,838.40	$2,847.64

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Arizona has experienced a dramatic increase in pedestrian fatalities over the years. State crash data shows a slight decrease in pedestrian fatalities. According to Arizona Crash Facts, 220 pedestrians were killed in collisions on Arizona roadways in 2019. In that same year, 30 bicyclists died because of injuries sustained in motor vehicle collisions.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-10) Number of pedestrian fatalities (State crash data files)	2021	Annual	274.0
2021	C-11) Number of bicyclists fatalities (State crash data files)	2021	Annual	35.0

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 -

- Section 3.3 - Enforcement strategies

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: **Enforcement Campaigns**

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 strategies in this planned activity

Countermeasure Strategy
Enforcement Campaigns

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$386,441.00	$0.00	$96,610.25

Planned Activity: School Bus Safety Overtime

Planned activity number: **SB-EN**
Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
Enforcement Campaigns

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Pupil Transportation Safety (FAST)	$0.00	$0.00	$0.00

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.

Linkage Between Program Area

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

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

Rationale

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

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

CTW Chapter 8 Pedestrians -

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

CTW Chapter 9 Bicycles -

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

Planned activities 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: **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 strategies in this planned activity

Countermeasure Strategy
Pedestrian/Bicycle safety education and awareness

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405h Nonmotorized Safety	405h Public Education	$57,478.00	$0.00	$14,369.50
2021	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$5,000.00	$2,000.00	$525.47

Program Area: Motorcycle Safety

Description of Highway Safety Problems

According to 2019 State Crash data, motorcycle fatalities in Arizona increased from 154 in 2018 to 170 in 2019 – an increase of 10.4 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
2021	C-7) Number of motorcyclist fatalities (State crash data files)	2021	Annual	193.0
2021	C-8) Number of unhelmeted motorcyclist fatalities (State crash data files)	2021	Annual	85.0

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:

Motor Vehicle Division

Third Party DataLink System

PROFESSIONAL DRIVING SCHOOL (PDS)

MOTORCYCLE TRAINING SCHOOLS (CLASS M)

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	6000 W OLIVE AVE	GLENDALE	(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 83RD AVENUE	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16130 N ARROWHEAD FOUNTAIN CENTER	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	16844 N ARROWHEAD FOUNTAIN CENTER DR	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	8546 W LUDLOW DR SUITE 100	PEORIA	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	13850 N CAVE CREEK ROAD	PHOENIX	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	1880 S 7TH AVENUE	PHOENIX	(520) 876-4775
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	15500 N HAYDEN ROAD	SCOTTSDALE	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	15656 N HAYDEN RD	SCOTTSDALE	(480) 998-9888
MOHAVE				
1493	MOHAVE COMMUNITY COLLEGE	3400 AZ95	BULLHEAD CITY	(928) 757-0819
1493	MOHAVE COMMUNITY COLLEGE	1971 JAGERSON AVENUE SUITE 108	KINGMAN	(928) 757-0819
1493	MOHAVE COMMUNITY COLLEGE	1977 ACOMA BLVD	LAKE HAVASU CITY	(928) 757-0819
PIMA				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	7355 N I-10 EASTBOUND FRONTAGE ROAD	MARANA	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	11285 WEST GRIER ROAD	MARANA	(520) 876-4775
208	PIMA COUNTY COMMUNITY COLLEGE DISTRICT DBA: PIMA COUNTY COMMUNITY COLLEGE DISTRICT-COMM CAMPUS	2202 W ANKLAM ROAD	TUCSON	(520) 206-2741
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	1134 S FARMINGTON ROAD	TUCSON	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	5125 W CAMINO DE FUEGO	TUCSON	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	7501 EAST 22ND STREET	TUCSON	(480) 998-9888
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	12000 S HOUGHTON	TUCSON	(520) 876-4775
PINAL				
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	1556 N ARIZOLA ROAD	CASA GRANDE	(520) 876-4775
2602	RIDE ARIZONA MOTORCYCLE TRAINING CENTER	512 S ELEVEN MILE CORNER ROAD	CASA GRANDE	(520) 876-4775
YAVAPAI				
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	3001 MAIN STREET SUITE 2A-1	PRESCOTT VALLEY	(480) 998-9888
309	RAM MOTORCYCLIST TRAINING INC-MARICOPA DBA: TEAM ARIZONA MOTORCYCLIST TRAINING CENTERS	3201 N MAIN STREET	PRESCOTT VALLEY	(480) 998-9888
YUMA				
2664	INLAND VALLEY MOTORSPORTS TRAINING LLC DBA: INLAND VALLEY MOTORSPORTS TRAINING	1440 W DESERT HILLS DRIVE	YUMA	(928) 376-7489

Number of Companies Listed 34

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 abler to concentrate on developing their rider skills and techniques even further. Ultimately, motorcyclists can depend only on themselves, so it is essential to develop the proper skill sets. Being injured is an ongoing concern for new and experienced riders alike. Although nothing can guarantee that a rider will not get hurt, rider courses can prepare all riders to cope with a variety of situations and enjoy the road as safely as possible.

Kardamanidis, Martiniuk, Stevenson, and 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: **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 strategies in this planned activity

Countermeasure Strategy
Motorcycle Training and Education

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$57,449.00	$22,979.60	$6.037.57

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
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	985.1

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 an 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: **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. The projects are to assist Local agencies in electronically reporting crashes to ADOT.

Intended Subrecipients

State Agency, Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405c Data Program	405c Data Program (FAST)	$112,469.00	$0.00	$28,117.25

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
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	985.1
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	3,661.6

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.

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

Planned activities 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: **Emergency Medical Assistance**

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 strategies in this planned activity

Countermeasure Strategy
Emergency Medical Assistance

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Emergency Medical Services (FAST)	$160,216.00	$64,086.40	$16,837.82

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
Telecrib Truck Kit	1	$5,250.00	$5,250.00	$5,250.00	$5,250.00
Extrication kit (Spreader, Cutter, Ram)	1	$30,864.00	$30,864.00	$30,864.00	$30,864.00
Extrication kit (Cutter, Spreader, RAM)	1	$15,000.00	$15,000.00	$15,000.00	$15,000.00
Extrication kit (Cutter, Spreader, RAM) Airbag kit)	1	$25,271.00	$25,271.00	$25,271.00	$25,271.00
Extrication kit (Cutter Package, Spreader)	1	$23,739.00	$23,739.00	$23,739.00	$23,739.00
Extrication kit (Spreader w/ Spare Batteries, Cutter w/ Spare Batteries)	1	$19,771	$19,771	$19,771	$19,771

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
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	985.1
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	3,661.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
Mass Media Campaign

Countermeasure Strategy: Mass Media Campaign

Program Area: **Communications (Media)**

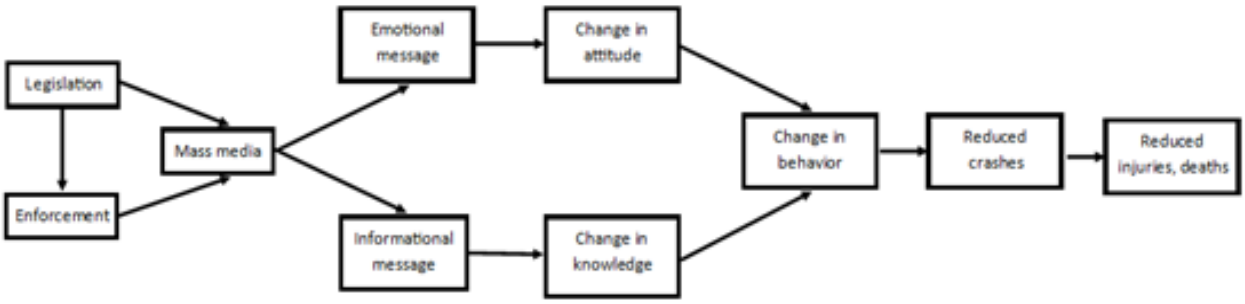
Project Safety Impacts

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.



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

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 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
PS-Media	Pedestrian and Bicycle Media Campaign
PTS-Media	Selective Traffic Media Campaign

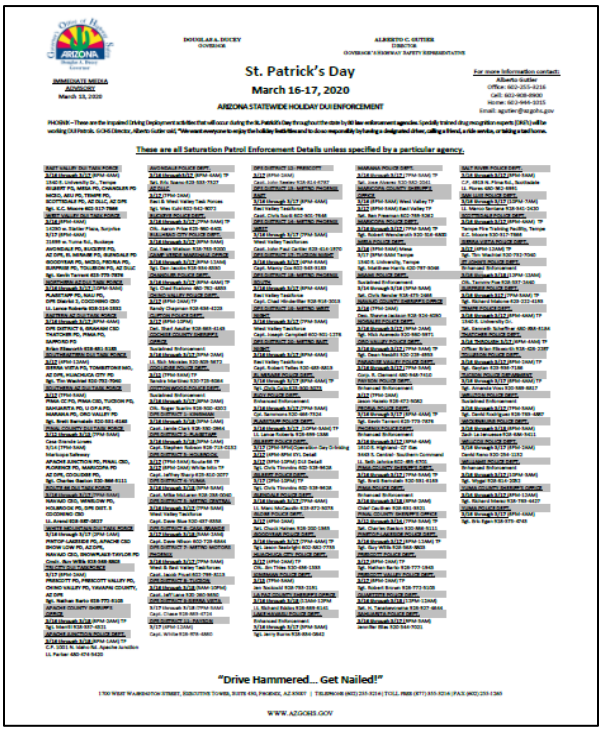
Planned Activity: DUI/Impaired Driving Media Campaign

Planned activity number: **AL-Media**

Primary Countermeasure Strategy: **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.



DOUGLAS A. DUCEY
GOVERNOR

ALBERTO C. GUTIER
DIRECTOR
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

IMMEDIATE MEDIA ADVISORY
March 13, 2020

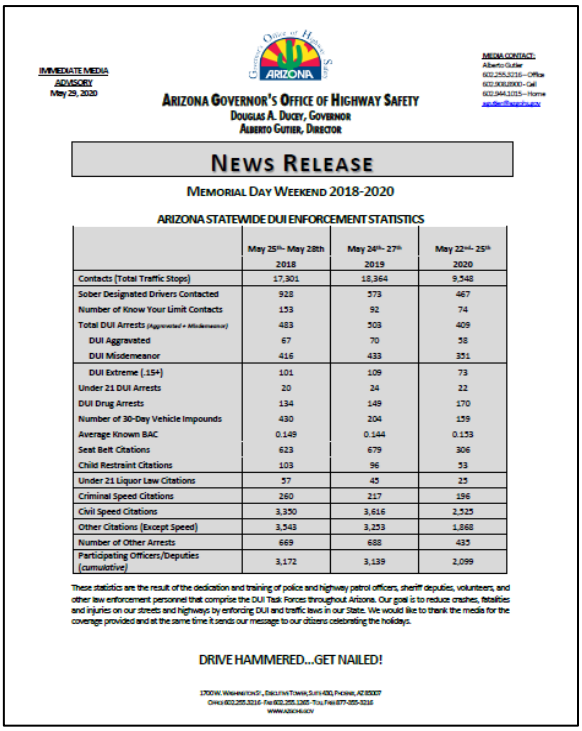
St. Patrick's Day
March 16-17, 2020
ARIZONA STATEWIDE HOLIDAY DUI ENFORCEMENT

For more information contact:
Alberto Gutier
Office: 602-255-3216
Cell: 602-408-6900
Home: 602-944-1015
Email: agutier@azgohs.gov

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

"Drive Hammered... Get Nailed!"

WWW.AZGOHS.GOV



IMMEDIATE MEDIA ADVISORY
May 29, 2020

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

MEDIA CONTACT:
Alberto Gutier
602.255.3216—Office
602.408.6900—Cell
602.944.1015—Home
agutier@azgohs.gov

NEWS RELEASE

MEMORIAL DAY WEEKEND 2018-2020

ARIZONA STATEWIDE DUI ENFORCEMENT STATISTICS

	May 25th- May 28th 2018	May 24th- 27th 2019	May 22nd- 25th 2020
Contacts (Total Traffic Stops)	17,301	18,364	9,548
Sober Designated Drivers Contacted	928	573	467
Number of Know Your Limit Contacts	153	92	74
Total DUI Arrests *(Aggravated + Misdemeanor)*	483	503	409
DUI Aggravated	67	70	58
DUI Misdemeanor	416	433	351
DUI Extreme (.15+)	101	109	73
Under 21 DUI Arrests	20	24	22
DUI Drug Arrests	134	149	170
Number of 30-Day Vehicle Impounds	430	204	159
Average Known BAC	0.149	0.144	0.153
Seat Belt Citations	623	679	306
Child Restraint Citations	103	96	53
Under 21 Liquor Law Citations	57	45	25
Criminal Speed Citations	260	217	196
Civil Speed Citations	3,350	3,616	2,525
Other Citations (Except Speed)	3,543	3,253	1,868
Number of Other Arrests	669	688	435
Participating Officers/Deputies *(cumulative)*	3,172	3,139	2,099

These statistics are the result of the dedication and training of police and highway patrol officers, sheriff deputies, volunteers, and other law enforcement personnel that comprise the DUI Task Forces throughout Arizona. Our goal is to reduce crashes, fatalities and injuries on our streets and highways by enforcing DUI and traffic laws in our State. We would like to thank the media for the coverage provided and at the same time it sends our message to our citizens celebrating the holidays.

DRIVE HAMMERED...GET NAILED!

Intended Subrecipients
GOHS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	$100,000.00	$0.00	$25,000.00

Planned Activity: Motorcycle Safety Media Campaign
Planned activity number: **MC-Media**
Primary Countermeasure Strategy: **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 2021 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 strategies in this planned activity

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405f Motorcycle Programs	405f Paid Advertising (FAST)	$50,000.00	$0.00	$12,500.00

Planned Activity: Occupant Protection Media Campaign

Planned activity number: **OP-Media**
Primary Countermeasure Strategy: **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.

DOUGLAS A. DUCEY
Governor

ALBERTO C. GUTIER
Director
Governor's Highway Safety Representative

Immediate Release
September 13, 2019

Child Passenger Safety Week

September 15-21, 2019

The Governor's Office of Highway Safety announces the beginning of Child Passenger Safety week on Sunday, September 15th through Saturday, September 21st. During this week, the Governor's Office of Highway Safety will collaborate with state agencies, law enforcement, hospitals and non-profit organizations to educate drivers about child safety seat and booster seat usage. The Governor's Office of Highway Safety reminds you: "Buckle Up Arizona… It's the Law!

ENHANCED ENFORCEMENT

AZ DEPARTMENT OF PUBLIC SAFETY
9/15 through 9/21
Capt. Jason Gibbs 602-223-2001
ASU POLICE DEPT.
9/15 through 9/21
Sgt. Nate Devenny 480-965-9486
BENSON POLICE DEPT.
9/15 through 9/21
Asher Arnold 520-720-7146
CAMP VERDE MARSHAL'S OFFICE
9/15 through 9/21
Sgt. Dan Jacobs 928-554-8330
CHANDLER POLICE DEPT.
9/15 through 9/21
Sgt. Keith Aguiar 480-782-4856
COCHISE COUNTY SHERIFF'S OFFICE
9/15 through 9/21
Sgt. Ted Lisendall 520-432-9576
COTTONWOOD POLICE DEPT.
9/15 through 9/21
Ofc. Roger Sourbis 928-300-4202
GLENDALE POLICE DEPT.
9/15 through 9/21
Sgt. Jason 623-930-5005
GILA COUNTY SHERIFF'S OFFICE
9/15 through 9/21
Sgt. Thor Nadson 928-402-6571
GILBERT POLICE DEPT.
9/15 through 9/21
Lt. Brian Blunt 480-635-7279
GOODYEAR POLICE DEPT.
9/15 through 9/21
Sgt. Jason Seabright 623-882-7135
MARICOPA COUNTY SHERIFF'S OFFICE
9/15 through 9/21
Sgt. Benjamin Anderson 602-908-4808
MIAMI POLICE DEPT.
9/15 through 9/21
Christine Duarte 928-473-2447
MESA POLICE DEPT.
9/15 through 9/21
Lt. Stephanie Derfman 480-644-4022
MOHAVE COUNTY SHERIFF'S OFFICE
9/15 through 9/21
Lt. Tim Sexter 928-753-0753
NOGALES POLICE DEPT.
9/15 through 9/21
Lt. Verenice Hernandez 520-285-5811
PEORIA POLICE DEPT.
9/15 through 9/21
Sgt. Kevin Tarrant 623-773-7876
PIGEONIX POLICE DEPT.
9/15 through 9/21
Det. Joe Blanchi 602-495-0964
PIMA COLLEGE POLICE DEPT.
9/15 through 9/21
Joshua Blum 520-343-2975

PIMA COUNTY SHERIFF'S DEPT.
9/14 through 9/21
Sgt. Brett Bernstein 520-351-4165
PINETOP-LAKESIDE POLICE DEPT.
9/15 through 9/21
Comm. Gary Willis 928-368-8903
PRESCOTT VALLEY POLICE DEPT.
9/15 through 9/21
Sgt. Robert Brown 928-772-5183
SIERRA VISTA POLICE DEPT.
9/15 through 9/21
Tim Winchel 520-439-2182
SURPRISE POLICE DEPT.
9/15 through 9/21
Sgt. Mike Robbins 623-222-4122
THATCHER POLICE DEPT.
9/15 through 9/21
Brain Ellsworth 928-651-3183
TOMBSTONE MARSHAL'S OFFICE
9/15 through 9/21
Marshall Randall 520-457-2244
TUCSON POLICE DEPT.
9/15 through 9/21
Sgt. Michael Dietsch 520-837-7250

EDUCATION/AWARENESS

CHILDREN ARE PRICELESS
PASSENGER SAFETY (CAPS) Classes
COCONINO COUNTY PUBLIC HEALTH
9/14 (8AM-10AM) English
928-679-7362
PHOENIX CHILDREN'S HOSPITAL
9/14 (7:30PM-7:30PM) – English
602-933-2277
ST. JOSEPH MEDICAL CENTER
9/21 (8AM-10AM) English (11AM-1PM) Spanish
602-406-2277
TEMPE POLICE DEPT.
9/14 (10AM-12PM) English (1PM—3PM) Spanish
480-350-8863
BANNER DESERT MEDICAL CENTER
9/21 (9AM-11AM) English/Spanish
602-230-2273
TUCSON MEDICAL CENTER
9/22 (9AM-11AM) English/Spanish
520-324-5604
EDUCATION & INFORMATION
MARICOPA INTEGRATED HEALTH
9/15 through 9/21
2601 E. Roosevelt, Phoenix, 85085
Rebecca Crisa 602-344-2422
TUCSON FIRE DEPT.
9/15 through 9/21
Amarie Vasquez 520-837-7092
VERDE VALLEY FIRE
9/15 through 9/21
Karen Maddy 928-634-2578

EVENTS

CAMP VERDE MARSHAL'S OFFICE
9/18 (7AM-8AM)
Car Seat Check
Camp Verde Elementary
928-554-8300
CHANDLER FIRE DEPARTMENT
9/21 (9AM-1PM)
Car Seat Fresst
250 E. Chicago St., Chandler
Tiffana Dworsick 480-782-2120
COCONINO COUNTY PUBLIC HEALTH
9/28
Car Seat Check Fresst
Flagstaff Medical Center
1200 N. Beaver St., Flagstaff, 86001
Heather Williams 928-679-7362
MARICOPA COMMUNITY HEALTH
9/27 (9AM-12PM)
Car Seat Check Fresst
Walmart Parking Lot
100 W. White Park Dr., Nogales, 85621
Rosie Simpson 520-281-1550
MESA POLICE & MESA FIRE
9/18 (9AM-11AM)
Car Seat Check Fresst
Walmart Parking Lot
857 N. Dobson Rd., Mesa
Michael Kurtz 480-644-4761
PHOENIX CHILDREN'S HOSPITAL
9/18 (2:30PM-3:30PM)
Booster seat event
Wilson Primary Gym 1919 E. Thomas RD.
Rienna Villanueva 602-933-3355
PHOENIX FIRE DEPT. & PHOENIX POLICE DEPT.
9/21 (9AM-12PM)
Car Seat Check Fresst
Discount Tire 3232 E. Cactus Rd., Phoenix
Frank Keller 602-443-1902
SIERRA VISTA POLICE & SIERRA VISTA FIRE
9/21 (8AM-12PM)
Target 4151 S. Highway 90, Sierra Vista
Michael Quarto 520-458-3319

National Child Passenger Safety Week
IS YOUR CHILD IN THE RIGHT CAR SEAT?

1700 West Washington Street, Executive Tower, Suite 430, Phoenix, Arizona 85007 Telephone (602) 255-3216 | Toll free (877) 855-8216 | Fax (602) 255-1265
www.azgohs.gov

Child Safety Seats and Booster Seats Work

Facts about lives that are saved when using the proper child safety seat:

- 71% effective in reducing the risk of fatal injury for children younger than 1 year old
- 54% effective in reducing the risk of fatal injury for children 1 to 4 years old
- 45% effective in reducing the risk of fatal injury for children ages 4 to 8 years old
- Reduces hospitalization by 69%

SEE AN UNBUCKLED CHILD?

CALL 1-800-505-BABY

BUCKLE UP IT'S THE LAW

The Arizona Governor's Office of Highway Safety and Director Alberto Gutier would like to take this opportunity to remind Arizona drivers that every child must be protected in the proper child safety seat or booster seat, every trip, every time!

BUCKLE UP BABY!

Phone: (602) 255-3216
Fax: (602) 255-1265
Toll free: 1-877-855-8216
www.azgohs.gov

Governor's Office of Highway Safety ARIZONA
Douglas A. Ducey
Governor

Alberto Gutier
Director

Child Safety Seats and Booster Seats Save Lives

Buckle Up Arizona… It's the Law

Buckle Up Baby!

Child safety seat and booster seat use is the law in Arizona!

Arizona Revised Statutes §28-907 A and B require:

- A child safety seat or booster seat for children up to 8 years old
- Correct use of child safety seat
- Fines from $50-$250
- Primary offense (An officer can pull you over and cite you)

Not just a good idea — It's the LAW!

Rear-Facing Seats
For infants and children under 2 years old

Forward-Facing Seats
For children over 2 years old

Booster Seats
Required for children over 5 years old and under 8 years old, who are not taller than 4'9"

Best Practices -

- Use rear-facing child safety seat as long as practical or up to 2 years old
- NEVER place a rear-facing child safety seat in the front seat where an air bag is active
- Always refer to the child safety seat manufacturer's instructions for height, weight, and installation requirements
- Keep children under 12 years old properly restrained in the back seat of the vehicle as long as practical
- Always set a good example by doing your part in buckling up

4 Steps for Kids

Intended Subrecipients
GOHS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b OP Low	405b OP Low (FAST)	$25,000.00	$0.00	$6,250.00

Planned Activity: Pedestrian and Bicycle Media Campaign
Planned activity number: **PS-Media**
Primary Countermeasure Strategy: **Mass Media Campaign**

Planned Activity Description
Planned activities to include paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of Pedestrian and bicycle safety.

Intended Subrecipients
GOHS

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405h Nonmotorized Safety	405h Paid Advertising	$50,000.00	$0.00	$12,500.00

Planned Activity: Selective Traffic Media Campaign

Planned activity number: **PTS-Media**
Primary Countermeasure Strategy: **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 strategies in this planned activity

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Paid Advertising (FAST)	$50,000.00	$20,000.00	$5,254.72

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, and compliant with regulations, prepare and maintain project documentation, and evaluate task accomplishments for their grant portfolios. Personnel also coordinate training as well as fiscally manage and audit funds. Funding will support personnel services, employee-related expenses, and other operating expenses for GOHS fiscal and project coordinators.

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

Planned activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
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

RS-PA	Roadway Safety Program 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: 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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$21,429.00	$0.00	$2,252.07

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
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$130,357.00	$0.00	$32,589.25
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$71,429.00	$0.00	$7,506.79

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
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$16,071.00	$0.00	$1,688.97

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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$8.929.00	$0.00	$938.39

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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$76,786.00	$0.00	$8,069.79

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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$48,214.00	$0.00	$5,067.03

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
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$600,000.00	$0.00	$187,194.96

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
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$0.00	$0.00	$0.00

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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$3,571.00	$0.00	$375.29

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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	$142,857.00	$0.00	$15,013.48

Planned Activity: Traffic Records Program Administration

Planned activity number: **TR-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

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Traffic Records (FAST)	$5,357.00	$0.00	$562.99

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 2019 fatalities at 982, 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 29% of total traffic fatalities in 2019.

Total Fatalities catergorized by Crash Factors 2019

Unrestrained Vehicle Occupant	Speeding Related	Alcohol Impaired Driving	Pedestrians	Motorcycle	Drivers Age 20 and Younger*	Bicyclists
300	294	256	220	170	98	30
31%	30%	26%	22%	17%	10%	3%

Source: 2019 state crash data

**Drivers involvedin fatal crashes (911)*

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 82% of the State's total population based on 2019 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 2019.

Traffic Crash Representation by County
2019 State Crash Data

Counties	*Population Estimate 2019*	*Total Traffic Crashes*	*%*	*Total Traffic Fatalities*	*%*	*Total Persons Injured*	*%*
Maricopa	4,367,835	97,122	74.9%	446	45.4%	38,568	71.7%
Pima	1,044,675	9,850	7.6%	141	14.4%	5,449	10.1%
Pinal	455,210	4,354	3.4%	69	7.0%	1,979	3.7%
Yavapai	232,386	3,682	2.8%	53	5.4%	1,595	3.0%
Yuma	229,957	2,679	2.1%	28	2.9%	1,360	2.5%
Mohave	216,985	3,203	2.5%	57	5.8%	1,387	2.6%
Coconino	147,275	3,857	3.0%	54	5.5%	1,499	2.8%
Cochise	130,808	1,072	0.8%	25	2.5%	386	0.7%
Navajo	112,825	1,250	1.0%	24	2.4%	520	1.0%
Apache	71,808	421	0.3%	34	3.5%	191	0.4%
Gila	55,159	992	0.8%	18	1.8%	397	0.7%
Santa Cruz	53,161	423	0.3%	6	0.6%	109	0.2%
Graham	38,476	383	0.3%	7	0.7%	168	0.3%
La Paz	22,085	377	0.3%	17	1.7%	163	0.3%
Greenlee	10,375	85	0.1%	3	0.3%	38	0.1%
Grand Total	***7,189,020***	***129,750***	100%	***982***	***100%***	***53,809***	***100%***

Source: 2019 State Crash Data

Impaired-Related Crash Representation by County
2019 State Crash Data

Counties	*Population Estimate 2019*	*Total Impaired Crashes*	*%*	*Total Impaired Fatalities*	*%*	*Total Impaired Injuries*	*%*
Maricopa	4,367,835	3,224	65.7%	122	47.7%	1,859	62.6%
Pima	1,044,675	516	10.5%	47	18.4%	343	11.6%
Pinal	455,210	225	4.6%	18	7.0%	162	5.5%
Yavapai	232,386	177	3.6%	7	2.7%	119	4.0%
Yuma	229,957	128	2.6%	3	1.2%	81	2.7%
Mohave	216,985	167	3.4%	11	4.3%	89	3.0%
Coconino	147,275	177	3.6%	16	6.3%	123	4.1%
Cochise	130,808	48	1.0%	8	3.1%	22	0.7%
Navajo	112,825	100	2.0%	5	2.0%	69	2.3%
Apache	71,808	28	0.6%	12	4.7%	23	0.8%
Gila	55,159	46	0.9%	2	0.8%	39	1.3%
Santa Cruz	53,161	13	0.3%	1	0.4%	4	0.1%
Graham	38,476	28	0.6%	2	0.8%	11	0.4%
La Paz	22,085	22	0.4%	1	0.4%	21	0.7%
Greenlee	10,375	8	0.2%	1	0.4%	4	0.1%
Grand Total	***7,189,020***	***4,907***	100%	***256***	***100%***	***2,969***	***100%***

Source: 2019 State Crash Data

Unrestrained Occupant Crash Representation by County 2019 State Crash Data							
Counties	*Population Estimate 2019*	*Total Unrestrained Crashes*	*%*	*Total Unrestrained Fatalities*	*%*	*Total Unrestrained Injuries*	*%*
Maricopa	4,367,835	2,228	60.7%	62	29.4%	1,277	57.0%
Pima	1,044,675	355	9.7%	25	11.8%	227	10.1%
Pinal	455,210	248	6.8%	29	13.7%	152	6.8%
Yavapai	232,386	167	4.5%	18	8.5%	112	5.0%
Yuma	229,957	114	3.1%	10	4.7%	77	3.4%
Mohave	216,985	171	4.7%	17	8.1%	101	4.5%
Coconino	147,275	152	4.1%	15	7.1%	124	5.5%
Cochise	130,808	44	1.2%	10	4.7%	29	1.3%
Navajo	112,825	64	1.7%	6	2.8%	45	2.0%
Apache	71,808	32	0.9%	7	3.3%	27	1.2%
Gila	55,159	23	0.6%	1	0.5%	20	0.9%
Santa Cruz	53,161	21	0.6%	3	1.4%	19	0.8%
Graham	38,476	34	0.9%	3	1.4%	20	0.9%
La Paz	22,085	16	0.4%	4	1.9%	8	0.4%
Greenlee	10,375	3	0.1%	1	0.5%	3	0.1%
Grand Total	***7,189,020***	***3,672***	100%	***211***	***100%***	***2,241***	***100%***

Source: 2019 State Crash Data

**No motorcycle data included*

Speeding-Related Crash Representation by County 2019 State Crash Data							
Counties	*Population Estimate 2019*	*Total Speeding Crashes*	*%*	*Total Speeding Fatalities*	*%*	*Total Speeding Injuries*	*%*
Maricopa	4,367,835	35,327	77.6%	136	46.3%	15,277	74.3%
Pima	1,044,675	2,881	6.3%	34	11.6%	1,548	7.5%
Pinal	455,210	1,596	3.5%	28	9.5%	776	3.8%
Yavapai	232,386	1,401	3.1%	18	6.1%	740	3.6%
Yuma	229,957	795	1.7%	14	4.8%	431	2.1%
Mohave	216,985	981	2.2%	19	6.5%	568	2.8%
Coconino	147,275	1,257	2.8%	22	7.5%	563	2.7%
Cochise	130,808	276	0.6%	6	2.0%	113	0.5%
Navajo	112,825	326	0.7%	5	1.7%	190	0.9%
Apache	71,808	108	0.2%	8	2.7%	69	0.3%
Gila	55,159	270	0.6%	0	0.0%	131	0.6%
Santa Cruz	53,161	100	0.2%	1	0.3%	35	0.2%
Graham	38,476	55	0.1%	0	0.0%	30	0.1%
La Paz	22,085	106	0.2%	3	1.0%	85	0.4%
Greenlee	10,375	23	0.1%	0	0.0%	15	0.1%
Grand Total	***7,189,020***	***45,502***	100%	***294***	***100%***	***20,571***	***100%***

Source: 2019 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

Certifications, Assurances, and Highway Safety Plan

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.