

STATE OF ARIZONA ***FFY 2006 ANNUAL REPORT***

(October 1, 2005 – September 30, 2006)

Prepared for:

**THE UNITED STATES DEPARTMENT OF
TRANSPORTATION**

**National Highway Traffic Safety Administration
and
Federal Highway Administration**

Prepared by:



Janet Napolitano, Governor

**Richard G. Fimbres, Director
Governor's Highway Safety Representative
Michael Hegarty, Deputy Director**

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Problem Identification Overview

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

Highway Safety means the reduction of traffic crashes, deaths, injuries, and property damage on public roads. The Arizona Highway Safety Plan (HSP) is developed through annual problem identification and analysis of traffic records, citations, convictions, judicial outcome, incarcerations, assessments, screening, treatment, prevention, and surveys.

Through the Director of the Governor's Office of Highway Safety, a channel of communication and understanding has been developed between the Governor's Office, the Legislature, state agencies, political subdivisions, and activist groups concerning all aspects of the statewide highway safety program.

Executive Order 2004-24 designates the GOHS as the State Highway Safety Agency (SHSA) and, as such, the appropriate agency to administer the HSP on behalf of the Governor.

One emphasis of the highway safety funding process is to provide "seed" money to develop effective programs that can become operational within a three-year period. If the program(s) are successful, the state or local jurisdiction will establish the program(s) as a permanent responsibility of the jurisdiction.

Problem identification involves the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles traveled. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Crashes can be further analyzed in terms of the time, day of the week, month; age and sex of drivers; primary crash factors; and use of safety equipment.

Other factors also influence motor vehicle crashes and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation, the highway system, economic conditions, climate, and the effective strength of law enforcement agencies can be influential. The selection of crash comparisons requires the exercise of judgment.

Key Components of the Highway Safety Plan include:

- **Alcohol and Other Drugs / Youth Enforcement (AL/YA)** - To reduce the number and severity of crashes in which alcohol and/or drugs are contributing factors.
- **Occupant Protection (OP)** - To increase the statewide seat belt / child safety seat (CSS) usage rate of motor vehicle occupants and to increase public information and education of the benefits of seat belt / CSS usage for adults and children.
- **Police Traffic Services (PT)** - To achieve and maintain compliance with traffic laws such as aggressive driving, speeding and red light running. Enforcement must be consistent, impartial and uniformly applied to all street and highway users.
- **Traffic Records (TR)** -To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, correctional, and emergency response disciplines.
- **Emergency Medical Services (EM)** - To continue to support rural providers with emergency medical services (EMS) equipment.
- **Motorcycle, Bicycle, and Pedestrian Safety (MC/PS)** - To increase the public's awareness and understanding of and participation in motorcycle, bicycle and pedestrian safety.
- **Public Information and Education (PI&E)** – GOHS strives to have PI&E programs running throughout the year. GOHS produces printed materials that are available to the public and private sector. GOHS staff attends and participates in safety and health fairs throughout the year at locations throughout the state. The GOHS Director, Deputy Director and GOHS staff members speak at various events throughout the year. The GOHS Deputy Director has a media and journalism background which allows him to initiate and create media events throughout the year.
- **Roadway Safety (RS)** -To improve traffic conditions in identified corridors and local jurisdictions by funding minor traffic engineering improvements, correcting signing deficiencies and promoting safety programs.

Features of the Highway Safety Plan include:

- A working document that is revised throughout the year to accommodate unforeseen events and opportunities;
- A statewide overview and detailed summaries of traffic safety data as well as project/program descriptions, objectives, costs, and time frames;
- A plan that is operational during the federal fiscal year which commences October 1, 2005 and ends September 30, 2006;
- Traffic safety project activities and a budget for the allocation of resources;

- The opportunity by which the State is able to secure federal highway safety funds under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

Program/Project Development:

During January of each year, a letter outlining the Proposal Process and priority areas is sent out to political subdivisions, state and non-profit agencies regarding the Governors' Office of Highway Safety's (GOHS) Proposal Process. All governmental and non-profit agencies are encouraged to take an active part in Arizona's Highway Safety Program. In addition to the written notification, the letter and Proposal Guide are posted on the GOHS website.

Proposals are due to the GOHS Phoenix Office on 1 April. Each proposal is date stamped, assigned a number and pertinent information is added to an Excel spreadsheet.

The GOHS Director, Deputy Director, Program Manager, Project Coordinators, DRE Operations Coordinator, and Occupant Protection Coordinator review each proposal and provide written comments in preparation of the Highway Safety Plan meeting.

The Highway Safety Plan meeting is held during June. This meeting is typically a multiple day meeting because each proposal is discussed and level of funding is determined. These discussions include the following evaluation criteria:

1. Is the proposal fundable?
2. Does the proposal address one or more of the priority areas identified in the Proposal Letter?
Priority areas include those identified by NHTSA and the Governor.
3. Did the submitting agency follow the guidelines set forth in the Proposal Guide, i.e. did not exceed page count, provided statistical data, cover letter signed by agency CEO, etc.
4. Has the agency been included in the HSP before? If yes, how did they perform? Were narrative and financial reports completed in accordance with contractual requirements?
5. What is the status of the agency? Is the agency stable or is there significant internal turmoil and personnel turnover?
6. Political considerations.

It is the policy of GOHS to fund all proposals that meet the listed criteria. This ensures that the entire state is represented in the HSP.

Once funding levels are determined, the Program Manager assigns the Program Area, Project Coordinator and task number to each funded proposal. Project Coordinators then write their assigned tasks for inclusion in the HSP.

GOHS relies on the Arizona Department of Transportation, Motor Vehicle Division, Traffic Records Section for all crash related statistics.

Arizona's 2006 Performance Goals

The primary highway safety goals for Arizona are:

To decrease the fatality rate per 100 million vehicle miles traveled (VMT) from the base level of 2.06 in 2001 to 1.00 in 2008.

The percentage of increase of the total number of persons killed from the base level of 1,057 in 2001 should be less than the percentage of increase of VMT and population in 2008.

The percentage of increase of the total number of persons injured from the base level of 73,962 in 2001 should be less than the percentage of increase of VMT and population in 2008.

Arizona Licensed Drivers, Motor Vehicle Registrations, and Crash History

Calendar Year	Total Crashes	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Persons Killed	Total Persons Injured	Total Licensed Drivers	Total Registered Vehicles
2000	131,368	892	47,485	82,992	1,037	76,626	3,497,208	3,983,860
2001	131,573	944	46,150	84,489	1,057	73,962	3,550,776	4,037,359
2002	134,228	984	46,209	87,045	1,132	74,235	3,668,704	4,162,219
2003	130,895	971	45,177	84,747	1,118	71,901	3,819,823	4,316,219
2004	138,353	992	46,613	90,748	1,153	73,376	3,923,395	5,638,799
2005	138,791	1,038	45,200	92,553	1,179	70,050	3,943,625	5,945,131

TABLE 1

Five Year Trend for Selected Highway Safety Data
2001 – 2005

DATA ELEMENT	2001	2002	2003	2004	2005	% Change 2004 – 2005
Fatality Rate per VMT*	2.08	2.17	2.10	2.01	1.97	-20%
Total Fatalities	1,057	1,132	1,118	1,151	1,179	2.43%
Total Urban Fatalities	495	489	432	551	558	1.27%
Total Rural Fatalities	552	630	686	600	599	-.2%
Total Alcohol-Related Fatalities	258	271	298	249	232	-6.8%
Total Alcohol-Related Injuries	6,880	6,644	6,213	6,187	5,746	-7.12%
Occupant Fatalities - Percent Restrained						
All Occupants	32%	29%	31%	32%	33%	3.12%
Occupants, age 16 - 20	14%	21%	25%	29%	28%	-3.57%
Infants, age 0 - 4	17%	28%	33%	40%	50%	25%
Pedestrian/Bicycle/Motorcycle Fatalities						
Total Pedestrian Fatalities	166	158	126	132	164	20.6%
Total Bicycle Fatalities	29	15	15	27	35	29.6%
Total Motorcycle Fatalities	75	95	111	119	146	22.7%
% Helmeted Motorcycle Operators	29%	24%	28%	29.2%	40%	37%
Percentage of Fatal Crashes by Speed						
35 - 40 MPH	24%	20%	22%	21%	24%	14.28%
60 + MPH	25%	23%	30%	31%	29%	-6.89%

*Vehicle Miles Traveled = fatality rate per 100 million miles driven

**Preliminary Data

Data Source: Arizona Department of Transportation, Traffic Records Section

TABLE 2**Traffic Fatalities by County****2004– 2005**

COUNTY	2004	2005	% Change
APACHE			
Total	54	31	-42.6%
COCHISE			
Total	53	47	-11.3%
COCONINO			
Total	58	61	5.2%
GILA			
Total	26	19	-26.9%
GRAHAM			
Total	10	8	-20%
GREENLEE			
Total	0	2	200%
LA PAZ			
Total	28	35	25%
MARICOPA			
Total	460	524	13.9%
MOHAVE			
Total	53	62	17%
NAVAJO			
Total	53	46	-13.2%

COUNTY	2004	2005	% Change
PIMA			
Total	147	137	-6.8%
PINAL			
Total	93	85	-8.6%
SANTA CRUZ			
Total	12	13	8.3%
YAVAPAI			
Total	79	72	-8.9%
YUMA			
Total	27	37	37%
GRAND TOTAL	1,153	1,179	2.3%

Table 3 - DATA ELEMENT	2001	2002	2003	2004	2005
Population	5,319,895	5,472,750	5,629,870	5,833,685	6,044,985
Motor Vehicle Registrations	4,037,359	4,162,219	4,316,219	5,638,799	5,945,131
Licensed Drivers	3,550,766	3,668,704	3,819,823	3,923,395	3,943,625
Vehicle Miles Traveled (Millions)	50,860	52,014	53,345	57,417	59,796
Fatality Rate per VMT	2.08	2.17	2.10	2.01	1.97
Total Crashes	131,573	134,228	130,895	138,353	138,791
Total Injury Crashes	46,150	46,209	45,177	46,613	45,200
Total Fatal Crashes	944	984	971	992	1,038
Fatal Rate Per 100,000 Population	17.74	17.98	17.24	17.00	17.17
Total Injuries	73,962	74,230	71,901	73,376	70,050
Total Fatalities	1,057	1,132	1,118	1,153	1,179
Fatality Rate per 100,000 Population	19.87	20.68	19.86	19.76	19.50

TABLE 4**Arizona Crash Facts****2004 – 2005**

CATEGORY	2004	2005	Percentage of Change
Total Reported Crashes	138,353	138,791	.32%
Total Fatalities	1,153	1,179	2.43%
Total Injuries	73,376	70,050	-4.53%
Total Pedestrian Fatalities	136	164	20.6%
Total Pedestrian Injuries	1,568	1,468	-6.38%
Total Motorcyclist Fatalities	119	146	22.7%
Total Motorcyclist Injuries	2,456	2,453	-.012%
Total Bicyclist Fatalities	27	35	2.96%
Total Bicyclist Injuries	1,703	1,710	.41%
Millions of Vehicle Miles Traveled (VMT)	57,417	59,796	4.14%
Fatalities Per 100 Million VMT	2.01	1.97	-2%
Injuries Per 100 Million VMT	128	117	-8.6%

Highlights and Historical Trends

2005 Crash Overview

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,791	100.00%
Fatal Crashes	1,038	0.75%
Killed	1,179	not applicable
Injury Crashes	45,200	32.57%
Injured	70,050	not applicable
Property Damage	92,553	66.69%

2005 Crashes by Geographic Location

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,791	100.00%
Urban Crashes	115,599	83.29%
Fatal Crashes	517	.45%
Killed	558	not applicable
Injury Crashes	37,603	32.77%
Injured	57,575	not applicable
Property Damage	77,479	67.02%
Rural Crashes	23,210	16.72%
Fatal Crashes	521	2.24%
Killed	599	not applicable
Injury Crashes	7,602	32.75%
Injured	11,876	not applicable
Property Damage	15,087	65.0%

2005 Crash Description

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,791	100.00%
Single Vehicle	26,374	19.09%
Fatal Crashes	594	2.25%
Injury Crashes	9,705	36.8%
Property Damage	16,075	60.95%
Multi-Vehicle	112,417	81.0%
Fatal Crashes	444	0.39%
Injury Crashes	35,495	31.57%
Property Damage	76,478	68.03%

2005 Safety Devices

DESCRIPTION	QUANTITY	PERCENTAGE
Total Impacted	382,024	not applicable
<i>Drivers Total</i>	267,576	not applicable
<i>With Safety Device</i>	224,697	83.98%
Fatalities	236	not applicable
Injuries	14,866	not applicable
<i>Without Safety Device</i>	8,644	3.24%
Fatalities	279	not applicable
Injuries	2,580	not applicable
<i>Unknown</i>	17,684	not applicable
<i>Passengers Total</i>	14,448	not applicable
<i>With Safety Device</i>	102,298	89.38%
Fatalities	80	not applicable
Injuries	16,962	not applicable
<i>Without Safety Device</i>	6,556	5.73%
Fatalities	120	not applicable
Injuries	1,661	not applicable
<i>Unknown</i>	1,362	not applicable

2005 Motor Vehicle and Driver Descriptions

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,791	100.00%
Total Vehicles	266,923	100.00%
Passenger Cars	176,288	66.0%
Trucks	77,163	28.91%
Motorcycles	2,961	1.11%
Buses	1,280	0.48%
Other	9,231	3.46%

2005 Alcohol Related Crashes

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	7,616	100.00%
Fatal Crashes	211	2.77%
<i>Killed</i>	232	not applicable
Injury Crashes	3,398	44.62%
<i>Injured</i>	5,746	not applicable
Property Damage	4,007	52.61%

2005 Pedestrian and Pedalcyclist Crashes

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,791	100.00%
<i>Pedestrian Crashes</i>	1,577	1.14%
Fatal Crashes	156	9.89%
Killed	161	not applicable
Injury Crashes	1,311	83.13%
Injured	1,434	not applicable
Property Damage	110	6.97%
<i>Pedalcyclist Crashes</i>	2,009	1.45%
Fatal Crashes	35	1.74%
Killed	35	not applicable
Injury Crashes	1,700	84.62%
Injured	1,762	not applicable
Property Damage	274	13.69%

2005 Motorcycle Crashes

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,791	100.00%
<i>Motorcycle Crashes</i>	2,858	2.06%
Fatal Crashes	140	4.90%
Killed	150	not applicable
Injury Crashes	2,247	78.62%
Injured	2,638	not applicable
Property Damage	471	16.48%

						Urban	Rural	Total
Month	2000	2001	2002	2003	2004	2005	2005	2005
January	71	64	101	85	82	47	50	97
February	71	66	97	76	86	43	44	87
March	74	88	95	85	90	53	56	109
April	83	92	90	91	114	58	50	108
May	98	99	93	110	99	40	41	81
June	86	78	98	84	87	48	53	101
July	107	90	99	93	87	43	85	128
August	79	105	93	98	114	44	70	114
September	90	91	92	96	105	37	32	69
October	95	112	102	101	91	62	37	99
November	87	80	86	105	100	42	56	108
December	96	86	86	94	98	41	47	88
Total	1,037	1,057	1,132	1,118	1,153	558	621	1,179
VMT	2.08	2.08	2.17	2.10	2.01	1.32	3.55	1.97

LICENSED DRIVERS, REGISTERED VEHICLES, POPULATION & VMT DATA

Year	Licensed Drivers	Registered Vehicles	Population	Vehicle Miles Traveled (Millions)
2000	3,497,208	3,983,860	5,130,632	49,725
2001	3,550,766	4,037,359	5,319,895	50,860
2002	3,668,704	4,162,219	5,472,750	52,014
2003	3,819,823	4,316,219	5,629,870	53,345
2004	3,923,395	5,638,799	5,833,685	57,417
2005	3,943,625	5,945,131	6,044,985	59,796

Alcohol-Related Crashes
2000 - 2005

	2000	2001	2002	2003	2004	2005
Crashes	8,048	8,088	8,100	7,800	7,794	7,616
Fatal Crashes	219	227	237	253	218	211
Injury Crashes	3,969	3,881	3,766	3,587	3,598	3,398
Property Damage	3,860	3,980	4,097	3,960	4,178	4,007
Fatalities	266	258	274	298	249	232
Injuries	7,087	6,880	6,644	6,215	6,187	5,746

Drinking Drivers Involved in Crashes
2000 - 2005

AGE	2000	2001	2002	2003	2004	2005
15-18 years	435	427	497	452	435	405
19-20 years	574	604	631	606	584	578
21-24 years	1,441	1,518	1,512	1,527	1,653	1,499
25-34 years	2,319	2,258	2,248	2,204	2,292	2,211
35-44 years	1,780	1,673	1,597	1,501	1,413	1,400
45-54 years	868	881	911	892	949	918
55-64 years	360	304	370	378	392	348
65 and older	196	240	208	160	125	358
Unknown/ Not Reported	188	323	250	198	270	0
TOTAL	8,161	8,221	8,224	7,918	8,113	7,717

Provided by the Arizona Department of Transportation, Traffic Records Section.

**Driver Fatalities with Known Alcohol Test Results in Arizona by County
and the Drivers' Alcohol Test Results
2005**

	ALCOHOL TEST RESULTS						TOTAL
	BAC = .00		BAC = 0.01-0.09		BAC = 0.10+		
	#	%	#	%	#	%	#
COUNTY							
Coconino County	1	50%	0	0%	1	50%	2
Maricopa County	92	53.5%	10	5.8%	70	40.7%	172
Pima County	32	61.5%	5	9.6%	15	28.9%	52
All Other Counties	51	56%	9	9.9%	31	34.1%	91
TOTAL	176	55.5%	24	7.6%	117	36.9%	317

**Driver Fatalities with Known Alcohol Test Results in Arizona by County
and the Drivers' Alcohol Test Results
2004**

	ALCOHOL TEST RESULTS						TOTAL
	BAC = .00		BAC = 0.01-0.09		BAC = 0.10+		
	#	%	#	%	#	%	#
COUNTY							
Coconino County	5	83.3%	1	16.7%	0	0.0%	6
Maricopa County	124	64.9%	16	8.3%	51	26.7%	191
Pima County	12	66.7%	0	0.0%	6	33.3%	18
All Other Counties	58	69.0%	5	6.0%	21	25.0%	24
TOTAL	199	66.6%	22	7.4%	78	26.1%	299

**Driver Fatalities with Known Alcohol Test Results in Arizona by County
and the Drivers' Alcohol Test Results**
2003

	ALCOHOL TEST RESULTS						TOTAL
	BAC = .00		BAC = 0.01-0.09		BAC = 0.10+		
	#	%	#	%	#	%	#
COUNTY							
Coconino County	1	50.0%	0	0.0%	1	50.0%	2
Maricopa County	127	58.5%	26	12.0%	64	29.5%	217
Pima County	15	60.0%	3	12.0%	7	28.0%	25
All Other Counties	51	64.6%	9	11.4%	19	24.1%	79
TOTAL	194	60.1%	38	11.8%	91	28.2%	323

**Driver Fatalities with Known Alcohol Test Results in Arizona by County
and the Drivers' Alcohol Test Results**
2002

	ALCOHOL TEST RESULTS						TOTAL
	BAC = .00		BAC = 0.01-0.09		BAC = 0.10+		
	#	%	#	%	#	%	#
COUNTY							
Coconino County	2	100.0%	0	0%	0	0%	2
Maricopa County	128	65.0%	13	6.6%	56	28.4%	197
Pima County	20	52.6%	3	7.9%	15	39.5%	38
All Other Counties	30	44.1%	7	10.3%	31	45.6%	68
TOTAL	180	59.0%	23	7.5%	102	33.4%	305

**Driver Fatalities with Known Alcohol Test Results in Arizona by County
and the Drivers' Alcohol Test Results**
2001

	ALCOHOL TEST RESULTS						TOTAL
	BAC = .00		BAC = 0.01-0.09		BAC = 0.10+		
	#	%	#	%	#	%	#
COUNTY							
Coconino County	2	3.3%	1	16.7%	3	50.0%	6
Maricopa County	122	56.5%	20	9.3%	74	34.3%	216
Pima County	12	66.7%	1	5.6%	5	27.8%	18
All Other Counties	38	61.3%	3	4.8%	21	33.9%	62
TOTAL	174	57.6%	25	8.3%	103	34.1%	302

**Driver Fatalities with Known Alcohol Test Results in Arizona by County
and the Drivers' Alcohol Test Results**
2000

	ALCOHOL TEST RESULTS						TOTAL
	BAC = .00		BAC = 0.01-0.09		BAC = 0.10+		
	#	%	#	%	#	%	#
COUNTY							
Coconino County	4	100.0%	0	0	0	0	4
Maricopa County	104	61.5%	14	8.3%	51	30.2%	169
Pima County	22	59.5%	2	5.4%	13	35.1%	37
All Other Counties	39	48.8%	8	10.0%	33	41.3%	80
TOTAL	169	58.3%	24	8.3%	97	33.4%	290

Drivers Involved in Fatal Crashes by Alcohol Test Results
(by Blood Alcohol Concentration (BAC))
2000 - 2005

YEAR	.00	.01 - .07	.08+*	Unknown	Total	% .08+*
2000	213	23	116	996	1,348	33.0%
2001	202	22	124	1,059	1,407	35.6%
2002	206	19	125	1,087	1,437	35.7%
2003	225	34	123	1,135	1,517	32.2%
2004	230	22	104	1,150	1,506	29.2%
2005	207	22	139	1,210	1,578	37.8%

* $\frac{\text{.08+}}{\text{Total Known}} = \% .08+$ (Unknown not used)

Total Known

Unknown = Combination of: Not Tested, Tested with Unknown Results, Unknown if Tested, and Refused Test

15-20 Year Old Drivers Involved in Fatal Crashes by Alcohol Test Results
(by Blood Alcohol Concentration (BAC))
2000 - 2005

YEAR	.00	.01+**	Unknown	Total	% .01+**
2000	27	19	123	169	41.3%
2001	28	15	145	188	34.9%
2002	30	18	139	187	37.5%
2003	30	14	125	169	31.8%
2004	35	20	151	206	36.4%
2005	35	22	153	210	38.6%

** $\frac{\text{.01+}}{\text{.00 + .01}} = \% .01+$ (Unknown not used)

Unknown = Combination of: Not Tested, Tested with Unknown Results, and Unknown if Tested

Average Time From Crash to EMS Arrival at Hospital*
2000 - 2005

YEAR	MINUTES	% TIME UNKNOWN
2000	55.4	97.7%
2001	49.7	96.1%
2002	49.0	92.8%
2003	81.5	93.9%
2004	50.3	95.0%
2005	56.7	71.8%

* Unknown reliability due to limited reporting of EMS data

Key Indicators of Data System Integrity*
2000 - 2005

YEAR	% UNKNOWN DRIVER FATALITIES BY BAC	% UNKNOWN OCCUPANT RESTRAINT USE	% UNKNOWN TIME CRASH TO HOSPITAL
2000	43.4%	15.2%	97.7%
2001	42.0%	10.9%	96.1%
2002	45.6%	18.4%	92.8%
2003	47.6%	15.4%	93.9%
2004	50.9%	14.9%	95.0%
2005	51.02%	14.1%	71.8%

* Unknown reliability due to limited reporting of EMS data

Provided by the Arizona Department of Transportation, Traffic Records Section.

Motorcycle Occupant Fatalities by Helmet Use*
2000 - 2005

YEAR	USED	NOT USED	UNKNOWN USE	TOTAL	% USED
2000	32	42	23	97	32.98%
2001	21	46	3	70	30.00%
2002	23	57	15	95	24.21%
2003	31	67	13	111	27.93%
2004	41	70	7	118	34.75%
2005	59	85	7	151	39.07%

*Figures include 3 or 4 wheel ATVs and exclude mopeds, motor scooters, and mini-bikes.
 Provided by the Arizona Department of Transportation, Traffic Records Section.

Motorcycle Crashes*
2000 - 2005

	2000	2001	2002	2003	2004	2005
Crashes	2,138	2,042	2,299	2,402	2,652	2,865
Fatalities	97	75	95	111	119	150
Injuries	2,107	1,924	2,166	2,287	2,456	2,643

*Figures include 3 or 4 wheel ATVs and exclude mopeds, motor scooters, and mini-bikes.
Provided by the Arizona Department of Transportation, Traffic Records Section.

Occupant Fatalities / Age 16 - 20
2000 - 2005

YEAR	USED	NOT USED	UNKNOWN USE	TOTAL	% USED
2000	26	87	17	130	20.0%
2001	19	100	18	137	13.9%
2002	26	79	22	127	20.5%
2003	34	61	28	123	27.6%
2004	41	78	22	141	29.1%
2005	35	89	14	138	25.4%

Provided by the Arizona Department of Transportation, Traffic Records Section.

Occupant Fatalities / Age 0 - 4
2000 - 2005

YEAR	USED	NOT USED	UNKNOWN USE	TOTAL	% USED
2000	9	17	3	29	31.0%
2001	4	12	3	19	21.05%
2002	4	8	2	14	28.57%
2003	6	6	2	14	42.86%
2004	4	6	0	10	40.0%
2005	2	9	2	13	15.45%

Provided by the Arizona Department of Transportation, Traffic Records Section.

Urban/Rural Occupant Fatalities by Restraint Usage - All Ages
2000 - 2005

YEAR	USED	NOT USED	UNKNOWN USE	TOTAL	% USED
2000	145 Rural	304 Rural	91 Rural	540 Rural	26.9%
	96 Urban	112 Urban	32 Urban	240 Urban	40.0%
Total	241	416	123	798	30.9%
2001	158 Rural	259 Rural	77 Rural	494 Rural	32.0%
	91 Urban	156 Urban	44 Urban	291 Urban	31.3%
Total	249	415	121	785	31.7%
2002	136 Rural	277 Rural	111 Rural	524 Rural	25.9%
	133 Urban	149 Urban	58 Urban	340 Urban	39.1%
Total	269	426	169	864	31.1%
2003	175 Rural	281 Rural	124 Rural	586 Rural	29.9%
	104 Urban	123 Urban	53 Urban	280 Urban	37.1%
Total	279	404	177	866	32.2%
2004	171 Rural	293 Rural	84 Rural	548 Rural	31.2%
	145 Urban	226 Urban	63 Urban	434 Urban	39.4%
Total	316	519	147	982	32.2%
2005	142 Rural	262 Rural	93 Rural	497 Rural	28.6%
	168 Urban	258 Urban	49 Urban	475 Urban	35.4%
Total	310	520	142	972	31.9%

Provided by the Arizona Department of Transportation, Traffic Records Section.

Occupant Fatalities by Restraint Usage - All Ages
2000 - 2005

YEAR	USED	NOT USED	UNKNOWN USE	TOTAL	% USED
2000	241	416	123	780	30.9%
2001	249	415	121	785	31.7%
2002	269	426	169	864	31.1%
2003	279	410	177	866	32.2%
2004	321	426	138	885	36.3%
2005	310	520	142	972	31.9

Provided by the Arizona Department of Transportation, Traffic Records Section.

**RESULTS OF ARIZONA GOVERNOR'S OFFICE OF
HIGHWAY SAFETY ANNUAL SEAT BELT USAGE SURVEY
2000 - 2006**

GROUPS OBSERVED	2000	2001	2002	2003	2003*	2004	2005*	2006**
All Drivers Seat Belt Use	74.99%	74.29%	73.99%	79.5%	86.00%	95.12%	94.42%	
Front Seat Occupants Seat Belt Use	75.17%	74.35%	73.71%	79.46%	85.84%	95.28%	94.22%	
Children Safety Restraint Use	71.68%	72.63%	71.60%	82.24%	89.69%	97.57%	96.66%	
Motorcycles Helmet Use	39.01%	41.69%	43.50%	35.84%	44.85%	35.93%	57.52%	

*Post "Click It or Ticket" Survey - Source: CSI Santa Rita Research Center

**Post "Click It or Ticket" Survey – Source: Behavioral Research Center

Pedestrian Crashes
2000 - 2005

	2000	2001	2002	2003	2004	2005
Crashes	1,654	1,601	1,608	1,595	1,629	1,579
Fatalities	132	159	158	126	136	161
Injuries	1,560	1,509	1,481	1,528	1,568	1,436

Pedestrian Fatality Rates
2000 - 2005

YEAR	NUMBER	RATE PER 100,000 POPULATION
2000	132	2.57
2001	159	2.98
2002	158	2.89
2003	126	2.24
2004	136	2.33
2005	161	2.66

Urban Pedestrian Fatalities by Non-Motorist Location
2000 - 2005

YEAR	Intersection Crosswalk	Intersection Other	Intersection Unknown	Non- Intersection Crosswalk	Non- Intersection Other	Non- Intersection Unknown
2000	12 (11%)	17	6	1	66	2
2001	15 (12%)	15	7	2	81	3
2002	19 (17%)	14	3	1	71	1
2003	12 (12%)	10	3	2	70	0
2004	11 (11%)	12	5	1	58	4
2005	12	15	1	8	111	1

***Bicycle Crashes
2000 - 2005***

	2000	2001	2002	2003	2004	2005
Crashes	2,200	1,993	1,893	1,874	2,001	2,015
Fatalities	25	29	15	15	27	35
Injuries	1,915	1,757	1,618	1,617	1,703	1,767

***Bicycle Fatalities by Contributing Factors (of Bicyclist)
2001-2005***

FACTOR	2001	2002	2003	2004	2005
No contributing factor	7	5	3	6	8
Failure to yield right-of-way	8	4	4	7	5
Failure to obey traffic control device	3	2	2	3	1
Darting, running, or stumbling into road	3	1	2	4	6
Operating without required equipment	2	1	2	3	2
Failure to keep in proper lane or running off road	2	1	2	3	2
Unknown/Other	8	3	10	16	27
TOTAL	33*	17*	25*	42	51

*Multiple factors for some bicyclists

**Fatal Crashes by Posted Speed Limit
2000 – 2005**

Posted Speed	2000	2001	2002	2003	2004	2005	% of Total
25 and less	41	50	58	43	52	57	5.5%
30 to 40	205	244	233	191	250	254	24.5%
45 - 50	199	194	202	220	237	232	22.4%
55 - 60	133	117	116	116	143	102	9.8%
65 - 70	90	94	117	143	148	141	13.6%
75	133	128	137	145	203	143	13.7%
Not Stated	91	117	121	113	117	109	10.5%
Total	892	944	984	971	1,150	1,038	100%

Accident Investigation

The Arizona Department of Public Safety (DPS) and the Phoenix Police Department were each awarded federal funding for their Vehicular Crimes Units (VCU).

The DPS utilized their funding for the following: Personnel Services (overtime), Employee Related Expenses, Professional and Outside Services to conduct four (4) Advanced Collision Investigation and Reconstruction Schools, and In-State Travel to allow DPS VCU officers training opportunities.

The DPS VCU has grown in manpower; however, the demand for service continues to grow as well. Reconstruction officers are placed in a more litigious arena in regards to liability, and it becomes more difficult to find qualified officers who are willing to accept more responsibility and work extra hours required to conduct complex investigations.

On a positive note, the DPS VCU is one of the leaders in collision investigation and reconstruction across the nation. By increasing manpower and skills, this program will continue with its current operation output (caseload), and continue to improve efficiency and level of training.

The Phoenix Police Department's VCU utilized their federal fund award in a different manner. Federal funds were utilized for Capital Outlay equipment. Four (4) desktop computers with enhanced graphics capabilities necessary to operate VISTA CAD software were purchased. This will allow the VCU the animation programs necessary to demonstrate crash reconstruction in court. Crash Retrieval (CDR) System hardware and software were also obtained to enable the majority of the investigative background work to be done in the field, before the vehicles are moved, to prevent the potential for loss of evidence. The Phoenix Police Department's VCU is often called upon to assist other agencies in need of this specialized equipment when DPS is unavailable. A Total Station Measurement System used to record crash scene data and measurements was obtained as well. VCU detectives use this data to create scale drawings and forensic mapping used to finalize comprehensive investigations for all fatal and serious injury collisions. The Phoenix Police Department's VCU already had two of these systems; however, as work loads increase, there was a need for another unit.

As you can imagine, both the DPS and Phoenix Police Department's Vehicle Crimes Units are extremely busy areas in each respective organization. Due to budget constraints, federal funding has been made available to each agency to obtain state of the art equipment, as well as keeping abreast of the new technology through training opportunities.

Providing federal funding to these units for the enhancement of highway safety issues is crucial. It enables these units to perform their duties with accuracy, diversity and the proper amount of personnel, and to handle the investigations and caseloads in an efficient and timely manner.

Alcohol and Other Drugs

Arizona has a full-time DRE Operations Coordinator who is assigned to the GOHS office in Phoenix. His tasks include the following:

- √ Increase the number of certified DREs statewide with a focus on rural Arizona
- √ Increase the number of certified DRE instructors statewide with a focus on rural Arizona
- √ Increase the number of SFST certified officers statewide with a focus on rural Arizona
- √ Increase the number of law enforcement Phlebotomists statewide with a focus on rural Arizona
- √ Increase the number of certified DITEP instructors statewide with a focus on rural Arizona
- √ Schedule and oversee all necessary in-service training for the DRE Program
- √ Schedule and conduct DUI Task Force meetings with representatives from all of the recognized task forces to compare successes and concerns
- √ Schedule and oversee the GOHS Summit for Law Enforcement and Prosecutors and the GOHS Summit for Judges
- √ Continue working with GITA, IBM and DUI task force members to ensure that all holiday DUI task force enforcement activities are reported timely and correctly
- √ Continue to provide press releases to the media with holiday DUI task force enforcement results the morning following the detail
- √ Continue to represent Arizona statewide and nationwide at conferences and meetings regarding Arizona's Impaired Driver Program
- √ Continue to provide statistical information to NHTSA Western Region
- √ Continue to work with NHTSA and IACP personnel to further Arizona's Impaired Driver Program

Arizona continues to increase the number of officers trained in SFST/HGN, DRE, phlebotomy, and DITEP. Listed below is the training that was coordinated and sponsored by GOHS. As you can see, training is scheduled throughout Arizona with various agencies. This reduces travel time and travel costs.

SFST/HGN:

Phoenix PD	February 22-24
Fish & Game	March 1-3
Mesa PD	March 7-9
Glendale PD	March 22-24
Tucson PD	March 30-April 1
Scottsdale PD	April 11-14
Yavapai CSO	April 19-21
Coconino CSO	May 3-5
Game & Fish	May 11-13
Phoenix PD	May 24-26

Eagar PD	June 7-9
Kingman PD	June 20-22
Gilbert PD	June 28-30
Mesa PD	July 11-13
Nogales PD	July 13-15
Gilbert PD	July 26-28
Phoenix PD	August 2-4
Tempe PD	August 15-17
Scottsdale PD	September 12-15
Casa Grande, DPS	September 25-28
Parker, DPS	September 25-28
Phoenix, DPS	October 17-19
San Carlos, DPS	November 7-9
Pinetop/Lakeside	November 7-9
Phoenix PD	November 15-17
Yavapai CSO	November 15-17
DPS, Phoenix	December 19-21

SFST Instructor:

Coconino CSO	April 24
Nogales PD	July 12
Phoenix PD	November 14

DRE Schools:

Phoenix PD	March 6-16
Peoria PD	May 8-18
Tucson PD	September 11-21
DPS	October 23-November 2

DRE Instructor Schools:

Peoria PD	May 4-5
Tucson PD	September 6-7

Miscellaneous:

SFST Assessment Class, VA	February 28-March 2
Mid-Year TAP Meeting	March 29
NHTSA Meeting, San Diego CA	April 12-14
SFST Assessment, Austin TX	May 15-17
2006 DRE Conference	June 12-15
GOHS Summit	August 14-18
TAP Meeting, Boston	October 13
DRE Section Meeting, Boston	October 14

Region I Meeting	October 28
SFST Assessment, Hartford CT	November 6-9
LEADRS Meeting, Phoenix	November 27
LEADRS Meeting, Tucson	November 28
LEADRS Meeting, Parker	November 29
LEADRS Meeting, Prescott Valley	November 30

Certification training for DRE School was held at both the Madison Street Jail (Maricopa County Sheriff's Office) and the City of Mesa Jail. The training was for the four Arizona Schools as well as Canada, Indiana, Iowa, Kansas, Kentucky, Massachusetts, Montana, New Mexico, West Virginia and Wisconsin

Phlebotomy training statewide

DITEP training statewide

The DRE Operations Coordinator conducts bi-monthly DRE Steering Committee meetings. This meeting is an opportunity for each of the agency DRE Coordinators to discuss issues specific to DRE as well as impaired driving in general. These meetings are attended by law enforcement, prosecutors and crime lab personnel.

In addition, the DRE Operations Coordinator along with the Arizona SADD Coordinator is a co-chair of the Arizona DUI Task Force. This group meets bi-monthly immediately following the DRE Steering Committee meeting. Again, this meeting is attended by law enforcement, prosecutors and crime lab personnel.

Both of these meetings have resulted in streamlined procedures, training opportunities, sharing of vital information, and the development of public information and education campaigns.

The DRE Operations Coordinator in conjunction with the Arizona Government Information Technology Agency and IBM developed a web-based reporting system that task force coordinators use to submit information from the enforcement nights using either the direct web entry or Interactive Voice Response (IVR) entry utilizing a toll-free phone number. All of the statistics for a holiday DUI enforcement program must be reported by 10:00 am the morning following the event. By utilizing the system, a press release is immediately generated and sent via e-mail to Arizona media outlets. This procedure provides current statistics to the media for reporting to the public.

On July 25th, GOHS presented a new DUI processing van to Pima County. The van will be used by the all members of the Southern Arizona DUI Task Force. Pima County has just reached the one million mark in population and borders Mexico. Pima County is home to Davis Monthan Air Force Base. The van will be vital in reducing DUIs throughout Pima County.

In August, GOHS sponsored the Annual GOHS Summit for Law Enforcement and Prosecutors and second one for Judges. These two annual conferences provide all three groups an opportunity to network and receive updates in technology, case law and procedures.

On September 27th, GOHS presented a new DUI processing van to Cochise County. In addition, Cochise County Sheriff's Office provided the City of Thatcher, a growing community located just west of the New Mexico/Arizona border, with their old DUI van. Cochise County has become one of the fastest growing counties in Arizona. The county borders Mexico and is home to Ft. Huachuca Army Base. The van will be vital in reducing DUIs throughout the county but also play an important and visible role at the Agua Prieta Port of Entry in reducing the number of teens that cross the border to consume alcohol.



Cochise County Sheriff's Office – DUI van



GOHS Director Fimbres speaking at press conference while Project Coordinator Terry Rutan hands over keys to the Mayor of Sierra Vista.

The Glendale Police Department was able to obtain a much needed DUI Processing Van for the West Valley DUI Task Force. This van is equipped with police radios, MDC (computer), intoxilyzers, cameras, emergency equipment scene lights, generator and a blood draw chair. During the press conference, Chief Steven Conrad stated "Our goal is to make the streets safer and have zero tolerance enforcement of DUIs."



Glendale Police Department's new DUI Processing Van



Director Richard Fimbres speaks at the press Conference held on October 17, 2006, while Glendale Chief Steven Conrad looks on



The new DUI Processing Van keys are presented to Sergeant Joe Turitto, Glendale Police Department by Project Coordinator Linda Mendyka

The Nogales Police Department also received a DUI Processing Van for the Southern Arizona DUI Task Force. This van will be available to all agencies in Santa Cruz County. The van will be vital in reducing DUIs throughout the county and will also play an important and highly visible role at the Nogales Port of Entry to help reduce the number of underage youth alcohol violations due to the close proximity to the U. S./Mexico border.

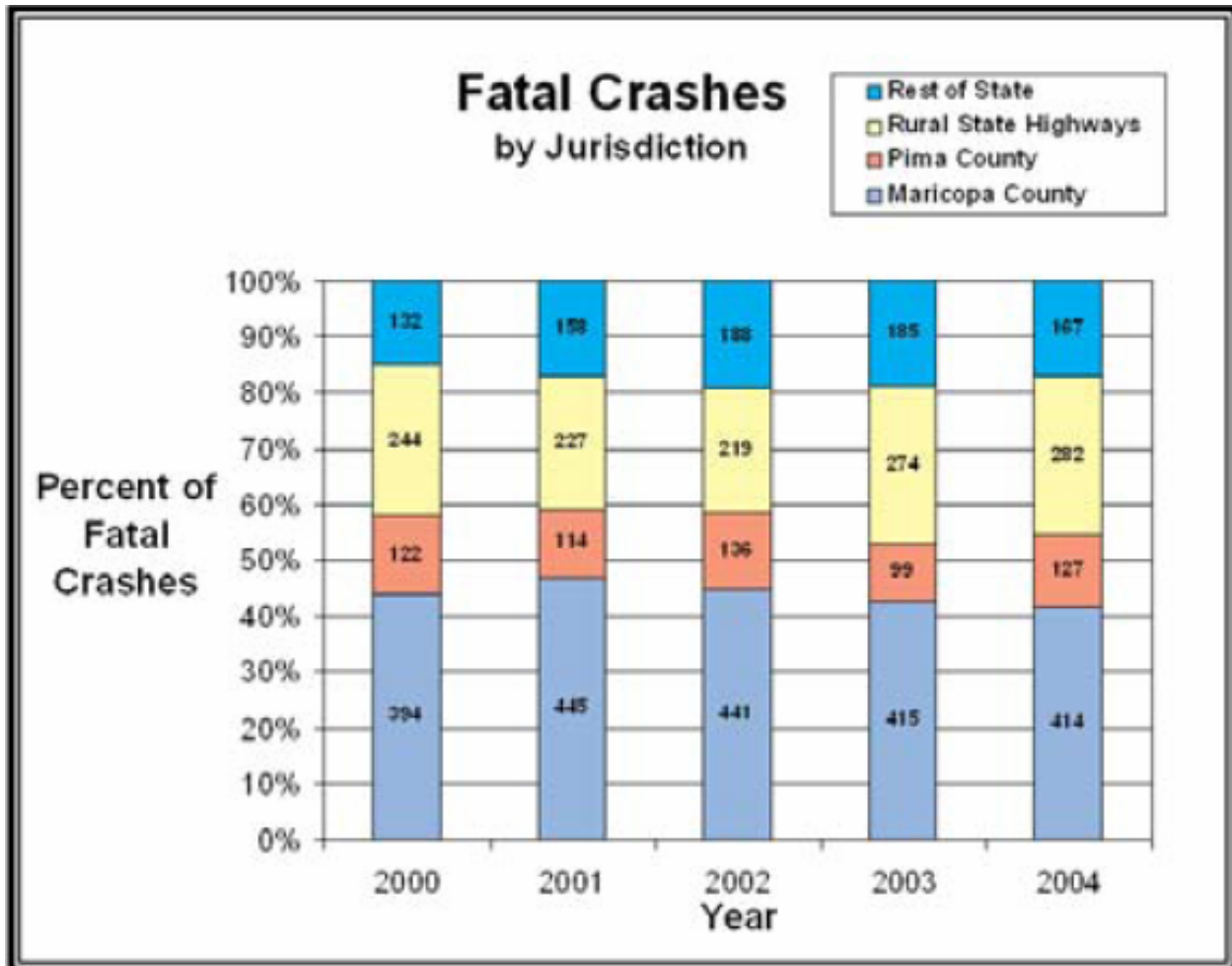
Federal funds were awarded to the Florence and Thatcher Police Departments for the purchase of fully equipped enforcement vehicles. In addition, awards were made to purchase radar units, in car cameras, PBTs and stop sticks.

An award was also made to the Tucson City Court for eight (8) laptop computers to be used by probation officers in tracking DUI probationers.

Emergency Medical Services

For Federal Year 2006 GOHS continued to focus on providing funding and services to Arizona’s fire departments, with special emphasis on rural communities. GOHS allocated \$444,209.00 to 34 fire departments throughout Arizona. The majority of these fire departments represented small cities/towns or rural communities and 30 of the departments that received funds were able to purchase new extrication equipment to replace antiquated equipment. The fire departments receiving funds have equipment that is 10+ years old, is unreliable and can no longer be serviced.

Three tribal fire departments received funding from GOHS, including, Yavapai Nation, Fort Mojave Indian Reservation and the Cocopah Indian Tribe. Fifteen (15) fire departments are located in Arizona’s mountainous terrain known as “Rim Country.” This area, located 50+ miles north and north east of metropolitan Phoenix represents many of the State’s rural fatalities. In 2004, rural crashes accounted for 17.06% of all crashes but represented 52.53% of all fatal crashes. The following chart illustrates that rural state highways in Arizona make up a significant portion of fatalities.



On June 8th 2006, Director Fimbres and Project Coordinators Hammond and Rutan traveled to Sierra Vista to present the keys to a new ambulance to Chief Bill Miller of the Fry Fire District. GOHS provided a total of \$40,000 towards the purchase of a new ambulance and extrication equipment from Federal Year 2005. Back orders prevented the new ambulance from arriving until June 2006. In addition, Fry received a new Ford rescue truck. The truck was delivered in September

Unlike most city fire departments, rural/district fire departments place additional stress and use on their ambulances and rescue trucks due to unpaved roads and extended travel. In addition, funding levels for rural fire and EMS-related equipment is often a challenge due to limited tax revenues. The majority of traffic fatalities occur in rural Arizona. Equipment such as this is a key to reducing fatalities on Arizona's rural roads.

A14 HERALD/REVIEW

LOCAL

June 8, 2006

State delivers new truck to Fry Fire Department

BY GENTRY BRASWELL
HERALD/REVIEW

SIERRA VISTA — The "Fry Guys" emergency medical personnel have a new ambulance, partially funded by the Governor's Office of Highway Safety.

A highway grant from the state office covered \$30,000 for the replacement of the Fry Fire District's 1990-model ambulance, which had accumulated more than 150,000 miles of wear on its engine.

The replacement ambulance will provide services to the area south of Sierra Vista, including Palominas, Fry District Chief Bill Miller said.

The new ambulance is a full-sized, walk-in unit, and will allow a bigger and better emergency medical working environment.

Fry Fire also received another \$10,000 for an emergency stabilization kit, which includes airbags, rescue hoses and rescue saws for emergency vehicle extrication.

Governor's Office of High-

way Safety Director Richard Fimbres visited Fry Fire Station 2 on Yaqui Road on Thursday morning, to check out the new ambulance and talk with Cochise County Board of Supervisors Chairman Pat Call, Miller, members of the Fry Fire District Board of Directors, Sierra Vista police Officer Bob Randall, and County Sheriff Deputy Commander Mark Dannels.

All of these agencies depend on such federal and state grants to pay for some of their much-needed equipment.

An large Fry Fire engine that was funded last year by a Federal Emergency Management Agency grant was just put into service by the Fry District on Friday, Miller said.

"We got \$13 million worth of requests, and we've got a pool of about \$3 million," Fimbres said, discussing next year's round of Arizona Highway Safety grants.

The grant money is directed toward issues and areas of the state that need it the most.



ED HONDA-HERALD/REVIEW

Fry Fire Department has a new ambulance from a grant from the state, as officials pose for a picture. From left to right are Richard Fimbres, director of Governor's Office of Highway Safety; George Hooper, chairman of the Fry Fire Department board; Arthur Nash, board member; Sean Hammond, project coordinator for the Governor's Office of Highway Safety; Pat Call, Cochise County Board of Supervisors chairman; Fire Chief Bill Miller; James Barnett, board member; Deputy Commander Mark Dannels of the Cochise County Sheriff's Office; and Duane Brofer, board member

"Speed is a big issue in Arizona. Pedestrian fatalities have increased. Impaired drivers are still a big issue," Fimbres said.

Motorcycle safety is an issue of concern for the highway safety office as well, with more than 100,000 Ari-

zona motorcyclists, and the nearly year-round motorcycling weather, Fimbres said.

For next year's disbursement of these highway safety grants, Fry Fire has already applied and been approved for a new Ford F-550 light-

duty rescue truck, Miller said.

Dannels said the sheriff's department is awaiting a new, grant-funded DUI-enforcement van.

REPORTER Gentry Braswell can be reached at 515-4680.

The Black Canyon Fire Department received funds for extrication equipment and the new equipment was used for the first time on August 22, 2006 when a car slammed full speed into the back of a slow moving tractor trailer. “The new technology now being used with other extrication equipment is fantastic. Instead of having to hook up two hoses to the power unit, only one hose is needed,” said Chief Tom Birch.

In this crash, you can see the hydraulic cutter next to the car. This cutter was used to remove the roof and then to remove the victim. Amazingly, the victim, who was transported to the hospital, did survive the crash.



Black Canyon City firefighters get new life-saving gear

By Bruce Colbert
BB/CC News

BLACK CANYON CITY – With a \$10,000 grant, the Black Canyon Fire Department recently bought a new hydraulic extraction spreader and cutter.

“The new extraction spreader, or jaws-of-life as everyone calls them, and the cutter gives us two sets now,” said BCFD Chief Tom Birch. “We’re going to put the new set on the new pumper truck, and put the set we have now on the other pumper truck.”

This is the second grant in one year that BCFD Capt. Josh Johnson successfully wrote and won for the fire department.

Last year, the fire department bought a new power unit for the extraction tools with money from a grant application Johnson wrote.

Both grants are from the

Governor’s Office of Highway Safety and total almost \$20,000 combined.

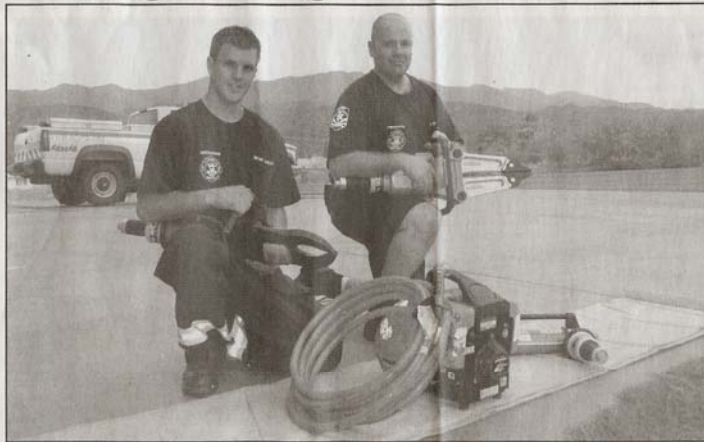
“The new spreader and cutter is state of the art equipment,” Birch said. “It’s cutting edge technology that just came out this year.

“The old power unit had two hoses connecting to the extraction tools. They would shut down if they got crimped. And if they got too hot, an air bubble would form inside and shut it down.

“This new hose doesn’t crimp or get blocked up. You can tie this single hose into a knot and it won’t crimp; it will still work.”

The tools are heavy and bulky to work with and allow little room for operator error.

Two miniature spotlights installed in the handles of each tool increases visibility during night emergencies.



From left, Black Canyon Fire Department fire fighters Bryan Lukes, EMT, and Gordon Hanchett, paramedic display BCFD’s new hydraulic spreader, cutter and power unit. Two grants paid for the \$20,000 worth of new equipment.

BB/CCN Photo/
Bruce Colbert

“These little spotlights make a big difference when working at night,” Birch said. “When it’s dark and you’re working in close quarters it can be really difficult to get

good light on the area you’re working on. With these, the firefighter can see exactly what he’s working on.”

Birch said the district’s new fire truck is scheduled

for pick-up in September, two months ahead of the original estimate date.

Firefighters will carry the new extraction equipment on the new truck.

Motorcycle Safety

28-2010. Motorcycle safety fund; administration; advisory council

A. A motorcycle safety fund is established consisting of monies deposited pursuant to subsection B of this section and monies from gifts, grants and other donations. The director of the governor's office of highway safety shall administer the fund. On notice from the director of the governor's office of highway safety, the state treasurer shall invest and divest monies in the fund as provided in section 35-313, and monies earned from investment shall be credited to the fund. Up to ten per cent of the monies in the fund may be used for administrative costs. Monies in the fund are subject to legislative appropriation and are exempt from the provisions of section 35-190 relating to lapsing of appropriations, except that all monies in the fund that are deposited pursuant to subsection B of this section and that exceed one hundred fifty thousand dollars revert to the state highway fund.

B. Notwithstanding section 28-2004, through June 30, 2010, the director of the department of transportation shall deposit, pursuant to sections 35-146 and 35-147, one dollar of each motorcycle registration fee collected pursuant to section 28-2003 in the motorcycle safety fund.

C. Subject to legislative appropriation, the director of the governor's office of highway safety shall use monies deposited in the motorcycle safety fund pursuant to this section, after consultation with the state motorcycle safety advisory council, to implement and support voluntary motorcycle education, awareness and other programs, including covering the cost of materials for motorcycle safety, education and awareness programs.

D. Through June 30, 2010, the state motorcycle safety advisory council is established consisting of five members who have experience in motorcycle safety and who are appointed by the governor for three year terms. Members may be removed for cause and may be reappointed. The council shall meet at least quarterly and on the call of the director of the governor's office of highway safety for advice on the expenditure of monies in the motorcycle safety fund.

During this reporting period a multi-lingual (English, Spanish and Native American) statewide media campaign was launched utilizing radio, brochures, bumper stickers, pins, and key tags. The target audience was operators of four-wheel vehicles and the message was "Look Out for Motorcycles."

The Motorcycle Safety Advisory Council and the Governor's Office of Highway Safety produced a newspaper insert addressing motorcycle safety. The insert as published follows:



BEFORE YOU GET YOUR MOTOR RUNNIN'



BROUGHT TO YOU BY THE ARIZONA MOTORCYCLE SAFETY ADVISORY COUNCIL



Letter from the Director



Richard Fimbres
Director, Governor's
Office of Highway
Safety

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

GOHS is fortunate to work with so many outstanding partners to accomplish its mission, especially with the support of our Governor Janet Napolitano, her staff and our regional and national offices of the National Highway Traffic Safety Administration.

The State Motorcycle Safety Advisory Council is a natural partner in our goal to promote motorcycle safety. Through education - like this publication that was

funded through a portion of motorcycle registrations - enforcement, outreach and legislation, our focus is on comprehensive programs that prevent crashes, prevent injuries and fatalities. Our initiatives foster promoting motorcycle rider education and licensing; reducing the number of impaired motorcyclists; increasing motorist awareness of motorcycles, and increasing safety equipment and helmet use.

"Motorcycle riding is a popular form of recreation and transportation for thousands of people across Arizona," said Governor Janet Napolitano. "The safe operation of a motorcycle requires the use of special skills developed through a combination of training and experience, the use of good judgment, and through knowledge of traffic laws and licensing requirements. It is also very important that motorists also share the road and be aware of motorcycles on our streets and highways."

I would like to personally thank the men and women of emergency medical services and the law enforcement community throughout the state for their support staff throughout the state. They are the first responders in a motorcycle incident and essential in maintaining safer roadways in Arizona.

To learn more about motorcycle safety and our office, please visit our web site at www.azgohs.gov. We'd appreciate learning your thoughts. E-mail us at comments@azgohs.gov. Special thanks to the dedicated individuals serving on the Motorcycle Safety Awareness Council. Highway Safety is everyone's responsibility, every person can make a difference in making our streets safer.



Letter from MSAC

Arizona Motorcycle Safety Advisory Council

The great state of Arizona is a great state for motorcycle riding.

More people than ever before are choosing to ride motorcycles for many reasons. Ours is one of the only states with a climate that encourages year-round riding for its residents, as well as attracting riders from all over the country and all over the world to enjoy our unique landscape, and some of the most beautiful roads and scenery anywhere. With the rising cost of gasoline, motorcycles are becoming the vehicle of choice by those interested in saving some money at the gas pumps, as well as those interested in conserving the fuel we have by choosing to operate a more fuel-efficient vehicle.

This publication, funded by the Motorcycle Safety Advisory Council which receives a portion of motorcycle registrations to produce educational materials, offers a wealth of knowledge about safe riding- and driving-for both motorcyclists and motorists. We want everyone to enjoy our roads, so please...

Motorists: look out for motorcyclists. Take extra care at intersections or whenever turning across traffic.

Motorcyclists: do your part for safety by taking a rider training course, getting properly licensed, wear protective riding gear, and ride free from impairment.

Arizona is a great state for motorcyclists... let's all work together to make it a safe state for everyone.

Arizona Motorcycle Safety Advisory Council Members

Dick Studdard, Chair
Sheila Robinson, Vice Chair
Don Orton

Jean Cooper
Steve Musgrave

Motorcycle Safety Websites

and other Motorcycle Information Sites:

- Motorcycle Safety Foundation
www.msfc-usa.org
- American Motorcyclist Association
www.ama-cycle.org
- Arizona Motor Vehicle Division
www.azdot.gov/mvd
- Motorcycle Riders Foundation
www.mrf.org
- Arizona Governor's Office of Highway Safety
www.azgohs.gov
- The Modified Motorcycle Association of Arizona
www.mma-az.org
- National Highway Traffic Safety Administration
www.nhtsa.dot.gov
- American Brotherhood Aimed Toward Education of Arizona
www.abateofaz.org
- Arizona Motorcycling
www.arizonamotorcycling.com

Ride Safe and Sober, Keep the Rubber Side Down

Dick Studdard, Chair,
Arizona Motorcycle Safety Advisory Council

The three major factors in motorcycle crashes are:

Motorist awareness of the motorcycle rider

A study by the University of California showed that motorists' failure to detect and recognize motorcycles in traffic are the predominant cause of crashes involving motorcycles and other vehicles. Many motorists fail to detect motorcyclists because they don't expect to see them or they aren't looking for a motorcycle. They expect to see other cars and don't realize there are many motorcycles on the road. Intersections and driveways are the most dangerous for the motorcyclist due to the motorist turning left in front of the motorcyclist or pulling out in front of the motorcyclist.

The unlicensed & untrained rider

Police officers indicate that about 30 percent of the motorcyclists stopped for a traffic violation do not have a valid driver's license or the license is

not endorsed for the rider to operate a motorcycle. Unlicensed motorcycle riders are over represented in fatal crashes in Arizona. During fiscal year 2004, the Motor Vehicles Division issued 21,294 motorcycle endorsements. During the same period, the total certificates of completion issued by all the motorcycle training schools in Arizona total 6,465. That means only 30 percent of the new licensees received rider training. More than 14,000 riders received their motorcycle endorsement by going to the local MVD office and taking the written and riding test. Approximately 40 percent of the applicants who go to the MVD for a motorcycle endorsement fail either the written or riding test. Many of the motorcycle riders do not know that the motorcycle schools are available. Attending a motorcycle training school will make the rider a safer rider and make riding a motorcycle more enjoyable. On completion of the school, many insurance companies give a discount to the rider.

The impaired rider

The National Highway Traffic Safety Administration reported that 41 percent of the motorcycle operators who died in single vehicle crashes in 2004 had a blood alcohol concentration of .08 percent or



higher. Riding a motorcycle is 90 percent mental and alcohol and drugs can impair the rider at very low levels. The first thing to go when an individual is consuming alcohol is judgment. Studies have shown that even in small amounts alcohol can put the rider at risk and should be avoided. Legal and illegal drugs will also affect the rider's ability to safely operate a motorcycle. Many over the counter drugs can also have an adverse effect on the rider and if the drugs are needed for medical reasons, then operating a motorcycle should be avoided.

The Numbers are Scary

There's no denying the numbers - more people are riding motorcycles and more motorcycle riders are dying in wrecks than ever before.

In 2004, more than 9 million Americans rode a motorcycle. That year, nearly 4,000 of those motorcycle riders died in a wreck, including 119 in Arizona.

Besides the dead, the number of injured has skyrocketed, too. National estimates by the National Highway Traffic Safety Administration for 2004 show that more than 76,000 motorcycle riders were injured (requiring hospitalization or transport to a medical facility) in accidents. In Arizona in 2004, 2,456 motorcycle riders were injured in crashes.

The reasons for these alarming statistics are many:

- **Ridership is at an all-time high.** There are more motorcycle riders to get into crashes. There are 9 million registered motorcycles in the United States in 2005. That's up from just more than 2 million 10 years ago.

- **Experience is low.** Many new motorcycle riders know only enough about riding a motorcycle to pass their licensing test. In Arizona, almost a third of motorcycle riders stopped by police do not have the proper license for operating a motorcycle. The Arizona Motorcycle Safety Advisory Council estimates that nearly 70 percent of motorcycle riders have had no rider training. Plus, about 40 percent of Arizona motorcycle license applicants fail either the written or riding test the first time they take it.

- **Powerful bikes.** Motorcycles have come a long way since the last biking craze in the 1950s and '60s. Many bikes today have more than 100 horsepower and are much lighter than their predecessors, making them quicker, especially in turns. Controlling a fast, light bike takes a lot of skill and experience.

- **Helmet laws.** In 1995, Congress removed highway funding restrictions for states without mandatory helmet laws. As a result, many states

4,008

Deadly Statistics

In 2004, 4,008 motorcyclists were killed and an additional 76,000 were injured in traffic crashes in the United States - 8 percent more than the 3,714 motorcyclist fatalities and 14 percent more than the 67,000 motorcyclist injuries reported in 2003.

-Traffic Safety Facts, National Highway Traffic Safety Administration

changed or repealed their restrictions (Arizona's helmet law only lasted three years before being repealed in 1976. Arizona now only requires riders under age 18 to wear a helmet). Motorcycle fatalities and injuries in the 1980s reached record highs, prompting helmet requirements. Motorcycle fatalities began to fall, reaching its lowest number in 1997. Since then, as helmet restrictions were relaxed or repealed, motorcycle deaths have increased every year.

- **More congested roadways.** Near gridlock prevails in most of the nation's big cities, Phoenix and Tucson being no exceptions. Hard to see motorcycles competing for space on congested roads with cars and trucks often leads to accidents. Most wrecks between a car and a motorcycle involve the car violating the motorcycle's right of way,

either pulling into traffic in front of a motorcycle or changing lanes into a motorcycle.

- **Inexperienced and inattentive motorists.** The most common refrain from motorists involved in an accident with a motorcycle is, "I never saw him." Many car drivers do not have their mirrors adjusted properly, especially their side mirrors. As a result, the thinner profile of a motorcycle makes it more likely for a motorcycle to be in a car's "blind spot" on multi-lane roads. The increase in drivers using cell phones and iPods or eating or doing other activities while driving are also causes for the "I never saw him" factor.

- **Drugs and alcohol.** The sad truth is that of the 119 motorcyclists who died in accidents in Arizona in 2004, 40 had alcohol in their blood with the vast majority having a blood alcohol content above the legal limit, .08.

- **It's a motorcycle, after all.** With no bumpers, doors, crumple zones or airbags to protect a rider, even low speed "fender benders" can result in serious injuries to motorcyclists. Not wearing a helmet magnifies the risk.

Despite the scary statistics, motorcycle riding can be safe, fun and economical. There are good reasons why so many Americans are buying motorcycles. Besides the mythology, nostalgia and machismo associated with bikes, they get great gas mileage, you can drive them in the car pool lane and they're fun to ride. The key is not falling off, no matter the reason or the speed.

May is Motorcycle Safety Awareness Month and the Governor's Office of Highway Safety, the Arizona Motorcycle Safety Advisory Council, and the National Highway Traffic Safety Administration have produced this newspaper insert to educate everyone - motorcyclists and motorists - about motorcycle safety.

Before you get your motor runnin' learn how to ride right and ride safe.



119

Sobering Numbers
In 2004,

119 motorcycle riders in Arizona died in crashes. Of those, 70 percent were not wearing a helmet and 34 percent had alcohol in their system.

-Traffic Safety Facts, National Highway Traffic Safety Administration

40%

Key Kid! Where's Your Helmet?

Data in states where only minors are required to wear helmets (including Arizona) show that fewer than 40 percent of the fatally-injured minors wear helmets even though the law requires them to do so.

-Traffic Safety Facts, National Highway Traffic Safety Administration



Ride Right

Riding a motorcycle requires a little more preparation and training than hopping into a car and driving off.

The following is a helpful guide for riding right:

2,320

Age is a Factor
In 1994, there were 2,320 motorcycle fatalities. Of those, only 541, or 23 percent, were over age 40. In 2004, of the 4,008 motorcycle deaths, 1,847, or 46 percent, were over age 40.

- Traffic Safety Facts, National Highway Traffic Safety Administration

80%

Size Matters
In 2004, of the 4,008 motorcycle fatalities, nearly 80 percent involved motorcycles with engines larger than 500 cc. Motorcycles with engines smaller than 500 cc were involved in only 5 percent of the fatal crashes.

- Traffic Safety Facts, National Highway Traffic Safety Administration

The Rider

Helmet: Always wear your helmet, even if you're just riding around the block. Make sure your helmet fits properly and you have good visibility. Make sure it meets the U.S. Department of Transportation standard. A helmet without a DOT sticker does not meet minimum safety standards. Always fasten the helmet strap. A helmet that goes flying off your head at just the moment you need it kind of defeats the purpose.

Eye Protection: Always wear goggles or a visor on your helmet, even if your bike has a windscreen. A bug or a pebble in the eye at 40 mph can quickly turn a fun ride into a deadly one, not to mention the risk of blindness.

Clothing and Gloves: Always wear a jacket made of sturdy material: denim, nylon or leather. Always wear gloves. Always wear long pants. Always wear over-the-ankle boots. Sounds hot, doesn't it? That's the curse of riding a motorcycle in Arizona. Gloves protect your hands from injury from flying objects and helps you keep control of the bike. Likewise for the pants and the boots. The jacket helps you keep your skin on your body if you fall off, whatever the reason (every rider, even the most skilled, has had a spill on their bike). Even low speed crashes can peel skin like a banana. Most people can run at least 15 mph over short distances. Try going out to

the street in sandals, shorts and a T-shirt, run full speed and then slide chest first on the pavement like a baseball player into second base. Sound painful? Wear the jacket, pants, boots and gloves and save your skin. Make sure your clothing is bright or reflective. The easier it is for motorists to see you, the better, especially at night.

Finally have proper bad weather gear, especially rain gear.

Ride sober: Never operate a motorcycle under the influence of alcohol or prohibited drugs. If you take prescription medicine, adhere to the directions on the bottle and your doctor's and pharmacist's directions. If they say don't operate a motor vehicle or machinery, then don't.

The Bike

Know your bike, the more familiar you are with your motorcycle, the safer you are riding it.

The Controls: Know where all the controls are on your bike and how to use them. Sit on the bike with the engine off and practice operating the controls like you were riding it. Practice with the turn signals, pressing the horn button, turning on and off the lights and making them brighter or dimmer. Know how to turn on your reserve fuel (if you have one). You don't want to be looking for it at 40 mph when your bike starts to cough for gas.

Gears and Brakes: Practice shifting gears. The better you are at upshifting and downshifting the more control you have over your bike, especially

in an emergency. Don't put your bike in neutral at stoplights, keep it in first gear. You might have to leave in a hurry. Know where the brake lever and pedal are and practice braking. There are few things more important to know about your bike than how to stop in a hurry. Just because you know how to squeeze the lever and press the pedal at the same time doesn't mean you're good at braking. Practice braking, the better you are, the safer you are.

Maintenance: Keep your bike well maintained and in good operating order. Make sure all the lights work, all the controls work, the brakes are in good shape, the chain has the proper tension and lubrication, the engine is well-tuned, the oil and coolant levels are correct and the tires have good tread and the right air pressure. Any one of these being in poor repair or service can affect the safety of your ride. Follow your manufacturer's guidelines for annual and semi-annual maintenance.

Source: *You and Your Motorcycle: Riding Tips*, by the Motorcycle Safety Foundation, www.msfsa.org.



Arizona Law 28-964

Motorcycles; all-terrain vehicles; motor driven cycles; equipment; exception; prohibition

A. An operator or passenger of a motorcycle, all-terrain vehicle or motor driven cycle who is under eighteen years of age shall wear at all times a protective helmet on the operator's or passenger's head in an appropriate manner. The protective helmet shall be safely secured while the operator or passenger is operating or riding on the motorcycle, all-terrain vehicle or motor driven cycle. An operator of a motorcycle, all-terrain vehicle or motor driven cycle shall wear at all times protective glasses, goggles or a transparent face shield of a type approved by the director unless the motorcycle, all-terrain vehicle or motor driven cycle is equipped with a protective windshield. This subsection does not apply to electrically powered three wheeled vehicles or three wheeled vehicles on which the operator and passenger ride within an enclosed cab.

B. A motorcycle, all-terrain vehicle and motor driven cycle shall be equipped with a rearview mirror, seat and footrests for the operator. A motorcycle, all-terrain vehicle or motor driven cycle operated with a passenger shall be equipped with a seat, footrests and handrails for the passenger.

C. A person shall not operate a motorcycle, all-terrain vehicle or motor driven cycle equipped with handlebars that are positioned so that the hands of the operator are above the operator's shoulder height when the operator is sitting astride the seat and the operator's hands are on the handlebar grips.

Arizona Law 28-903

Operation of motorcycle on laned roadway; exceptions

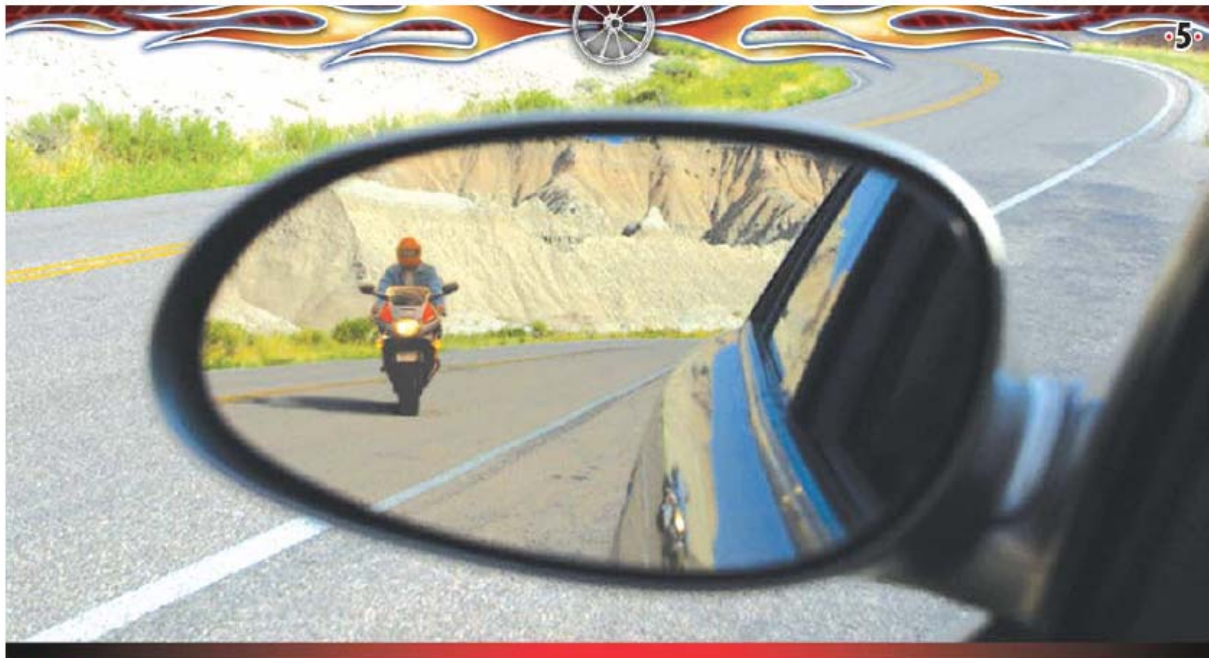
A. All motorcycles are entitled to the full use of a lane. A person shall not drive a motor vehicle in such a manner as to deprive any motorcycle of the full use of a lane. This subsection does not apply to motorcycles operated two abreast in a single lane.

B. The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken.

C. A person shall not operate a motorcycle between the lanes of traffic or between adjacent rows of vehicles.

D. A person shall not operate a motorcycle more than two abreast in a single lane.





Ride Safe

Once you're wearing the proper gear and have a well-maintained motorcycle and completely familiar with its operation, the next step is going for a ride. If it were so easy. Motorcycles require more work and skill to ride than driving a car. Moreover, the more skilled the rider, the safer the rider.

The following is information on how to safely ride your motorcycle:

Training

There's an old joke about a lost tourist in New York City who stops a New Yorker on the street for directions and asks, "How do I get to Carnegie Hall?" The New Yorker replies, "Practice, practice, practice." Same goes for safe motorcycle riding. How do you Ride Safe? Practice, practice, practice. The first step is the Motorcycle Safety Foundation's Basic Rider Course, which is offered in 47 states, including Arizona. You should take this course before buying your motorcycle - most providers include use of a motorcycle, helmet and other equipment as part of the class. Learn how to ride a bike before buying one. Once you've passed the course and know the basics, you still need to practice your skills. The foundation also offers an Experienced Rider Course that teaches more advanced skills, including crash avoidance and how to handle emergencies. But besides the courses, the foundation also provides information for riders to set up their own practice area in empty parking lots. Course layouts and how-to exercises can be downloaded from the MSF website, www.msf-usa.org, or the foundation will mail you or tell you how to get a training booklet that includes DIY exercise courses by calling 949-727-3227. Even the most experienced riders should practice their skills at least once a year.

Emergencies

Accidents happen. Dogs run into the street, cars pull out in front of you, tires blow out, engines stall and road debris

flies up. All of these and more can require a rider to take quick and decisive action. It's impossible to imagine and then prepare for all of the bad things that can happen when riding a motorcycle. The best emergency preparedness is being a skilled, attentive and visible rider. Know how to stop your bike in a hurry. Know how to swerve and avoid danger and stay upright. Know how to control and overcome a skid. Know how to ride on rough or dirt roads. Know how to ride on wet or icy roads. Know how to handle a blowout (stay off the brakes, slow down gradually while keeping a firm grip on the handlebars). Finally, a great way to handle an emergency is to start your ride with the intention of avoiding them. Keep a well-maintained motorcycle, wear the proper clothing and gear, ride like all the other drivers can't see you, be attentive to what's happening around you, follow the rules and be safe. Most importantly, in an emergency DON'T PANIC. Use the skills you've learned through experience and training courses to avoid or mitigate the emergency.

Group Riding & Passengers

Many new motorcycle riders are casual riders, meaning they don't ride their bike everyday to go to work, to the store and what not. They're mostly weekend and holiday riders who like to go on "Rides" with small and sometimes large motorcycle enthusiast groups.

But there's a right way to ride in a group. Most of the "pack" riding you see in the movies and on television is not safe group riding and should not be emulated.

Ride in small groups. Big groups are difficult for other motorists and can cause unnecessary conflicts. When riding in groups, stagger the formation so that the first rider is on the inside left of the lane, the next rider is on the outside right and one second, at least, behind the leader, the next rider should be on the inside left at least one second behind the second rider and two seconds behind the first and so on. Do not ride side-by-side, that leaves no room to maneuver in case of an emergency for either rider. Practice a half-dozen or so simple hand signals to inform the group of your intentions. Two riders riding next to each other shouting over the wind and engine noise are not paying attention to what they're doing or where they're going and

10,838

That Ain't No Brain Bucket

The National Highway Traffic Safety Administration estimates that from 1984 through 2004 helmets saved the lives of 16,019 motorcyclists. If all motorcycle operators and passengers had worn helmets during that period, NHTSA estimates that 10,838 additional lives would have been saved.

-Traffic Safety Facts, National Highway Traffic Safety Administration

are a danger to themselves and others.

When riding with a passenger, realize the handling of the motorcycle has been affected, it's heavier and will turn differently and take longer to stop. Passengers should wear the same type of clothing and gear as the driver, especially a helmet. Novices unfamiliar with a motorcycle should be shown what's hot on the bike. They should be taught when to lean and when not to. Passengers should hold onto the driver at all times on the bike, even when it's stopped.

Visibility

Finally, safe riders are visible riders. Ride with your lights on, even in the daytime. Wear bright, reflective clothing. Always assume other drivers don't see you. Most motorcycle wrecks involve a car or truck invading a motorcycle's right of way. Always signal your intentions. Don't ride in blind spots, usually 45 degrees to the left or right of a car or truck's rear bumper. Most car and truck drivers don't adjust their sideview mirrors properly, setting them to look behind their vehicles instead of to the side. Riding in this spot is asking for trouble, avoid it when possible. Don't be afraid to use your horn when in doubt. A little toot can alert a motorist to your presence, especially if they're not doing what they're supposed to, like yakking on a cell phone.

Source: *You and Your Motorcycle; Riding Tips*, by the Motorcycle Safety Foundation, www.msf-usa.org.



41

Older Riders
In 2003, the median age of all motorcyclists in the United States was 41, according to the Motorcycle Industry Council. In 1985, the median age was 27.

-The Washington Post, April 22, 2005

80%

Inevitable Injury

The effects of a crash involving a motorcycle often can be devastating. While 20 percent of passenger vehicle crashes result in injury or death, an astounding 80 percent of motorcycle crashes result in injury or death.

- Motorcycle Safety Program, National Highway Traffic Safety Administration



Tips for Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group - whether with friends on a Sunday morning ride or with an organized motorcycle rally - is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

Arrive prepared

- Arrive on time with a full gas tank.

- Hold a riders' meeting. Discuss things like the route, rest and fuel stops, and hand signals. Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

- Keep the group to a manageable size, ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

Ride prepared

- At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

- Ride in formation. The staggered riding formation allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.
- Avoid side-by-side formations, as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

- Periodically check the riders following in your rear view mirror. If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

26
Killer Odds
Exposure, measured in terms of vehicle miles of travel in 2001, shows that motorcyclists were about 26 times as likely to die in a crash as someone riding in a passenger car, and are five times as likely to be injured.
- Motorcycle Safety Program, National Highway Traffic Safety Administration

- If you're separated from the group, don't panic. Your group should have a pre-planned procedure in place to regroup.

- Don't break the law or ride beyond your skills to catch up.

- For mechanical or medical problems, use a cell phone to call for assistance as the situation warrants.

Source: Motorcycle Safety Foundation, "Quick Tips: MSF's Guide to Group Riding," www.msfcusa.org.

All Riders Need Training



photo by Sheila Robinson

Sheila Robinson
Vice Chairperson, Arizona Motorcycle Safety Council

Most people recognize the importance of professional training for new activities or sports. The Motorcycle Safety Foundation has developed both beginner and advanced rider training courses, based on more than 30 years of research. This

nationally recognized curriculum is taught in 47 states, including Arizona.

Basic Rider Course

This course is for those with little or no riding experience and is designed to be a safe, enjoyable introduction to motorcycling. The course begins with a discussion about the element of risk that is

inherent in motorcycling and outlines a strategy to reduce risks by making good choices. The course also covers the importance of protective gear, location and operation of motorcycle controls, basic riding skills as well as more advanced accident avoidance maneuvers, techniques for handling different road surfaces, etc. Hands-on riding practice is maximized in this class. Most providers of training for this course provide the necessary basic equipment, such as motorcycles, helmets and gloves. Successful participants are issued a Driver Education Program Certificate of Completion, which waives additional testing for the motorcycle license endorsement when the documents are presented at the Motor Vehicle Division.

Experienced Rider Course

This course focuses on the critical skills necessary for survival on the street. An "open air" classroom discussion covers pre-ride preparation, risk assessment and management, developing a strategy to reduce risks, accident statistics and traction management. The motorcycle range provides a safe environment to practice and fine-tune your skills in the areas of maximum braking, swerving to avoid hazards, cornering techniques and limited space maneuvers. Participants in this course ride their own motorcycles and use their own protective gear.

Be Smart, Start Small A Motorcycle Riding Trainer's Perspective



photo by Sheila Robinson

Sheila Robinson
Vice Chairperson, Arizona Motorcycle Safety Council

If you were a beginning airplane pilot and had just completed your first flying class, would you purchase a Learjet and fly cross-country?

If you were a beginning snow skier, after taking your first introductory class, would you purchase the most expensive equipment available and then head for the expert slope?

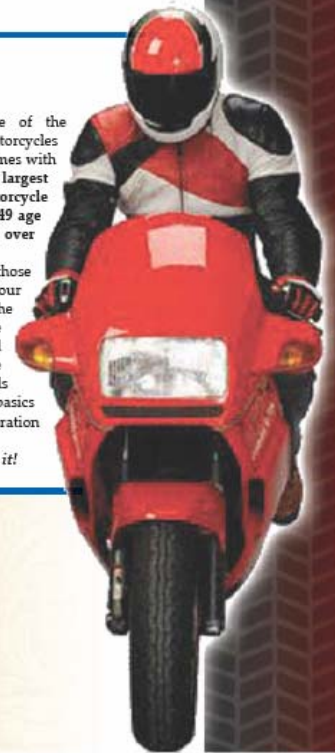
I don't think so. But this is exactly what many new motorcycle riders do.

As a rider trainer for 12 years, one of the biggest mistakes I see beginning riders make is choosing a first bike that is too big or challenging for their skill level. Many students purchase the bike of their dreams - usually a big cruiser or high performance sport bike - and then sign up for a class. They take a weekend class on a 250cc motorcycle then

attempt to ride one of the biggest or fastest motorcycles on the market, sometimes with disastrous results. The largest concentration of motorcycle fatalities is the 40 to 49 age group riding bikes over 1100ccs.

Start small and get those basic skills under your belt before tackling the additional challenge of a large, powerful motorcycle. Take time to really learn the skills until you feel the basics of motorcycle operation become automatic.

Your life depends on it!



To find a training provider near you, call
1-800-446-9227
or go to the Motorcycle Safety Foundation website,
www.msf-usa.org.

Practice Makes Perfect

Raymond Hardyman
Motorcycle Safety Instructor

When you were a child did your parents or teachers tell you that the more you practice the better you will be at any given task? How much time do you think Tiger Woods spends on the practice range before and after a round? Practice makes perfect.

I spent many years as a police motorcycle officer in Arizona. Practice makes perfect was always at the forefront of any motorcycle training conducted by the police motorcycle training instructor.

New motorcycle officers would complete a six-week training course on the range and follow up with another four weeks of riding with a training officer on the streets before they were considered qualified to ride alone. Every three months all motorcycle officers would complete a riding skills enhancement training course just to maintain their skills. These are officers who ride a motorcycle every day of the week.

How often do you ride your motorcycle? When was the last time you took any training to improve your riding skills? After I retired from the police department, I continued to ride my own motorcycle and took the Motorcycle Safety Foundation's training courses. I later became an instructor and coach. After every MSF training class, students are told that the class alone will not make them an expert operator. They must take the skills they have learned in class and practice, practice, practice.

Students are told to find an empty parking lot to work on their riding skills and continue to seek out training to maintain their skills.



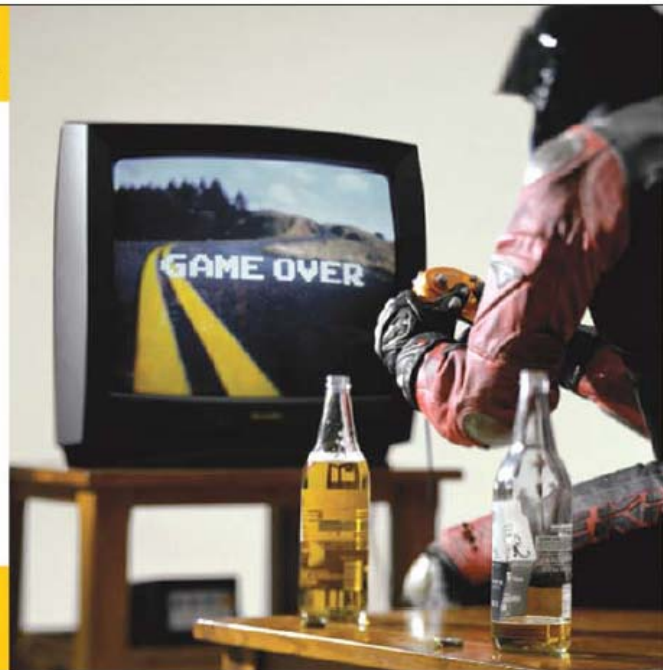
photo by Sheila Robinson

Do you think your motorcycle riding skills are as good as they could be? Do you practice your skills or do you just hop on the bike and ride, hoping that motorists will not pull out in front of you? If so, if a car does pull out in front

of you, you may really find out just what your skills are. There are a number of motorcycle training sites in Arizona that would be happy to provide you with training. Remember, practice makes perfect.

In real life, there is no Reset Button.

Riding a motorcycle is fun, but it isn't a game.
Motorcycle riding demands your full attention.
Even one drink can impair your coordination
and sense of balance. Studies show that nearly
half of all motorcyclists who died in solo
crashes were under the influence of alcohol.
They simply lost control of their bikes.
Game over, forever.



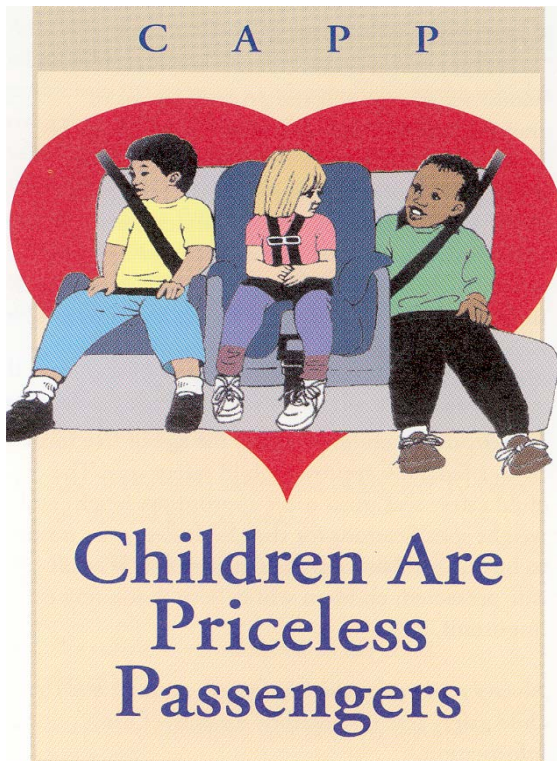
www.msf-usa.org • 800.445.9227



Occupant Protection

Arizona has a full-time Occupant Protection Coordinator who is assigned to the GOHS office in Phoenix. His tasks include the following:

- √ Increase the number of child safety seat technicians statewide with a focus on rural Arizona
- √ Increase the number of child safety seat instructors statewide with a focus on rural Arizona
- √ Increase the number of Child Are Priceless Passengers Programs statewide with a focus on rural Arizona
- √ Increase the number of law enforcement agencies participating in the Click It or Ticket Enforcement Programs
- √ Schedule and oversee all necessary training child safety seat technicians and instructors
- √ Will work with GITA and IBM to ensure that all occupant protection enforcement activities are reported timely and correctly
- √ Continue to provide press releases to the media with occupant protection enforcement results the morning following the detail
- √ Continue to represent Arizona statewide and nationwide at conferences and meetings regarding Arizona's Occupant Protection Program
- √ Continue to provide statistical information to NHTSA Western Region



The CAPP Program was implemented in 1993 by the Tempe Police Department and Tempe Saint Luke's Hospital. The program was started to reduce the infant and toddler injuries and deaths in the state of Arizona by educating the public to consistently and correctly use their child safety seats.

The class is two hours in length and is taught by a certified Child Safety Seat Technician. During the class, the participant will learn how to install and use their seats correctly by viewing a video and listening to a lecture from an instructor.

After the classroom portion, the class goes out to their vehicles where they then install their seats and the instructor verifies that the seat was correctly installed. If the participant does not have a seat, they are given one by the instructor.

The class is open to the public. A person who receives a citation for not having their child in a child safety seat can attend the class and, on a

later date, show the judge that they attended the class and the citation will be dismissed. Paperwork is filled out by all who attend at the beginning of the class so that there is a record of attendance.

There is a \$25 charge for the class. This money is for the agency to purchase more seats or supplement the printed material. Although the GOHS will continue to assist the agency with written material as well as other paperwork, the money received for the class will help the agency maintain the program on their own.

The Arizona GOHS initially helps with the set up of the program by providing training, child seats, videos, and written material for the class. The agency provides the classroom, TV/VCR, and storage for the seats, as well as the instructor.

The agencies involved in the CAPP include: St. Joseph's Hospital, Maryvale Hospital, Tempe Saint Luke's Hospital, Mayo Clinic Hospital, Banner Desert Medical Center, Banner Thunderbird Medical Center, Tucson Medical Center, Coconino County Health Department (Flagstaff and Page), Show Low Police Department, Del E. Webb Memorial Hospital, and Scottsdale Healthcare. The newest members are Scottsdale Healthcare and Coconino Health Department in Page. These last two agencies were just added this year.

Additional agencies are being added. They include: Parker Police Department, Gila County Health Department (Globe) Clifton Police Department, Yuma Fire Department, Yuma County Health Department, Navajo Nation Health Department, City of Winslow, City of Holbrook, and City of Springerville.

Although the majority of the agencies at this time are hospitals, the program can be expanded to others who are willing to participate.

The Arizona Governor's Office of Highway Safety awarded federal dollars to the Arizona Department of Health Services to send personnel to Safe Travel Children training for car seat fitting those children with special needs.

Funds were additionally awarded to the Chandler Fire Department for overtime for car seat fittings.

SAFETY DAYS AT THE ARIZONA STATE FAIR

Every year, in conjunction with the Arizona State Fairgrounds and the Arizona Department of Public Safety, the Arizona Governor's Office of Highway Safety organizes an event entitled "Safety Days." This is a two day event held during the Arizona State Fair. It is a conglomeration of various law enforcement agencies, fire departments, state agencies, health departments and non-profit organizations that come together to educate the public on safety issues. Areas covered include: collision investigation, alcohol and other drugs, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, roadway safety, safe communities, and school bus safety. Do these categories sound familiar? They should, as this is what makes up every state's highway safety plan.

Our event allows the public to visit various booths to obtain safety information as well as a stamp. What is the stamp for? Every year a passport booklet is printed which includes the participating agencies and organizations for that year. Adults as well as children get their book stamped at the various booths. Once their book is complete, they proceed to the Governor's Office of Highway Safety booth to receive the final stamp and a "Buckles the Safety Bear" stuffed animal toy. This is their "bonus" for taking time away from their day and the fair to educate themselves on safety issues they may not be aware of.

"Safety Days" is a fun-filled area to visit. Vehicles are brought in from various law enforcement agencies and fire departments and placed on display. We also have DUI vans and police motorcycles on display. We set this event up near a stage which over the past several years has been utilized by the Phoenix Fire Department. They provide entertainment for the children (and adults as well) with catchy songs pertaining to several safety issues. Children join the firefighters on stage and get involved with the songs and amusement.

For educational purposes, actual vehicles that have been in horrendous collisions are on display, once again providing education to the public on drinking and driving as well as red light running.

It takes several months (and hard work) to prepare a successful "Safety Days" event. Many phone calls are made and e-mails and faxes sent, contacting people and ordering items. Everyone takes shifts during the two days to assure adequate coverage of our booth. It can be very hectic and busy at times, but fortunately, the Arizona Governor's Office of Highway Safety has a dedicated staff that can handle it!

GOHS continued the partnership with Century 21 to conduct child safety seat checkup in various locations throughout the state.

GOHS partnered with Univision, DPS Gang Task Force, El Rio Clinic, Tucson Medical Center, Tucson Police Department, Mexican Consulate, and SafeKids to conduct two child safety seat checks (one in Phoenix and one in Tucson) to service the Latino Community.

1-800-505-BABY Hotline

The "Buckle-Up Baby" Hotline (1-800-505-BABY) began in May of 1993, to increase an awareness of the danger of non-use and misuse of child restraint systems in the State of Arizona. During the first six months of the program, 1,400 calls were received reporting sightings of children being transported in motor vehicles without being properly restrained. Since the program's inception, thousands of calls have been logged. Many radio and television interviews about the program have been conducted over the years.

The way the program works is if a child is spotted in a motor vehicle and is not properly restrained, the license plate number and description of the vehicle is called into the hotline. From there, the registered owner of the vehicle is sent an informational packet on child passenger safety via US mail to their residence.

Printed materials for the program are distributed at health fairs, child safety seat events, conferences, Children's and Women's Expos, and materials are mailed to the general public on request.

Costs for this program include voice mail for the call-in number and postage for the packet that is sent to the reported vehicle's registered owner. Envelopes, mailing labels and brochures explaining the program, and promotional items such as key chains and bumper stickers are also purchased and provided to the public. A post office box is part of the program as well, used for returned mail, so inserts can be recycled.

Since 1993, the program has been handled through an Arizona Governor's Office of Highway Safety Memorandum of Understanding. As of October 2005, the Memorandum of Understanding only contains the telephone expenses for the "1-800" number. Phoenix Police Department now has a Letter of Agreement in place to handle all the other aspects of the program.

Pedestrian and Bicycle Safety

WHAT'S NEW WITH SAFE ROUTES TO SCHOOL? (Arizona)

The State of Arizona has a new statewide “Safe Routes to School” (SRTS) program manager. His name is Brian Fellows, and he is employed by the Arizona Department of Transportation (ADOT).

Brian has accomplished many things during his short tenure here in Arizona. He has named various people throughout the State as Arizona SRTS contacts. He immediately established an advisory committee that meets quarterly. The purpose of the committee is to provide policy and technical guidance to ADOT’s SRTS program manager, as well as to review and score grant applications on an annual basis. Linda Mendyka, project coordinator with the Arizona Governor’s Office of Highway Safety is a committee member.

The first call for applications is currently available on DOT’s website: www.azdot.gov/saferoutes. Applications came available on November 13, 2006, with a due date of January 19, 2007. Announcement of selected applications will be made sometime in May 2007. Eligible projects for Cycle 1 will only be non-infrastructure projects. Funding is for elementary and middle school programs and projects within a 2.0 mile radius of a school.

SRTS projects may include, but are not limited to the following: education, enforcement and encouragement efforts: bike rodeos, curriculum development, walking school bus/bike train, parent-focused education, student-focused education, speed reduction/driver education, targeted pedestrian safety, bicycle helmet giveaways and fittings and neighborhood watch groups.

We are confident with this new incentive there will be many positive changes in and around schools in the next several years throughout the State of Arizona.



Parents and students using crosswalk at Roadrunner Elementary in Phoenix



Bicycle rack almost full to capacity at Roadrunner Elementary

Police Traffic Services

The Arizona Governor's Office of Highway Safety awarded federal dollars to numerous agencies throughout the State of Arizona. Grants were awarded for the purchase of fully equipped police package enforcement vehicles for, Chino Valley Police Department, Hayden Police Department and Kearny Police Department. Additionally, Cottonwood Police Department, Marana Police Department, South Tucson Police Department and Yuma County Sheriff's Office were awarded fully equipped police motorcycles.

Awards were made for travel to training, in car videos, motorcycle helmets, radar units, PBT devices, stop sticks and overtime.

The Arizona Department of Public Safety (DPS) has been busy over the past several years in their Police Traffic Services area. Federal funding was awarded to the agency for two projects: CARE Holiday Enforcement Patrols and Operation Maximum Impact.

The CARE Holiday Enforcement Patrols project allowed the agency to increase the number of officers participating in enforcement activities during major holidays and events throughout the year including Super Bowl Sunday, Valentine's Day, President's Day, St. Patrick's Day, Spring Break, Easter, Cinco de Mayo, Prom Night, Memorial Day, Graduation Day, Independence Day, Labor Day, Columbus Day, Halloween, and of course the holiday season of Thanksgiving, Christmas and New Year's Eve and Day.

During the third quarter (July 1, 2006 – September 30, 2006) of this project, officers made a total of 321 contacts. Three arrests for DUI alcohol over the age of 21 were made with an average BAC of .142. One arrest for DUI alcohol under the age of 21 was made with a BAC of .239. DPS will continue under this contract to enforce traffic laws through a combination of citizen complaints, traffic crash data and holiday enforcement through the end of 2006. There is also an ongoing public information and education program through the DPS CORE (Community Outreach and Education) unit.

Operation Maximum Impact concentrates its police traffic enforcement efforts on the greater Phoenix Metropolitan area freeways, to conduct high visibility, zero tolerance details. The objective of Maximum Impact 2006 is to decrease traffic collisions and increase citations issued for criminal speed and aggressive driving. Emphasis is placed on promoting the increased usage of child safety restraints and seat belts, and removing impaired, aggressive, inattentive and fatigued drivers from the roadway. Police traffic enforcement details to date have been conducted on the following metropolitan freeways: SR 101, SR 202, SR 51, Interstate-17, Interstate-10, SR 143, US 60, SR 347 and SR 87. These details concentrate on peak traffic times with special attention to high collision areas.



DPS officer utilizing radar gun



DPS officer issuing a citation on a stretch of freeway in Phoenix

Roadway Safety

Tucson Utility Contractors Association (TUCA), located in Tucson, Arizona has initiated a public awareness campaign entitled “Highway Construction Zone Traffic Safety.” An acronym has been established for this campaign and is known as FFRW (Friends and Families of Roadway Workers).

On April 4, 2005, a press conference was held to ‘kick-off’ National Work Zone Awareness Week held on April 3-9, 2005 with a theme of “Slow Down! You may save a life!” (See photo below). This press conference was held at an active construction site.

Each year, men, women and children are killed senselessly in work zones, turning work zones into death zones for both motorists and workers. The simple fact is that these incidences are avoidable if drivers slow down, follow the posted speed limits, be aware of workers in their path and not drive aggressively.

“Motorists often ignore the posted speed limits within construction zones and don’t realize that when they don’t slow down, they’re putting themselves most at risk” said Richard Fimbres, Director of the Governor’s Office of Highway Safety.

Here’s what drivers can do to keep themselves and roadway workers safe:

DON’T SPEED! STAY ALERT! PAY CLOSE ATTENTION! TURN ON YOUR HEADLIGHTS! DON’T TAILGATE! DON’T CHANGE LANES IN A WORK ZONE! MINIMIZE DISTRACTIONS! EXPECT THE UNEXPECTED! BE PATIENT!

During the first week of April 2006, a National Work Zone Awareness Week was held once again with the theme for 2006 being on the dangers associated with night work zones “WORKING AT THE SPEED OF NIGHT”



Press Conference – April 2006



Active Work Zone Site

School Bus

The Arizona Department of Public Safety's (DPS) Student Transportation Unit (STU) has been busy over the past several years utilizing an IT Consulting Service to assist in developing future application enhancements for the school bus safety program. Federal funding is being utilized with these much needed updates.

DPS is mandated by Arizona Revised Statute ARS §28-3228 to certify and train all school bus drivers in accordance with the minimum standards outlined in the Arizona Administrative Code. Additionally, ARS §28-900 further mandates that DPS assist with development of the school bus rules and enforce those rules to improve the safety and welfare of students by minimizing probability of school bus collisions and risk of subsequent injuries.

In 1994, a school bus system program was developed and implemented to replace handwritten recordkeeping. By 2003, this system became antiquated and there was a need to replace this system with an improved computer program that would reduce the amount of time necessary to capture data. Data captured includes: the related instructor, training, driver and collision data, suspension of commercial drivers licenses, DUI suspension of licenses, excessive points on drivers licenses, active warrants and traffic citations. This unit is also responsible for processing notifications to citizens who have illegally passed stopped school buses that are loading/unloading students. STU handles the safety inspection of school buses as well.

The goal of the improved computer program is to reduce the amount of time necessary to capture data to allow staff to interact with transportation providers in the field and allow more time for bus safety inspections.



School bus safety checks being conducted by a DPS STU officer

Traffic Records

Director Fimbres is an active member of the Arizona CODES Board of Directors.

In January 2006, Traffic Records Assessment was conducted in Arizona. This Assessment provided GOHS with information on where Arizona has been and currently is. Now we have been able to start the work of improving traffic records statewide.

The Governor's Traffic Safety Advisory Council worked with GOHS to develop a proposal to apply for 408 funding. Arizona was successful in this attempt, and GOHS is currently working with the Arizona Department of Transportation to develop a contract to improve traffic records.

Outreach

Participation in direct community service was once again a focus for GOHS in 2006. Here is a sampling of activities:

- Participated in a National Reading Program at El Rio Health Clinic in February; read stories to children and provided Buckles the Bear and traffic safety calendars to children.
- Participated in the Town of Green Valley's Annual *Traffic Safety Fair*. Provided traffic safety materials to an estimated 100 residents; gave radio interview to AM 1080.
- Participated in the University of Arizona's *Spring Break Safety Fair*. Spoke with an estimated 200 students about impaired driving, seat belt use –travel safety messages during spring break. Distributed and collected 30 surveys for the Pass the Keys impaired driving grant. The Arizona Daily Wildcat Newspaper published a safety article as a result of this participation.



Sgt. Terry McCarthy of the Tucson Police Department watches as sociology freshman Christian Ramirez drives through a course on the UA Mall yesterday while wearing 'beer goggles.' The event was meant to educate students about being safe during spring break.

- Attended the *Arizona Driver and Safety Education Association Annual Conference* in Laughlin, NV; gave presentation to driver's education teachers about finding resources for their driver's education programs and updated them on current traffic safety-related challenges for the State of Arizona; provided GOHS traffic safety materials. 50 teachers, association members attended event.
- Participated in Tucson Medical Center's Annual *Be Safe Saturday* event on March 11th. Distributed traffic safety education materials to an estimated 150 families. Tucson Police and GOHS staff installed car seats for an estimated 40 families. Distributed and collected 50 surveys for the Pass the Keys impaired driving grant

- Participated in the *Annual LULAC Youth Event* at Pima Community College in Tucson. Distributed traffic safety information to an estimated 1,000 middle school teens. Distributed and collected 80 surveys for the Pass the Keys impaired driving grant.
- Mentored a University of Arizona Graduate Student during the fall/winter semester. The student learned how to write grants and seek funding for the annual Children’s Assistance and Resource Event. Funds raised by the graduate student were used to purchase safety supplies, such as car seats and bicycle helmets for Southern Arizona’s lowest income children and families. The event was held July 28 and 29th, in Tucson at Pueblo High School.

GOHS staff participated in a number of community events throughout the year. Here are a few pictures of those events:



Annual St. John’s Festival



Annual Tohono O’odham Children’s Safety Fair

- The 18th annual Children’s Assistance and Resource event (CARE Fair) took place the last weekend of July at Pueblo High School in south Tucson. An estimated 10,000 low-income children and adults attended the event to receive free health and social services. In the Family Safety Corner area of the event a remarkable number of free safety items were distributed to families. A total of 1,300 car seats were distributed to families. In addition, Tucson Police officers and Tucson Medical Center staff provided car seat classes to over 500 families who received a free infant or toddler car seat. Over 3,500 children and teens received a bicycle helmet and a fitting.

A number of traffic safety agencies also provided informational materials. Tucson Police provided teen driving education through their teen driver simulator. MADD volunteers spoke with hundreds of attendees about DUI and underage drinking prevention. Operation Lifesaver provided information on train crossing dangers. The National Traffic Safety Institute distributed traffic safety information. Pima County Child Abuse and Prevention agency provided education to remind parents to never leave a child unattended in or near a car through their “Not Even for One Minute” campaign. And the Arizona Department of Public Safety brought their rollover simulator and demonstrated to thousands of attendees the real consequences of what happens when you do not wear your seat belt and are involved in a rollover.

A total of 200 community volunteers and 300 agency staff participated in the event. This included the Arizona Army National Guard unit, Charlie Company C111, out of Glendale, AZ.

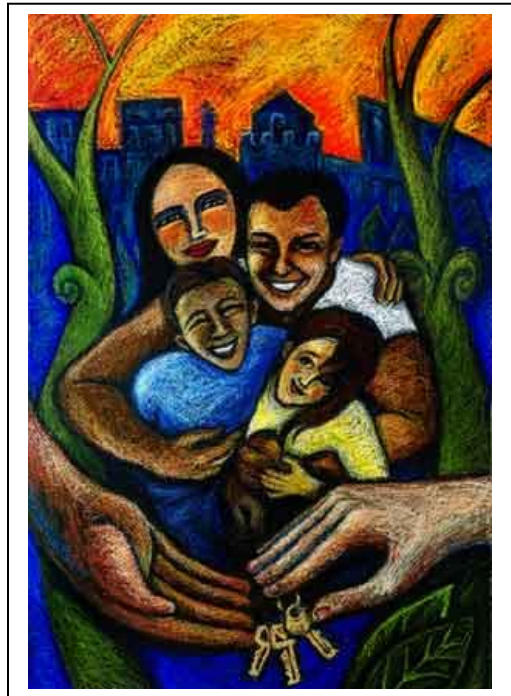
- SADD’s Annual State-wide Conference.
- Met with officials from Fort Huachuca Army Base. GOHS has reached out to the Base to provide traffic safety-related assistance to all military and civilian staff.
- Attended the University of Arizona’s Underage Drinking and Drug Prevention Coalition. A major focus of the meeting was centered on the alcohol-related problems associated with the annual Homecoming event. Future meetings are scheduled to find solutions to the problem of serving alcohol at the event and the frequency of underage drinking.
- Participated in numerous English and Spanish television and radio shows.
- Participation in SafeKids state-wide

Spanish Outreach

The Pass the Keys Project

I. What is the Pass the Keys (Pasa Las Llaves) Campaign?

The Governor's Office of Highway Safety (GOHS) received a \$186,000.00 grant from the National Highway Traffic Safety Administration (NHTSA) to combat impaired driving in southern Arizona. The emphasis is on designing effective programs to reduce impaired driving within our Latino population. Based on a competitive process the only states awarded the grant were Arizona and North Carolina. The focus of this project is to identify new or past approaches that successfully reduce impaired driving combined with a formal evaluation process. The cities of Tucson and South Tucson serve as the demonstration communities. This project contains three separate components: Enforcement; Education; and Evaluation.



A. The Enforcement Component is testing two interventions for the entire population, not just Hispanics, of Tucson and South Tucson, they are:

1. City-wide enforcement sweeps to target suspended or revoked licenses from past DUI arrests. Sweeps will target all offenders of DUIs. Statistics show that drivers driving on a suspended or revoked licenses are 3.7 times more likely to be involved in a fatal crash. The goal is to get these offenders into the court system and to get them off the roads.
2. An intensive DUI enforcement detail conducted during the peak hours of 11:00 pm – 3:00 am. Tucson and South Tucson's Highest DUI crash, fatality areas will be patrolled weekly to apprehend DUI offenders.
3. The Education Component: This portion of the campaign is meant to inform Latinos about the dangers posed by drunken drivers, but also urge them to make a personal pledge to "pass the keys" to a sober driver in instances where they plan to drink or have been drinking. Messages will include Enforcement and DUI sanctions, social norming (positive messages) and general information about DUI crashes and Latinos.
4. Evaluation: Pima Prevention Partnership of Tucson will evaluate the process and outcomes of the Pasa Pass the Keys project. The evaluation section of the grant will also gather data on the knowledge and perceptions that Latinos have regarding DUI-related issues.

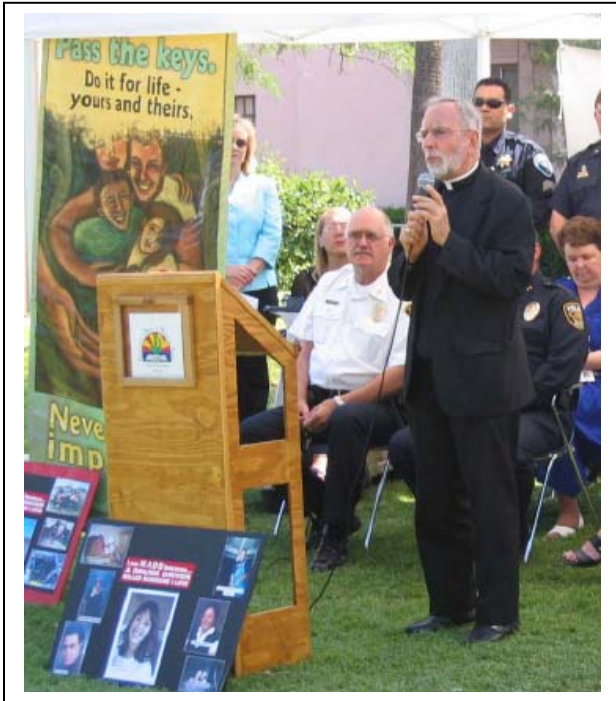
Collectively, this data will help design effective and culturally appropriate programs for other communities throughout the U.S.



Steve Guderian and Evelyn Avant of NHTSA speaking to the crowd
“Today is a celebration of life,” said Mr. Guderian



Reuben Perez Sr.
Victim Witness, MADD
“Hermano, hermana, amigo, amiga,
if you elect to drink,
please Pasa Las Llaves.”



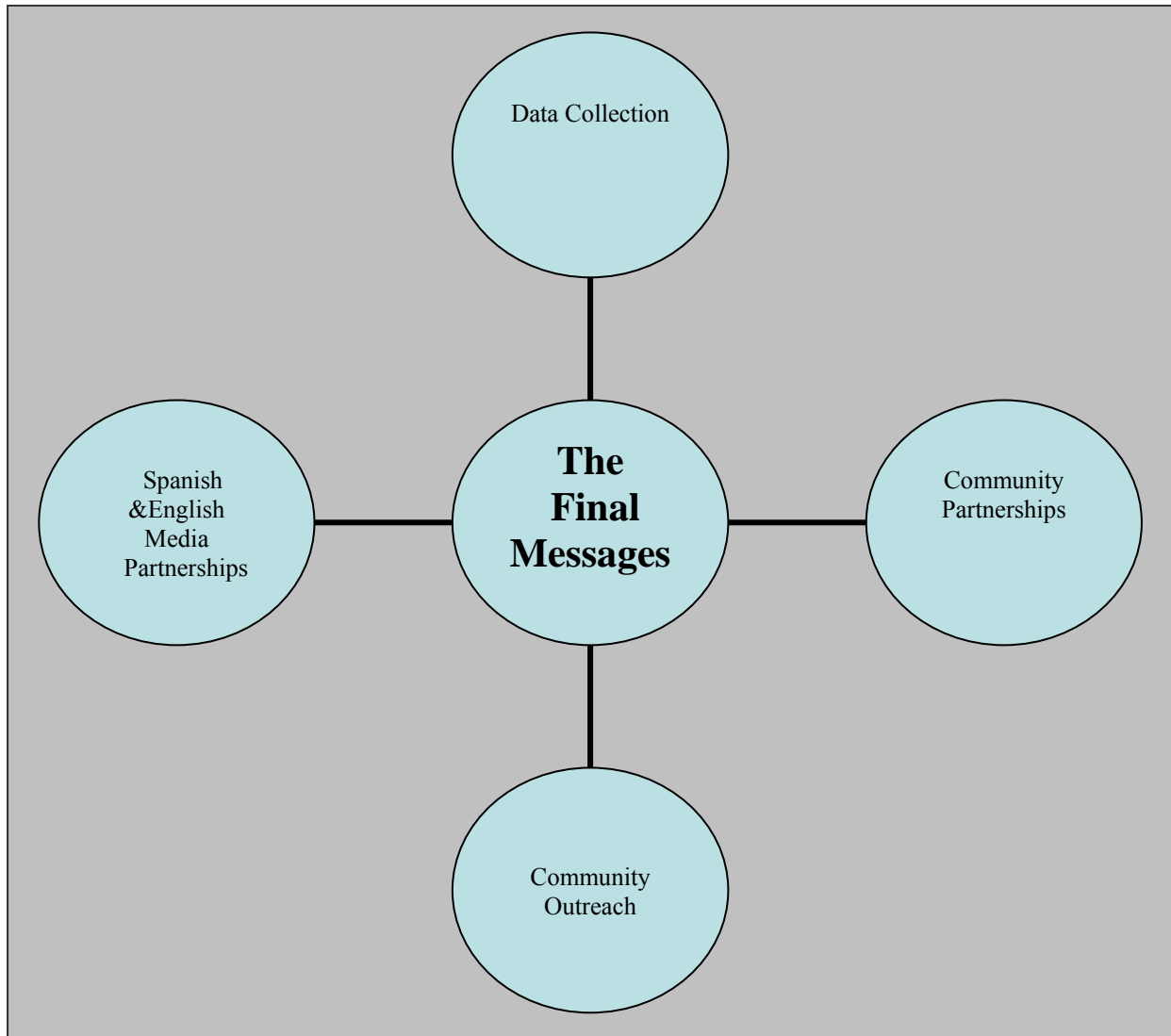
Bishop Gerald F. Kicanas of the
Tucson Catholic Diocese



Cónsul General de México
Carlos Flores Vizcarra

Television, Radio and Print for Pasa Las Llaves – Media Outreach Activities 2006

The media communications plan process developed by GOHS for this campaign began at the community level. Which we felt was the key component to developing effective media messages for our Latino population. The processes are as follows:



First script

Driving impaired is a serious crime in Arizona. Law Enforcement is out in force everyday and every night. If you drive drunk, you will pay the consequences. Always remember - pass the keys to a sober driver.

Second Script

So you didn't show up for court after your DUI arrest? Better turn yourself in before police do it for you. Next time, pass the keys and never drive impaired. For more information about your DUI arrest and your rights, call 791-4216.

Third Script (spoken by a young girl)

Daddy, I need you to always be there for me. Please promise me to never drive drunk. Pass the Keys daddy, because, if you're gone who will protect me?

Forth Script

80% of Arizona's Hispanics use a designated driver instead of driving drunk. We're proud to say we Pass the Keys.

Fifth Script

My DUI arrest cost me my job and over \$5,000 in fines and fees. I went to jail and my car was towed. I should have passed the keys to a friend or called a cab.

In September, GOHS coordinated two radio shows focusing on DUI prevention and consequences. Decio Hopffer of Tucson Police and Patricia Mejia, an immigration rights lawyer, participated in the first 30 minute call-in show on the Pass the Keys campaign. Officer Hopffer provided important information regarding DUI consequences and a request to always designate a sober driver. Patricia Mejia spoke about rights and responsibilities and a plea to recently arrived immigrants and undocumented immigrants to never drive after drinking. Patricia Mejia was invited to speak after an earlier talk show, hosted by La Caliente, highlighted the campaign and the DUI Sweeps program. The radio show consequently received dozens of calls from people asking more specifics about the Program. Several callers mentioned their undocumented status and had many questions concerning DUIs. This response alerted us to the fact that the campaign must reference undocumented immigrants as well.

It is important to note that acknowledgment of undocumented immigrants is a necessary component of reducing impaired driving within Latino populations. It is estimated that there are 12 million undocumented immigrants living in the U.S. and that number will continue to grow each year. Many are Latino. In Arizona there are now an estimated 350,000-400,000 undocumented immigrants. Patricia Mejia is a well known immigrant (both documented and undocumented) rights lawyer in southern Arizona. This respect that she has earned from the community and immigrants results in listeners recognizing the important messages she conveys.

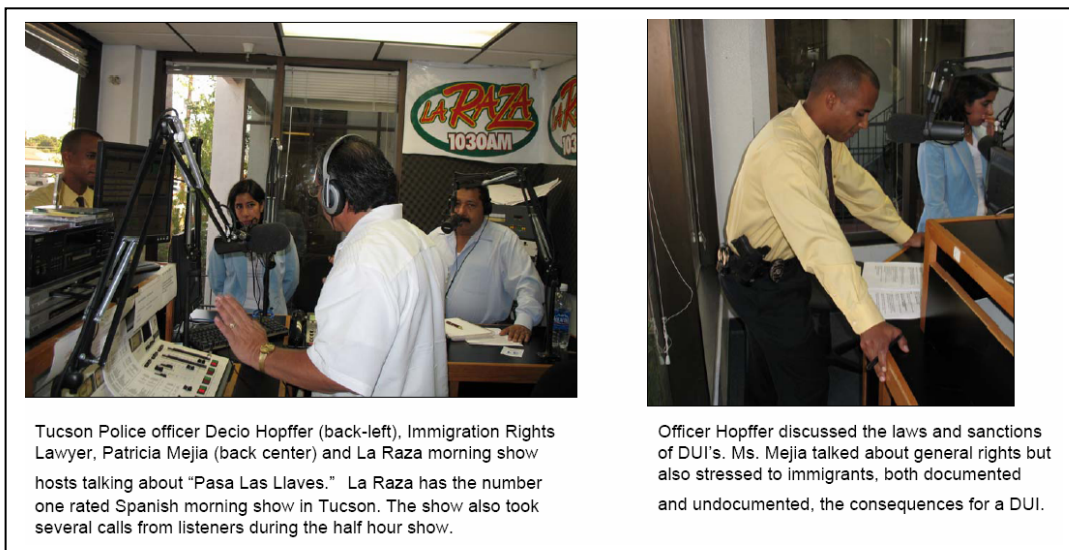
On Thursday September 14th, two days prior to the Fiestas Patrias (Mexican Independence Festival), Decio Hopffer returned to do an additional show on La Raza Radio. Officer Hopffer was joined by Alfredo Salas of Luz Social Services. Mr. Salas is also a committee member for the Tucson/Pima County Commission on Addiction Treatment and Prevention. Underage drinking was the key topic in addition to the need for Hispanics to "Pass the Keys" throughout the festival weekend and beyond.

On November 16th, El Protector Program Coordinator, Officer Cecilia Lerma, and Pima County Sheriff's Deputy Mark Bustamante appeared on La Raza Radio to talk about "Passing the Keys" during the holiday season. Cecelia also talked about her program –El Protector.

The day before Thanksgiving GOHS coordinated a guest appearance for Director Fimbres on the morning show with Destry Jetton of KGUN 9 News –Tucson's local ABC affiliate. Director Fimbres reminded travelers that Arizona's DUI Task Forces will be out in full force throughout the holidays and to Pass the Keys/ Pasa Las Llaves to a sober driver.

In November GOHS worked with Telemundo to write and produce a public service announcement for Pass the Keys. The PSA began airing in December.

The GOHS DUI newsletter has now been published in Spanish. The eight page newsletter contains articles related to educating our Spanish speaking population about the consequences of driving under the influence. The article also includes Arizona's DUI laws; a letter from Carlos Flores Vizcarra –Consul General of the Mexican Consulate; articles about GOHS programs, including the Spanish Immersion Program, El Protector and Pass the Keys. A total of 60,000 newsletters were inserted into the November 17th edition of La Voz in Phoenix. And in Tucson, 60,000 copies of the newsletter were inserted into La Voz over four Friday's in November and December. In addition, several thousand copies will be inserted into Arizona Hispanica's weekly newspaper. GOHS also received 30,000 copies of the newsletter to distribute at community events and schools.



The following information is a summary of some of the activities conducted for the campaign:

- Participated in a Cinco de Mayo family event in South Tucson at the C.E. Rose Family Community Center. Collected 43 surveys for the Pass the Keys Project and distributed traffic safety information. An estimated 1,000 people attended.
- Annual Mariachi Festival - collected approximately 70 surveys and distributed traffic safety information. An estimated 7,000 people attended the event.
- Annual St John's Festival –collected 60 surveys, distributed traffic safety information. An estimated 1,000 people attended the all day event.
- GOHS staff participated in the annual Fiestas Patrias -Mexico's Independence Festival on Saturday and Sunday, September 16th and 17th. An estimated 30,000 people, mostly Hispanic and monolingual, attended the festival. GOHS was provided a free booth by the sponsors – La Raza radio and spoke to an estimated 1,500 people directly about "Passing the Keys" and to never drive impaired. Important information about car seat and seat belt safety was also a major focus of the weekend. The event was one of the most important community events GOHS has participated in southern Arizona.
- Child-Parent Centers, Inc. is the Head Start grantee for southeastern Arizona and provides a wide range of social services for children, parents and guardians. Child-Parent Centers are

located in Pima, Cochise, Santa Cruz, Graham and Greenlee counties. These Centers employ more than 450 employees and serve over 2,000 children and families. The Child Parent Centers of southeastern Arizona became a partner on the Pass the Keys campaign early in the beginning phase of the project. Representatives attended initial planning meetings and 25 Centers are now a source of survey and educational material distribution.



A Family at Fiestas Patrias completing surveys.

- Survey Data

As of October 2006, GOHS has collected over 700 surveys at community events and through agency partnerships. Here is a sampling of what we have learned so far:

1. **80% of Hispanics use a designated driver.**
2. **How normal is it in the family to drink before turning 21?**

Caucasians -27.4%

Hispanics -38.2%

3. **Responses to the question; “How fair are the local police . . .” ranged from 1 being least fair and 10 representing a perception of most fair.**

Hispanics score significantly lower with a mean of 6.3 than Caucasians with a mean of 7.3 and Caucasians scored significantly greater than All Other which had a mean of 6.1.

4. **Reason why you don’t Drink and Drive:**

-Family consequences of an accident is the most important reason why people don’t drink and drive. (82%)

-Police catching me after drinking and driving was the third most important reason for not drinking and driving. (73%)



Carta del Consulado General de México.

Estimados Paisanos:

El crecimiento de la comunidad hispana en Arizona ha reflejado un impacto importante en las estadísticas de accidentes automovilísticos, particularmente en los últimos diez años. Es de suma importancia para nuestra comunidad tener un sentido de responsabilidad y considerar que un accidente automovilístico tiene consecuencias que afectan negativamente a los seres queridos, ya sea por las implicaciones legales, o peor aún, puede costarles la vida.

A pesar de los continuos esfuerzos de un gran número de grupos comunitarios, las muertes causadas por conductores en estado de ebriedad continúan aumentando. A nivel nacional, las cifras indican que por esta causa muere una persona cada 30 minutos, cerca de 50 personas al día, y casi 17,000 al año. La Oficina del Gobierno del Estado para la Seguridad en las Carreteras (GOHS) y socios comunitarios están trabajando juntos para poner fin a estas estadísticas mortales.

Por esto, Paisano, Cuando Tome, ¡No Maneje!

Además existen otras medidas que se pueden tomar para prevenir accidentes fatales, por ejemplo:

- Lleve puesto el cinturón de seguridad
- Asegure a los menores en el asiento de seguridad adecuado
- Respete el límite de velocidad
- Tenga cuidado con los ciclistas y peatones
- Evite las distracciones. Preste atención al manejar

Paisano, Si Toma, ¡Pase las Llaves!

Recuerde que su seguridad es lo más importante para su familia.

Carlos Flores Vizcarra
Cónsul General



Carta del Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras

Me gustaría agradecer personalmente a todos los hombres y mujeres de las fuerzas del orden público y su personal de apoyo en el Departamento de Seguridad Pública, los departamentos de policía, las oficinas del sheriff, y el Departamento de Control de Licencias y Bebidas Alcohólicas (Liquor and License Control). Son ellos quienes constituyen la primera línea de defensa en la lucha contra el conducir bajo la influencia y son esenciales para mantener seguras las carreteras de Arizona. Organizaciones como MADD, SADD, y el Consejo de vigilancia para la reducción del número de personas que conducen y operan vehículos bajo la influencia llevan a cabo incansables esfuerzos proactivos. También me gustaría reconocer a todo el personal de la oficina a mi cargo, la GOHS, por el trabajo que desempeñan al instruir al público y reducir el número de tragedias que resultan por conducir bajo la influencia.

Estos servidores públicos durante sus turnos de trabajo y como parte de los equipos operativos, los cuales son reconocidos nacionalmente, retiran con entusiasmo y fe a conductores ebrios. Y continúan aumentando su efectividad. Cada vez son más oficiales de policía los que están obteniendo la certificación como extraccionistas y Peritos en la Detección de Drogas. Y gracias al uso de equipo y tecnología más avanzada, estamos realizando grandes avances en nuestra meta de lograr que las carreteras de Arizona sean más seguras para todos.

Las consecuencias de manejar bajo los efectos de la influencia son graves, como lo descubrirá en esta sección especial. Para conocer más sobre el tema de manejar bajo estos efectos y saber más sobre nuestra oficina, por favor póngase en contacto con nosotros. En Phoenix llame al 602-255-3216; en Tucson, llame al 520-790-5124.

Richard Fimbres
Director



**En los EU., mueren
anualmente 17,000
personas a causa de
los conductores que
manejan en estado de
embriaguez.**

Fuente: Administración para la Seguridad de Tránsito en las Carreteras Nacionales (National Highway Traffic Safety Administration).

SUS DERECHOS:

- Puede rehusarse a someterse a los exámenes de sobriedad.
- Puede rehusarse a que le hagan la prueba de aliento alcohólico o a que le tomen una muestra de sangre. No obstante, su licencia de manejo quedará automáticamente suspendida durante 12 meses, y se emitirá una orden de registro en el lugar para tomarle una muestra de sangre.
- Tiene el derecho a guardar silencio.
- Tiene el derecho a llamar a un abogado.



Las leyes de Arizona establecen que no se puede manejar un vehículo bajo los efectos del alcohol o las drogas cuando la capacidad para manejar se ve disminuida "aun al nivel más mínimo".

LAS LEYES SOBRE DUI (MANEJAR BAJO LA INFLUENCIA)

Manejar bajo la influencia, menores de 21 años: (Título 4 - 244.33)

Es ilegal que una persona menor de 21 años de edad maneje o esté en control físico de un vehículo motorizado mientras su organismo se encuentra bajo la influencia de cualquier tipo de licor. La condena para un menor de 21 años de edad por manejar bajo la influencia es un delito menor.

Manejar bajo la influencia, en general: (Título 28 -1381.A1)

En Arizona es ilegal que una persona maneje o esté en control físico de un vehículo bajo cualquiera de las siguientes circunstancias:

- Mientras se encuentra bajo la influencia de un licor embriagante; cualquier droga; cualquier sustancia que libere exhalaciones que contengan una sustancia tóxica; o cualquier combinación de licor, drogas o sustancias si esto hace que la capacidad para manejar de la persona se vea disminuida aún en el más mínimo nivel.
- Si el nivel de concentración de alcohol en la sangre es de 0.08 o más, dentro de un lapso de dos horas de manejar o estar en control físico de un vehículo.
- Mientras en el organismo de la persona se encuentre cualquiera de las drogas definidas en la Sección 13-3401 o cualquiera de sus metabolitos.
- Si se trata de un vehículo motorizado comercial que requiera que la persona tenga una licencia de manejo comercial, tal como lo define

la Sección 28-3001 y la persona tiene una concentración de alcohol en la sangre de 0.04 o más.

La condena por manejar bajo la influencia se considera un delito menor.

Manejar bajo la influencia en extremo: (Título 28-1382)

En este estado, es ilegal que una persona maneje o esté en control físico de un vehículo motorizado si tiene una concentración de alcohol en la sangre del 0.15 o más dentro de un periodo de dos horas de manejar o estar en control físico de un vehículo. A la persona que se le aplica una sentencia por una infracción bajo esta sección es porque se le ha encontrado culpable de manejar o estar en control físico de un vehículo mientras se encontraba bajo la influencia extrema de un licor embriagante.

La condena por manejar bajo la influencia en extremo se considera un delito menor.

Manejar bajo la influencia, delito penal con agravantes: (Título 28-1383)

Una persona es culpable de delito grave por manejar o estar en control físico de un vehículo mientras se encuentra bajo la influencia si comete cualquiera de las siguientes faltas:

- Comete una infracción bajo la sección 28-1381, 28-1382 o, (28-1383), mientras su privilegio para manejar o su licencia de manejo le han sido canceladas, suspendidas, revocadas o denegadas, mientras se le ha puesto una restricción a

su licencia de manejo o privilegio para manejar como resultado de haber violado la sección 28-1381, 28-1382, o bajo la sección 28-1385.

- Dentro de un periodo de 60 meses (5 años), comete una tercera o subsiguiente infracción bajo la sección 28-1381, 28-1382 o esta sección, 28-1383.
- Comete una infracción bajo la sección 28-1381 o 28-1382 mientras una persona menor

de 15 años de edad se encuentra dentro del vehículo.

El manejar bajo la influencia en condición agravante se le considera un delito penal.

SANCIONES Y LA SENTENCIA

Si usted es menor de edad y se le acusa de manejar bajo la influencia, enfrentará los siguientes costos:

- \$750 de multas más recargos
- Hasta 4 meses de cárcel*
- Tendrá un record criminal por ser menor de edad y estar en posesión de bebidas alcohólicas, y por manejar bajo la influencia.

Otros posibles costos:

- \$3,500- más honorarios de abogado
- Incremento de cuotas y cargos del seguro del automóvil
- Admisión universitaria denegada
- Pérdida de empleo
- Incapacidad para obtener empleo
- Posible retiro de su licencia de manejo hasta cumplir los 18 años de edad

Las siguientes faltas tienen por consecuencia la revocación del privilegio para manejar por diferentes periodos de tiempo.

- La pena mínima por cometer una primera falta por manejar bajo la influencia: (véase Título 28 - 1381)
- \$250 de multa más recargos (por ej. \$250 de multa MÁS un recargo de hasta el 80% del monto de la multa)
- Gravámenes de \$1,000 (Los gravámenes son cargos no negociables establecidas por estatuto, con montos fijos que se destinan a programas estatales).
- 10 días de cárcel*
- Costos ocultos— tiempo que se deja de trabajar, despido del empleo, pérdida de oportunidades futuras de empleo, humillaciones y honorarios de abogados.

La pena mínima por cometer una segunda falta por manejar bajo la influencia: (Véase Título 28 - 1381)

- \$500 de multa más recargos
- Gravámenes de \$2,500
- 90 días de cárcel*
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque, dispositivo que se instala en el auto y que requiere que el conductor se someta a una prueba de aliento antes de que el auto pueda arrancar.

La pena mínima por la primera infracción por manejar bajo la influencia en extremo (15+ de contenido de alcohol en la sangre): (véase Título 28-1382)

- \$250 de multa más recargos
- \$250 cargo para disminuir el número de personas que manejan bajo la influencia
- Gravámenes de \$2,000
- 30 días de cárcel*
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque

La pena mínima por la segunda infracción por manejar bajo la influencia en extremo: (véase Título 28-1382)

- \$500 de multa más recargos
- Gravámenes de \$3,500
- 120 días de cárcel*
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque

La pena mínima por manejar bajo la influencia, con agravantes/delito mayor: (véase Título 28-1383)

- \$750 de multas más recargos
- Gravámenes de \$1,750
- Un gravamen adicional de \$500 si usted se rehúsa a que le hagan una prueba para detectar el porcentaje de alcohol en la sangre al momento del arresto
- No menos de 4 meses en prisión*
- Prueba de detección de alcohol y tratamiento de seguimiento tal y como se recomiende
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque

Otras posibles sanciones:

- Una condena desde la mínima obligatoria hasta cinco años de libertad condicional, una multa de \$2,500 más recargos, 180 días de cárcel, servicio comunitario y restitución a las víctimas, e incremento en los pagos de seguro del auto.

*El juez tiene la facultad de suspender una parte de la sentencia de encarcelamiento - aunque no toda -si se cumple satisfactoriamente con la prueba de detección de alcohol y el tratamiento de seguimiento tal y como fuere recomendado. (cargo de \$85). La persona tiene la responsabilidad de cubrir sus propios gastos de encarcelamiento.

En el 2005, ocurrieron 1,179 muertes en las carreteras del estado de Arizona — cerca del 40% estuvieron relacionadas con el consumo de bebidas alcohólicas.

Source: National Highway Traffic Safety Administration

- \$500 de multa más recargos
- Gravámenes de \$2,500
- 90 días de cárcel*
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque, dispositivo que se instala en el auto y que requiere que el conductor se someta a una prueba de aliento antes de que el auto pueda arrancar.

La pena mínima por la primera infracción por manejar bajo la influencia en extremo (15+ de contenido de alcohol en la sangre): (véase Título 28-1382)

- \$250 de multa más recargos
- \$250 cargo para disminuir el número de personas que manejan bajo la influencia
- Gravámenes de \$2,000
- 30 días de cárcel*
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque

La pena mínima por la segunda infracción por manejar bajo la influencia en extremo: (véase Título 28-1382)

- \$500 de multa más recargos
- Gravámenes de \$3,500
- 120 días de cárcel*
- Costo de instalación y uso del Dispositivo de Interrupción del Arranque

La pena mínima por manejar bajo la influencia, con agravantes/delito mayor: (véase Título 28-1383)

- \$750 de multas más recargos
- Gravámenes de \$1,750
- Un gravamen adicional de \$500 si usted se rehúsa a que le hagan una prueba para detectar el porcentaje de alcohol en la sangre al momento del arresto
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AUMENTO DE LA CONCIENTIZACIÓN CULTURAL

Programas de inmersión en español para la policía.

Se han realizado estudios que indican que los latinos constantemente citan el consumo de bebidas alcohólicas y el manejo vehicular como el problema de seguridad vial más urgente dentro de la comunidad latina. Lo que agrava este problema para la policía es el elevado número de latinos monolingües que residen en Arizona. Dentro del estado y en todo el país, hay un grave déficit de oficiales de policía bilingües, que hablen español/inglés. Como respuesta, muchos departamentos de policía han incrementado el reclutamiento de candidatos que hablen español/inglés u ofrecen cursos de español a su personal.

En respuesta a estos problemas, la GOHS, en conjunto con "Partner's in Training Consultants, Incorporated", recientemente puso en marcha un programa de capacitación en el idioma español financiado a través de un subsidio, diseñado específicamente para la seguridad pública. Inicialmente, el programa se enfocará en las necesidades de idioma que tiene la policía. En el futuro, la GOHS tratará de expandir la oferta de cursos para satisfacer las necesidades idiomáticas que tengan el personal médico de urgencias y el departamento de bomberos.

El programa consta de dos cursos separados. El curso básico consta de cinco días y se les enseña a los agentes policíacos cómo llevar a cabo detenciones de tráfico, pronunciar frases de arresto, realizar investigaciones básicas, e investigar incidentes relacionados con conductores que manejan bajo la influencia, todo en español. El curso también incluye otros aspectos claves de las responsabilidades de los oficiales de la policía diseñados para mejorar la seguridad de los agentes y las relaciones con la comunidad latina.

El segundo curso, inmersión en español, tiene una duración de diez días y requiere que cada uno de los estudiantes viva en las instalaciones donde se imparte la capacitación durante la duración del programa entero. En el programa de inmersión, los estudiantes asisten a clases diez horas al día todos los días y aprenden sobre temas como las reglas de pronunciación, cinco

distintos tiempos gramaticales, expresiones que expresan peligro, recopilación de información básica, y muchos otros temas. Después del segundo día, no se les permite hablar en inglés, excepto para llamar a casa, a la oficina o en una situación de emergencia. Tanto en el curso de cinco días como en el de diez se incluyen clases sobre cultura latina, lo que permite a los agentes evitar errores y malos entendidos.

La respuesta de la comunidad policíaca de Arizona ha excedido nuestras expectativas, ya que cada curso ha tenido una alta demanda. En varias ocasiones, las clases alcanzaron su máxima capacidad a los pocos días de haberse anunciado su disponibilidad.

Martín Moreno administra este programa desde la oficina de la GOHS en Tucson. Recientemente, Martín se jubiló como teniente del Departamento de Policía de Tucson después de haber servido durante más de 26 años. Posee amplios conocimientos sobre la policía y su lengua materna es el español. Para obtener informes adicionales sobre este programa, favor de llamar al (520) 790-5124 o enviar un correo electrónico a mmoreno@azgohs.gov.

Campaña Pasa Las Llaves

En junio de 2006, La Oficina del Gobierno del Estado para la Seguridad en las Carreteras (GOHS) lanzó una campaña para combatir la práctica de manejar bajo la influencia. El énfasis está en el diseño de programas efectivos para reducir el número de personas en nuestra población latina que manejan tomadas. Las ciudades de Tucson y South Tucson servirán como sitios de prueba para la campaña.

Las comunidades latinas están siendo asoladas por conductores ebrios. De acuerdo con los investigadores, los grupos hispanos tienen

algunos de los índices más altos de muertes en accidentes viales reportados en relación con el consumo de bebidas alcohólicas. Los accidentes de tránsito son la principal causa de muerte

"El 48% de las víctimas que fallecen sucede en los accidentes viales vinculados con el consumo de bebidas alcohólicas."

entre los latinos varones de entre 1 y 44 años de edad. En el caso de los latinos, el 48% de las víctimas que fallecen sucede en los accidentes viales vinculados con el consumo de bebidas alcohólicas. Se están perdiendo vidas y se ven afectados tanto los familiares como los

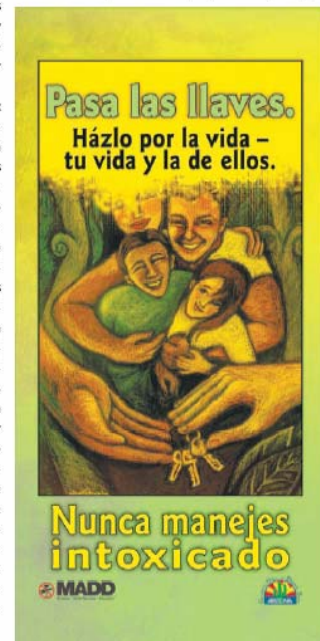
mueren y lesiones se pueden evitar un cien por ciento.

La campaña consta de tres partes: aplicación de la ley, educación y evaluación. La aplicación de la ley está dirigida a la población entera de ambas ciudades – no sólo a un grupo étnico. La policía recibirá fondos para llevar a cabo más patrullajes en ambas ciudades, con el objetivo de controlar el número de conductores bajo la influencia. Se utilizarán otros fondos para arrestar a las personas que no comparezcan ante el tribunal por una infracción de tránsito. La campaña educativa tiene como propósito informar a los latinos sobre los peligros que presentan los conductores ebrios y al mismo tiempo insistirles a asumir el compromiso personal de "pasar las llaves" a un conductor sobrio, cuando planeen consumir o hayan estado consumiendo bebidas alcohólicas. La parte de la evaluación recopilará datos sobre accidentes de tránsito y evaluará la efectividad del programa. Se realizarán encuestas sobre los conocimientos y percepciones que tienen los latinos con relación a los temas vinculados con manejar bajo la influencia.

Este es un proyecto de viabilidad diseñado para servir como programa modelo, a fin de que sea emulado por otras comunidades del país.

La Protectora

La Oficina del Gobierno del Estado para la Seguridad en las Carreteras ha puesto en marcha "La Protectora", un programa proactivo sobre la seguridad vial para la comunidad hispana. La Protectora es un programa de ayuda bilingüe y educativo que pone énfasis especial en la seguridad vial mediante el contacto directo con la comunidad hispana. Este proyecto de enfoque público pone énfasis en la prevención, en vez de enfocarse en la aplicación de medidas de cumplimiento. Este programa bilingüe se pro-





La GOHS se ha asociado con muchas organizaciones comunitarias y de fe para promover la seguridad vial. La coordinadora de La Protectora, Cecilia Lerma, junto con el Padre Raúl Trevizo de la Iglesia Católica St. John's realizan un evento familiar anual en el Sur de Tucson.

moverá en las reuniones locales de vecinos/ayuntamientos, actividades culturales, eventos de los medios de comunicación y en otros foros comunitarios.

La meta del programa La Protectora es reducir el número desproporcionado de conductores con apellido hispano y víctimas involucradas en accidentes viales. Las actividades se han diseñado para instruir al público y promover una conducta positiva de seguridad vial, así como para construir mejores relaciones entre la comunidad y las agencias policíacas.

La fuerza impulsora y el enfoque de este programa es presentar un oficial del Departamento de Seguridad Pública de habla y origen hispano, que refleje una imagen de agente de policía amigable y no amenazante.

La Oficina del Gobierno del Estado para la Seguridad en las Carreteras ha elegido a la oficial Cecilia Lerma como la "Protectora" para el estado de Arizona. La Srta. Lerma es agente del Departamento de Seguridad Pública. Trabajó como agente de patrulla en el Condado de Pima durante seis años y previamente se desempeñó como investigadora para la Oficina de Conformidad de Vehículos Comerciales (Commercial Vehicle Enforcement Bureau) durante cinco años. El cúmulo de conocimientos y experiencia de la agente Lerma reforzará la coordinación de los eventos comunitarios, le permitirá hacer presentaciones educativas sobre

la seguridad vial, y servir como modelo hispano.

"La Protectora" de Arizona es un programa de ayuda multifacético enfocado en la comunidad hispana de todo el estado. Está basado en un programa anterior que tuvo éxito en la década de los '90 en Arizona. "El Protector", el cual incorpora a un oficial de la policía de habla hispana, enseña, capacita y promueve una imagen positiva del conductor hispano que se preocupa por su familia, responsabilizándose de la seguridad vial. Para obtener mayor información sobre el programa El Protector, comuníquese con la GOHS al 602-255-3216.*

¿Qué sucede si me detiene un oficial de policía?

- Siempre deténgase a la derecha, apague la radio, permanezca sentado(a) con el cinturón de seguridad puesto, y encienda las luces intermitentes
- Esté preparado(a) para mostrar su licencia de manejo, registro del vehículo y prueba del seguro
- Sea cortés; no discuta
- Tome notas mentales
- Pida una identificación apropiada si el agente no lleva uniforme
- Siempre recuerde: a los agentes no se les permite pararlo con base en su raza.

EL EQUIPO OPERATIVO PARA COMBATIR LA PRÁCTICA DE CONDUCIR BAJO LA INFLUENCIA

Advertencia: ¡Si decide conducir bajo la influencia, el equipo operativo de la policía lo está esperando!

Arizona se precia de contar con los esfuerzos de cooperación de múltiples agencias: 17 unidades especiales y varias agencias del orden público, departamentos de policía, oficinas de alguaciles, el Departamento de Seguridad Pública (DPS), el Departamento de Control del Licor, fiscales, y grupos de seguridad sin fines de lucro. Dichas organizaciones compartirán equipo y recursos para hacer cumplir las leyes de Arizona correspondientes a los conductores bebidos.

La mayoría realizan patrullajes de saturación en los que los oficiales se concentran en una zona designada y envían a los violadores a un retén para que sean procesados, permitiéndole así a los oficiales regresar más rápido a las calles. El año pasado, durante estas campañas de aplicación de la ley, se emitieron más de 5,500 cargos por manejar bajo la influencia. Y eso no incluye los aproximadamente 60,000 cargos por manejar bajo la influencia que fueron expedidos por agentes durante los patrullajes regulares.

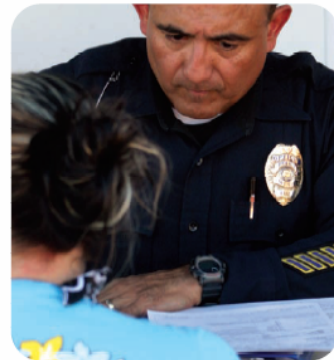
"No se puede dejar de recalcar la efectividad de una comisión conjunta para combatir la práctica de manejar bajo la influencia", manifestó el Sargento Dave Larson del Departamento de Policía de Scottsdale. "No sólo retira de nuestras carreteras a un elevado número de conductores ebrios, sino que también envía el mensaje al público de que la policía está haciendo cumplir las leyes y de que deberían pensar en otra alternativa de transporte antes de salir a una noche de parranda".

Operando a la par de estos despliegues de los equipos operativos, se encuentra en función una campaña educativa y de concientización sobre los peligros de manejar bajo los

efectos del alcohol u otras sustancias. Un componente vital para reducir este problema, es que la campaña incluye anuncios pagados en la radio o la televisión, y depende en gran medida de un firme acuerdo de cooperación con los medios de comunicación para informar sobre los resultados.

"Es importante que el público esté consciente de que Arizona no tolera la práctica de manejar bajo la influencia", dijo Richard Fimbres, Director de la Oficina del Gobierno del Estado para la Seguridad en las Carreteras la cual ayuda a financiar a los equipos operativos que detienen a aquellos que manejan bajo la influencia. Le advertimos que no maneje bajo los efectos del alcohol o estupefacientes, que luego los agentes salen con toda su capacidad a retirar de la circulación a quienes toman la decisión equivocada y toman el volante".

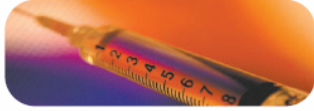
Así que considérese advertido. Maneje sobrio.*



El oficial Ron Martínez de Mesa presenta la información en una unidad especial de múltiples agencias.

MUESTRA DE SANGRE

¿No le gustan las agujas? Bueno, si lo encuentran manejando bajo los efectos del alcohol o narcóticos, lo más seguro es que el agente de policía le tome una muestra de sangre en el lugar del arresto.



Arizona cuenta con más de 400 Peritos en Detección de Drogas (DRE, por sus siglas en inglés), y 450 oficiales y ayudantes del sheriff certificados para tomar muestras de sangre de los sospechosos. La toma de muestra de sangre se lleva a cabo en casi todas las ciudades de Arizona.

El Programa DRE se desarrolló inicialmente en la década de los 70 por el Departamento de Policía de la Ciudad de Los Ángeles. Este programa capacita a oficiales seleccionados para que sigan un procedimiento de evaluación estandarizado que consta de 12 pasos, a fin de determinar si la persona se encuentra bajo los efectos de las drogas y luego determinar el tipo de droga que causa la incapacidad observable. El procedimiento le permite al experto en detección de drogas considerar (o descartar) muchos problemas médicos que pueden influir en la disminución de las facultades para manejar.

Los agentes de la policía llevan a cabo una capacitación intensiva que incluye práctica de 40 horas con una toma de 100 muestras de sangre antes de recibir la certificación como "Extraccionista de la Policía". En la actualidad, el Programa de Hebotomía se ha expandido a más de 40 agencias a lo largo del estado de Arizona. El estado se considera líder en la capacitación e implementación de este programa, que permite tomar las muestras más precisas a fin de determinar el porcentaje de alcohol en la sangre de una persona.

El Programa de Hebotomía es una forma legal y segura de tomar muestras de sangre. A las personas que se rehúsen a dar una muestra de sangre se les podrá expedir una orden de registro casi de inmediato. A las personas que se rehúsen a dar una muestra de sangre o aliento, se les suspenderá automáticamente la licencia de manejo durante 12 meses.

Estos programas han enviado un fuerte mensaje en Arizona de que la policía hará todo lo legalmente posible para procesar a la persona que maneje en estado de embriaguez", dijo el Sargento David Larson de Scottsdale, cuyo departamento depende un 100 por ciento de las tomas de muestras de sangre correspondientes a los casos de conducir bajo la influencia. *



ADOLESCENTES ENCUBIERTOS

El programa "Compradores Menores de Edad Encubiertos" es una forma innovadora de reducir las ventas de bebidas alcohólicas a menores de edad.

Arizona ha sido un estado activo e innovador en sus esfuerzos para restringir el acceso a las bebidas alcohólicas a los menores de edad. Uno de los programas que sirve para tal efecto es el programa "Compradores Menores de Edad Encubiertos" (o CUB, por sus siglas en inglés).

Un CUB es un joven entre los 16 y 19 años de edad. Bajo la dirección de la Brigada para la Prevención del Consumo de Bebidas Alcohólicas entre Adolescentes de Phoenix ("Youth Alcohol Squad, en inglés"), los departamentos de la policía, y el Departamento de Control de Licor y Licencias, el CUB entra a las tiendas que han sido reportadas por vender bebidas alcohólicas a menores, e intenta comprar alcohol. Posee una identificación válida para verificación de la edad y, si se le pregunta, no puede mentir sobre su edad. El CUB escoge una bebida alcohólica y la coloca sobre el mostrador para comprarla. En este momento, el cajero aprueba o reprueba este control de cumplimiento con la ley. En algunas ocasiones, el cajero no dice nada y lleva a cabo la venta. En otras ocasiones, el vendedor solicita una identificación.

"Todo gira en torno al cumplimiento. ¿Están haciendo lo que se les ha confiado?" pregunta Mike Daniels, que anteriormente se desempeñaba como un CUB.

Cuando un CUB se encuentra dentro de una tienda, un oficial adulto está presente para observar la interacción entre el CUB y el vendedor. La noche terminará en una de

dos formas: ya sea que al vendedor o al propietario se le dé una citación - lo que resultará en un sin número de multas y recargos, y en ocasiones en el despido inmediato del cajero, o después del intento, un oficial de policía felicitará tanto al vendedor como al propietario por cumplir con las leyes.

Combatiendo el hábito de beber alcohol entre los menores de edad

En 1994, la Brigada para la Educación sobre Bebidas Alcohólicas y el cumplimiento de la ley entre los jóvenes (Youth Alcohol Education and Enforcement Squad) empezó a combatir el consumo de bebidas alcohólicas entre los menores de edad en Phoenix. Todos los miembros de la brigada son expertos especializados en investigaciones criminales y programas educativos sobre el consumo de bebidas alcohólicas/drogas en relación con el tema vial.

Sus responsabilidades principales son: realizar presentaciones de concientización en escuelas secundarias sobre seguridad vial y consumo de drogas para conductores jóvenes y disminuir el número de jóvenes involucrados en accidentes fatales o graves relacionados con el consumo de alcohol/drogas.

Otros programas incluyen: policías en tiendas, (Cops-in-Shops), Compradores menores de edad encubiertos (Covert Underage Buyer), y Cumplimiento en las fiestas con palmada en la espalda (Shoulder Tap and Party Enforcement).

CÓMO USTED PUEDE AYUDAR

Si usted sabe de algún negocio que esté vendiendo bebidas alcohólicas a menores de edad, puede reportarlo llamando al Departamento de Control de Licores y Licencias al 602-542-5141, o al 520-628-6595.

NINGÚN LUGAR DONDE ESCONDERSE

Los conductores más peligrosos en las carreteras son aquellos que ya han recibido órdenes de arresto, especialmente aquellos que han sido arrestados por conducir bajo la influencia. Los conductores con un historial de citaciones viales y arrestos por manejar bajo la influencia tienen cuatro veces más probabilidades de verse involucrados en accidentes que otros conductores. Aquellos que no tienen licencia de conducir o manejan con la licencia suspendida tienen un 66.4% más probabilidades de ser los que dan el golpe y huyen, que las personas con licencias válidas.

Esta es la razón por la que las agencias de policía de todo Arizona, incluyendo la Policía de Mesa, la Policía de Tucson, y el Departamento de Seguridad Pública, han creado unidades especiales para localizar y detener a los infractores que han sido arrestados por tener licencias suspendidas y revocadas, por manejar bajo la influencia, o por violar el Título IV. Un oficial administrativo reúne los expedientes de los fugitivos y hay oficiales que salen varias veces a la semana para encontrarlos y hacer que paguen por sus delitos.

El diario Arizona Republic publicó un reportaje sobre el programa y publicó los nombres y las fotos del archivo policial de cinco fugitivos. Como resultado, el Departamento de Policía de Mesa recibió suficiente información en un periodo de 24 horas para localizar a tres de los cinco delincuentes. Otros periódicos del estado de Arizona también publicarán fotos de los fugitivos. Por lo tanto, esta es una advertencia, - si usted no comparece ante el tribunal en la fecha en que se le citó, no tendrá dónde esconderse. *

Por qué debe presentarse en el tribunal en la fecha que se le citó:

1. Puede hablar con un juez.
2. Contará con un intérprete.
3. Puede solicitar la ayuda de un abogado.
4. Podrá pedir copias del reporte policial correspondiente a su caso.
5. Se le informará sobre las sanciones que enfrenta. *



EL ALCOHOL EN LA SANGRE Y USTED

El contenido de alcohol en la sangre (BAC, por sus siglas en inglés), es el porcentaje de alcohol en el torrente sanguíneo. Se utiliza para determinar el nivel de disminución de las facultades. Las leyes de Arizona definen que si la persona tiene un nivel de concentración del 0.08, se encuentra bajo la influencia; el nivel de 0.15 significa que está bajo influencia extrema. En el caso de los menores de 21 años, Arizona tiene cero tolerancia, lo que significa 0.00 BAC.

El alcohol afecta la visión y la coordinación motora, entre otras reacciones. El uso de sustancias y medicamentos, tanto los recetados por un médico, como los que se com-

pran sin receta, pueden afectar su comportamiento y no se detectan en el BAC.

- 0.08:** Legalmente ebrio, deterioro del tiempo de reacción y control.
- 0.15:** Equilibrio, movimiento y coordinación comprometidos. Dificultad para pararse, caminar, hablar.
- 0.20:** Pérdida del dolor y las sensaciones. Emociones erráticas.
- 0.30:** Disminución de los reflejos. Semiconsciente.
- 0.40:** Pérdida del conocimiento. Reflejos muy limitados. Efectos anestésicos.
- 0.50:** Muerte.

PRECAUCIÓN:

Se ha documentado que la muerte puede ocurrir a niveles de concentración de alcohol en la sangre tan bajos como un 0.35. Recuerde, cada persona es diferente.

La ausencia de síntomas no garantiza que los niveles de alcohol en la sangre sean bajos o seguros. Si una persona consume bebidas alcohólicas con regularidad, desarrollará una tolerancia al alcohol, lo que reduce por fuera la apariencia de niveles altos de alcohol en la sangre.*



SU CARRO... ¿...O EL NUESTRO?

El hecho de no planear con anticipación puede ser costoso. La mayoría de la gente no planea manejar en estado de ebriedad y posiblemente matar a alguien.

Pero con un poco de planificación antes de meterse al auto, podría salvar su vida – su integridad física, en caso de un choque, así como evitar las repercusiones de manejar bajo la influencia.

Probablemente el medio más confiable y efectivo de planificación es tener un conductor designado que lo lleve a usted y a sus acompañantes de regreso a casa sanos y salvos. Es fácil – tiren un volado, hagan el juego de "¿quién se quedó con la bolita?", o decidan que alguien se ofrezca como voluntario. No importa cómo se designe al conductor, asegúrese de contar con uno, y que se mantenga sobrio(a). No lo deje en manos de la persona del grupo que esté "menos borracha".

Otras personas tienen familiares o amigos con los que pueden contar y a quienes pueden llamar en caso de necesitar un "aventón" seguro a casa. Cualquier persona puede pedir un taxi, o pedir que le consigan uno.



El oficial Max Merritt del Departamento de Policía de Glendale conduce el "taxi" de la brigada para los casos de quienes manejan bajo la influencia.

Algunas compañías de taxis brindan transporte seguro a casa. Puede que ofrezcan un programa en el que se le pague al taxi para llevarlo al bar o restaurante y lo regresen gratuitamente del establecimiento a casa. Otras compañías ofrecen tarifas de descuento si la persona deja su auto en el bar y al día siguiente el taxi lo lleva a recoger su vehículo.

El jefe de la Policía de South Tucson Sixto Molina pone énfasis al decir: "No queremos tener que arrestar a nadie; sin embargo, la policía estará presente si se infringe la ley y si se maneja bajo los efectos del alcohol".

Las tarifas mínimas por manejar bajo la influencia – después de multas, gravámenes

y costos judiciales y antes de "extras" (como los honorarios de abogados) – por lo general suman a más de \$2,000. Eso es mucho más de los \$20 que le cuesta un viaje en taxi de regreso a casa mediante cualquiera de los diversos servicios de taxi disponibles en las páginas amarillas.

Este es un mensaje especial de parte de los oficiales de policía dirigido a aquellos que no planean con anticipación: No tiene excusa, y debido a que no planeó y no pasó las llaves, le toca viajar a la cárcel en nuestro "taxi", en vez de ir a casa en el suyo.*

VERDADERO/FALSO

- 1. Tomar café o darse una ducha fría quita la ebriedad.**
FALSO: Nada, excepto el tiempo, hará que una persona que ha estado bebiendo vuelva a estar sobrio(a).
- 2. Los efectos del alcohol en el organismo varían de acuerdo con la persona.**
VERDADERO: El efecto que el alcohol tenga en una persona depende del sexo de la persona, el peso, qué tan rápido se metaboliza el alcohol, la situación, el estado de ánimo y la presencia de comida en el estómago.
- 3. Las mujeres responden de forma diferente al alcohol que los hombres.**
VERDADERO: Las mujeres responden más rápido al alcohol debido a que su composición física es más pequeña, la distribución de grasa en su organismo, tienen una menor cantidad de enzima metabolizadora del alcohol, y mayores cambios hormonales.
- 4. Si se es menor de 21 años, y sólo se consumió una bebida alcohólica, es legal conducir.**
FALSO: Es ilegal que cualquier persona menor de 21 años consuma cualquier tipo de bebida alcohólica. Cualquier cantidad de alcohol en el organismo de un menor de edad se considera una infracción por conducir bajo la influencia, independientemente del contenido de alcohol en la sangre (BAC).
- 5. Facilitarles las bebidas alcohólicas a sus hijos/adolescentes está bien, siempre y cuando los vigile.**
FALSO: El 47 por ciento de los menores que empezaron a tomar antes de los 14 años de edad experimentaron dependencia al alcohol en algún momento, comparado al 9 por ciento de aquellos que empezaron a tomar a los 21 años de edad. Darles bebidas alcohólicas a los jóvenes nunca es correcto.

¿PROBLEMAS CON EL ALCOHOL? ¿LAS DROGAS?

¿Usted o alguien que ama tiene algún problema con el alcohol o las drogas? Existe ayuda en todo el Estado de Arizona. Por favor marque el 211 desde su teléfono. El especialista que le conteste la ayudará y lo referirá a un especialista.

PARTICIPE

SADD

SADD (ESTUDIANTES EN CONTRA DE LAS DECISIONES DESTRUCTIVAS)

- Es una organización con base en las instituciones escolares, presente en 300 escuelas de Arizona
- Brinda a los estudiantes las mejores herramientas de prevención e intervención

Para obtener mayores informes sobre SADD, favor comunicarse al (623) 434-1670 www.azsadd.org

MADD

(MADRES CONTRA EL CONDUCIR EN ESTADO DE EBRIEDAD)

- Busca detener la práctica de conducir en estado de ebriedad y que los menores de edad consuman bebidas alcohólicas
- Apoya a las víctimas de conductores ebrios

Para obtener mayores informes sobre MADD, favor comunicarse al (602) 234-1754 www.maddaz.org

Para cualquier pregunta relacionada con los medios de comunicación en español, favor de comunicarse con Alma Yubeta en Tucson, al 520-790-5124.

EMBORRÁCHESE, MANEJE Y PIERDA

Un infractor describe su primer día en la cárcel por manejar bajo la influencia.

Por Arek Sarkissian



EMILY PERAZO

En esta tarde calurosa de viernes, horas después de haber recibido una sentencia del Tribunal Superior del Condado de Pima por haber manejado bajo la influencia, no me viene a la mente ningún pensamiento alentador, mientras camino hacia la reja de la Cárcel del Condado de Pima para entregarme.

Me siento en un banco de cemento sucio y observo cómo los oficiales jalan con fuerza a un hombre de corta estatura para sacarlo de un auto de la policía de Tucson. Me mira a la cara, y me lanza un arsenal de obscenidades.

De repente escucho el bullicio de un altavoz a todo volumen decir: "Sarkinson (pausa), hey, SARKISSIAN, ¡jespérese en la maldita puerta!" "No dejes que esto te moleste", me digo a mí mismo. Con lo que me espera más adelante, el hecho de que alguien no pronuncie bien mi nombre, o que un delincuente desconocido

pronuncie unas cuantas amenazas sin sentido en mi contra, es lo que menos me preocupa. Debo pasar cuatro meses lejos de mis amigos, familia, comidas preparadas en casa - y mi cama - en la cárcel, y todo porque decidí tomar y conducir.

Me han tomado la foto para el expediente policial y las huellas digitales. Me encuentro apañado en una celda de 10 pies de ancho por 10 pies de largo con otros seis tipos. Sin tomar en cuenta que nos pasan de una celda a otra, pasamos cinco horas sólo esperando.

La ventilación en el cuarto es tan mala que todos nosotros nos esforzamos por respirar el hedor pestilente proveniente del pasillo de la cárcel cada vez que los oficiales de corrección abren la puerta. El tufo de la cerveza rancia y los olores corporales allá afuera en el pasillo son mejores que la caja de sardinas en que nos

han amontonado a media docena de hombres adultos, cansados y sudados.

Al pensar en todo ello, me doy cuenta de que no solamente me comporté como un egoísta al no pensar en las vidas de los demás cuando decidí tomar y manejar, sino que ahora tengo que renunciar a mi dignidad, ¡y todo porque no se me ocurrió pedir un taxi!

Después de esperar cuatro horas a que me ficharan, realizaron un registro exhaustivo de mi persona y me dieron el uniforme de poliéster obligatorio para los reos, me obligué a dormir sobre el duro banco de piedra, deseando nunca haber accedido a estar ahí. ¡Ay de mí, en realidad nunca accedí: Por ley, cualquier infracción impuesta por manejar bajo los efectos de bebidas embriagantes o drogas, exige pasar tiempo en la cárcel.*

Un agradecimiento especial a los siguientes departamentos por ayudar a que las calles de Arizona sean más seguras:



Governor's Office of Highway Safety (GOHS)
602-255-3216
520-790-5124
www.azgohs.gov



Department of Public Safety (DPS)
602-223-2000
www.azdps.gov



Arizona DUI Task Force



Arizona Department of Transportation (ADOT)
602-712-1355
www.dot.state.az.us



Department of Liquor Licenses and Control (DLLC)
www.dllc.com
602-542-5941



MADD
Drunk Driving (MADD)
800-GET-MADD
602-234-0754
www.madd.org



SADD
Students Against Destructive Decisions (SADD)
800-996-5A.DD
623-434-4670
www.saddonline.com



Pima Prevention Partnership
www.partnership.us



nhtsa
National Highway Traffic Safety Administration (NHTSA)
888-327-4236
www.nhtsa.dht.gov



Pasa las llaves.
Házlo por la vida - tu vida y la de ellos.

Nunca manejes intoxicado

MADD

Pasa las llaves.
Antes de que comience la fiesta.

Nunca manejes intoxicado

MADD

Pasa las llaves.
Antes de que sea demasiado tarde.

Arizona tiene cero tolerancia al DUI

MADD

- DUI Arrests data

The Partnership worked with the Tucson Police Department and the South Tucson Police Department to procure DUI arrest data for the last three years. This data will be used as a baseline to assess the effects of the “Pasa Las Llaves” Program on three outcome variables: DUI; Crashes, Injuries and Deaths as well as the overall rate of DUI arrests in these communities.

El Protector Program

The El Protector Program coordinator position was officially filled on April 22, 2006. The following time line shows the training, events attended, and progression:

April 29 attended the Mariachi conference at Reid Park in Tucson with Marty Moreno and Sean Hammond. Also attended the LPOA Tucson Chapter meeting.

May 05 attended Cinco de Mayo Fiesta with Sean Hammond at Rose Elementary in Tucson.

May 09 took a procurement class.

May 11 attended Memorial Day press release in Phoenix.

May 13 attended car seat event in Flagstaff with Sean Hammond.

May 18 took a power point class.

May 21 coordinated and attended St. John’s Catholic Church Fiesta.

May 23 arranged and met with Ann Tarpay of Head and Spinal Cord Injury Prevention Council.

May 26 attended Memorial Day press release in Tucson.

May 30-31 took DITEP class.

June 02 participated in a Spanish radio interview with Que Onda 1190 AM.

June 09 arranged and met with Koreen Johannesson of A student social norms.

June 16 attended Injury Symposium in Phoenix.

June 19 met with Dr. Valenzuela, consultant and developed a power point presentation for Law Enforcement agencies, and the new program title of “La Protectora”.

June 24 arranged and attended El Dia de San Juan Fiesta with Sean Hammond in Tucson.

June 26 met with Chief Weaver of Willcox PD for power point presentation.

June 28 attended Pasa Las Llaves press release in Tucson, participated in Spanish media interview with Univision which broadcasted that evening.

June 30 invited and attended TEP (Tucson Electric Plant) safety expo in Tucson.

July 11 met with Chief Mitchell of Yuma Western College PD for power point presentation.

July 13 met with Chief Scott of Cottonwood PD for power point presentation.

July 19 met with Sgt Williams of Tempe PD for power point presentation.

July 23-Aug 01 took Spanish Emersion class.

Aug 01 invited and attended National Night Out in Cottonwood with Arnie Cuellar.

August 14-18 conducted power point presentations at GOHS Summit in Tucson.

August 24-26 attended National Leadership Conference in Baltimore Maryland.

Sept 08 attend car seat event at Earhart Ford in Gilbert.

Sept 11-22 took DRE class.

Sept 16-17 attended Fiestas Patrias at Kennedy Park in Tucson with Sean Hammond.

Sept 25 create La Protectora web page with Sean Hammond.

Sept 27 attend LERA (Law Enforcement Rodeo Association) committee meeting.

Sept 28 volunteer to answer phones at Univision for up-coming car seat event with Alma Yubeta in Tucson.

In summary La Protectora attended seven training classes, 15 events, two conferences, conducted five presentations to police agencies, attended six press releases, held four interviews or television appearances with the Spanish media, attended nine meetings and one parade in seven months. A canned statement was developed on the States stance regarding illegal immigrants in Arizona. As the program progresses, the goals continue to work on introductions and exposure with the police agencies for the promotion of liaisons with the program and expanding the existence of the program to the community. Thus far the program is now part of the Safe Kids coalition in Tucson and IPAC in Phoenix. The program has also assisted with the expansion of CAPP classes serving the southern portion of the state.

Spanish Language Training Program

During this federal fiscal year, the Governor's Office of Highway Safety (GOHS) implemented a Spanish Language Training Program for Arizona's law enforcement officers. Initially, the program only offered an intensive 10-day immersion course that requires every student to reside at the training site for the duration of the course. However, because of the demand for this training, GOHS expanded the course offerings to include an introductory 5-day class. The response from Arizona's law enforcement community, to the Spanish language training program, has exceeded expectations. Within days of our announcing the availability of the five-day course, agencies from throughout the state began calling GOHS to schedule a class for their personnel. In addition, as word of this program spread amongst the law enforcement community, officers from agencies outside of Arizona called our office inquiring about the program.

The emphasis of this program is on traffic safety. The course curriculum provides officers with the language tools they need to conduct an impaired driver investigation entirely in Spanish. The program increases the use of occupant restraint devices and enhances traffic safety amongst Latino motorists by enabling officers to enforce traffic laws and communicate with a monolingual, Spanish-speaking, population. The program fosters improved relations between law enforcement and this segment of the community by providing training on the Latino culture. It enhances the delivery of law enforcement services to a segment of the state that encounters difficulty communicating due to their inability to speak English coupled with a nationwide shortage of Spanish speaking officers. The program increases officer safety as students receive instruction on arrest phrases, danger expressions, slang unique to Caribbean and Latin-American Spanish speakers combined with techniques to control and deescalate volatile situations through language.

In March and July 2006, 10-day immersion classes were held at the Arizona Department of Corrections (ADOC) Correctional Officer Training Academy (COTA) in Tucson. Through an agreement with ADOC, GOHS houses and trains its students without charge for the use of the facility. In exchange, GOHS grants ADOC four student positions to the immersion course. This arrangement reduces program delivery costs and maximizes the federal tax dollars used to fund delivery of the training. Twenty-eight officers from 11 different law enforcement agencies from throughout Arizona attended the March 2006 immersion course. In July 2006, 29 officers from 10 different police departments attended the ten-day immersion class. Within five-days of announcing the dates of each of the immersion classes, we closed registration because we reached the maximum capacity of each class.

Five Day Classes

In June of 2006, the first 5-day course was delivered in the Springerville/Eagar area of Arizona. Located in northeastern Arizona, the communities face a problem common to most municipalities, a growing Spanish speaking population and a lack of bi-lingual personnel to deliver law enforcement services to the residents. Twenty-three officers from multiple agencies attended this course. The Eagar Police Department provided their council chambers as the training site at no cost to GOHS. Both chiefs of police attended the course.

During July 2006, a 5-day class was held in Show Low, Arizona in which 29-officers from six different agencies attended the class. The Show Low Police Department made arrangements with the Northland Pioneer Community College to use a classroom on their campus to present this course at no cost to GOHS.

Also during July 2006, another 5-day course s held in St. George, Utah. The Arizona Department of Public Safety requested this class for their personnel assigned to northern Arizona. Due to the geography of this area, Arizona officers have jurisdiction in Nevada and Utah and frequently work closely with officers from these states. The St. George Police Department offered the use of their facility to present the course at no charge. Fifteen officers from six different departments attended the class. Region IX approved the attendance of the officers from Utah.

August 2006, in conjunction with the Arizona Department of Public Safety, a 5-day class was held in Kingman, Arizona. Eleven officers from three agencies attended the course. The Kingman Police Department provided a classroom at no cost.

August 2006, another 5-day course was taught in Scottsdale, Arizona. Thirty-three officers from five different police departments attended the course. This class filled to capacity within 24-hours of announcing the course. GOHS subsequently approved additional training slots to try to accommodate the demand.

September 2006, the Phoenix Police Department requested a 5-day class for their personnel. This course was presented at their academy. Twenty officers from the Phoenix and Chandler Police Departments, including the training commander, attended the course. The Phoenix Police Department subsequently asked GOHS to deliver a 5-day course for their agency once every quarter despite having its own in house Spanish language training program.

September 2006, the Arizona Department of Public Safety requested a 5-day class in Yuma, Arizona. Twenty-eight officers from eight different agencies attended the class. The Yuma Police Department provided the use of their facility for this class. Officers from the California Highway Patrol (CHP) also attended the course. The CHP delivers Spanish training to their personnel during the basic academy. The CHP officers in attendance rated the GOHS course as being superior to their own program and left with information that they intended to ask CHP to incorporate into their own language program. Region IX approved the attendance of the CHP officers.

September 2006, the Arizona Department of Public Safety requested two separate 5-day classes in Bullhead City, Arizona for officers working this area on the Arizona/Nevada border. The first 5-day class occurred within the 2006 federal fiscal year while the second class took place during the first week of October 2006. Ten officers from five different police departments completed the course in September. Also in attendance were personnel from the Clark County Nevada Metropolitan Police Department, which Region IX approved.

Student Feedback

During discussions with the officers that attended the Springerville/Eagar course, several reported instances in the past where they stopped impaired drivers who claimed an inability to speak English. In those instances, the officers reported that they could not proceed with an impaired driver investigation because of the language barrier and ended up releasing the offenders without charges. Unfortunately, this fact is not limited to just the Springerville/Eagar area. Rather, the Project Coordinator heard this same statement repeatedly throughout the course of presenting this training program in various localities.

While this is not what those of us committed to highway safety want to hear, it nevertheless represents the realities of what is occurring on this nation's streets and highways. Several studies by the National Highway Traffic Safety Administration cite that a majority of the Latinos surveyed possess a low fear of being prosecuted for driving while under the influence. The fact that officers release Latino motorists suspected of driving under the influence without filing criminal charges fuels this perception. Anecdotal information from officers in the field confirms that some Latinos intentionally feign knowledge of the English language to prevent officers from taking enforcement action.

On October 1, 2006, the project coordinator received the following e-mail from Yuma Officer Chris Evans. He completed the 5-day class in Yuma, Arizona in September. *"I DID IT!" "Last night at 0200 hours, I successfully conducted a DUI entirely in Spanish." "I was a bit nervous, but when it all worked out, and I had the suspect on the intox, I felt a sense of empowerment and achievement that I had never experienced and it made me very proud." "Thank you so much for coming to Yuma and giving me the tools that I needed."*

Additional student comments:

"I came into the class uninterested in learning Spanish. Now I had a great time and want to continue learning the language."

"This was the best class that I have ever taken."

"I learned far more than I thought possible."

"You may not realize it but what I learned in this class probably saved my life."

"The course of instruction was outstanding. The instructor could not have been better."

"Every officer should attend."

"I see the program as much needed in law enforcement."

"I cannot say enough good things about this class."

“The renewed emphasis on traffic enforcement/DUI investigation has been excellent. I am leaving with a new sense of confidence in my Spanish skills. Please maintain and keep expanding this course of instruction.”

“One of the best classes that I have ever attended. It was by far the most useful class I have ever attended. I wish the class could have been another 2 or 3 weeks longer.”

“This was by far the best Spanish program offered to law enforcement that I have ever attended.”

“I wish I had taken this class before I had to conduct my first real felony stop with four armed robbery suspects.”

“I loved the DUI information.”

“I know (sic) have a better working knowledge on how to control suspects in dangerous situations. I highly recommend this class for all officers.”

“This was the best class I have been to in my six years with DPS. This class was well taught and it gives me a new set of skills to enhance my job performance and possibly save my life. I would like to thank whoever made this training available and I look forward to attending more of this type of training in the future.” Arizona highway patrolman

After the Region IX Partner’s Meeting, the Nevada Office of Traffic Safety contacted the GOHS Project Coordinator to assist them with the implementation of a similar language training course for officers working in their state. In addition, the ADOC requested the assistance of GOHS to start a program for their personnel.

Many of the officers attending a 5-day class or the 10-day immersion course are Spanish surnamed with varying degrees of proficiency in the language. Consistently, the officers stated that they needed training to learn the vocabulary specific to law enforcement because they never learned it. Several stated that they often find themselves using phrases or words to describe what they want to say because they simply do not have a grasp of the vocabulary specific to their profession. This also extended to officers who learned Spanish in college. Others were shocked to learn that they had been using words or phrases incorrectly throughout their careers.

In August GOHS held its annual traffic safety summit. During the summit, an overview of the program as presented to the state’s prosecutors and judges. This resulted in an avalanche of requests from those in attendance to attend one of the classes. Many of the judges in attendance asked GOHS to expand its course offerings to include a class for courtroom personnel because of the sheer number of Spanish speaking defendants they see in their courtrooms.

In order to aid officers in their investigations of suspected impaired drivers, the project coordinator translated the National Highway Traffic Safety Administration’s standardized field sobriety tests into Spanish. GOHS intends to provide every officer that completes one of the language classes with a copy of the translation on a clipboard that they can refer to during the administration of the field sobriety tests. One side of the clipboard will have the instructions in

Spanish and the other side in English. Officers can record the results of the sobriety tests using a dry erase marker and then transfer their findings onto their permanent report.

Judging from the response to this program, it is obvious that the program fills a critical training need. There also exists a need to expand course offerings into others aspects of the criminal justice system, public safety in general and into other states. The program has received positive press coverage from the news media and enjoys a solid reputation within the law enforcement community.

Media



AZ GOHS, through a partnership with the AZ DUI Task Force, continued to air and expand its “DUI? Expect the Max” media campaign to educate the public about the dangers and repercussions that are a result of a DUI. The intent of the campaign that first launched in August 2005 is to remind motorists 12 months out of the year of the true costs and penalties of a DUI instead of just focusing on this issue during major enforcement campaigns. GOHS uses a multi-faceted approach and is continuously adapting and evolving the campaign with new materials and avenues to reach the driving public who drinks.

What began as three original television ads (as well as the webpage www.youcantaffectdit.com with DUI info), was expended with seven new commercials, plus two Spanish-language versions, that hit the airwaves this fiscal year as both paid media and PSAs, on stations across the state on network, cable and public broadcasting channels. More than 250 copies of the ads were distributed to law enforcement officials and other community groups and schools to help expand the reach and airings of the message.

Besides televisions, the campaign could be seen on top of taxicabs in both the Phoenix and Tucson markets, with the advertising concentrating on high-traffic areas for cabs at nightclubs and other locations more conducive to the target audience. Since the cabs are mobile, there a large, diverse motoring audience was able to see the safety messages.



Video monitoring signs on the freeways around the state, through a partnership with the Arizona Department of Transportation, also displayed the message “DUI? Expect the Max” on its boards

during the holidays and high-visibility enforcement campaigns. Free billboard ads also were displayed in movie theaters around the state prior to the showings during the holidays. Posters inside the bathrooms at Chase One Field, home to the Arizona Diamondbacks and other sporting and social events also displayed an important message to their fans:

**One wrong decision
can take you from
good seats...**

...to bad.

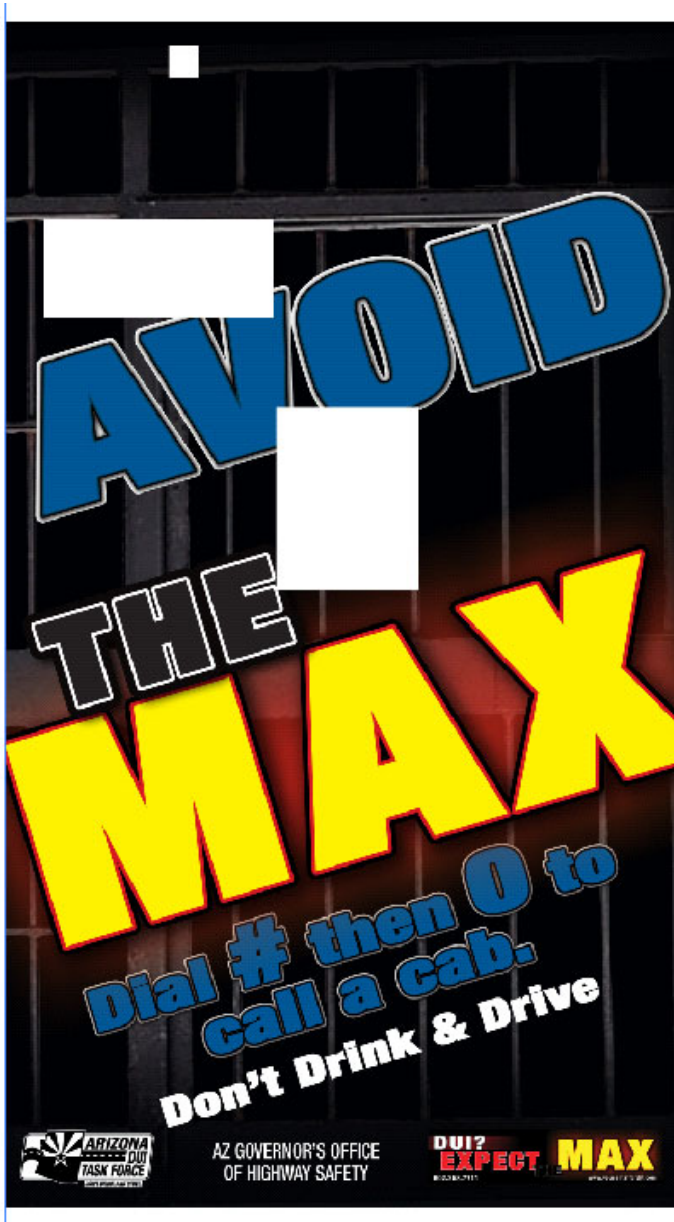
*If you're drinking,
play it safe - use a sober
designated driver.*

Don't drink & drive.

AZ GOVERNOR'S OFFICE OF HIGHWAY SAFETY

DUI? EXPECT MAX
602.258.7711 www.precastford.com

A social norming twist on the more enforcement-sided “Expect the Max” slogan was developed: “Avoid the Max,” which appears in messages to encourage designated drivers and prevent drinkers from having to worry about DUIs since impaired drivers are utilizing other forms of safe, sober transportation. This message appeared in bars and restaurants, including on free telephones set up where patrons would be automatically connected with a local cab company.



The campaign continues to respond well with the public. Sixty percent of the respondents to a 2006 telephone survey of nearly 1,000 Arizona residents over the age of 21 who drink alcohol recognized the slogan: “DUI? Expect the Max,” with the visibility of both TV and outdoor ads matching that number. These results were after just one year of having launched the campaign.

Also in 2006, the campaign received the American Association of State Highway and Transportation Officials' (ASSHTO) top Public Affairs honor when AZ GOHS' received their "Excel Award."

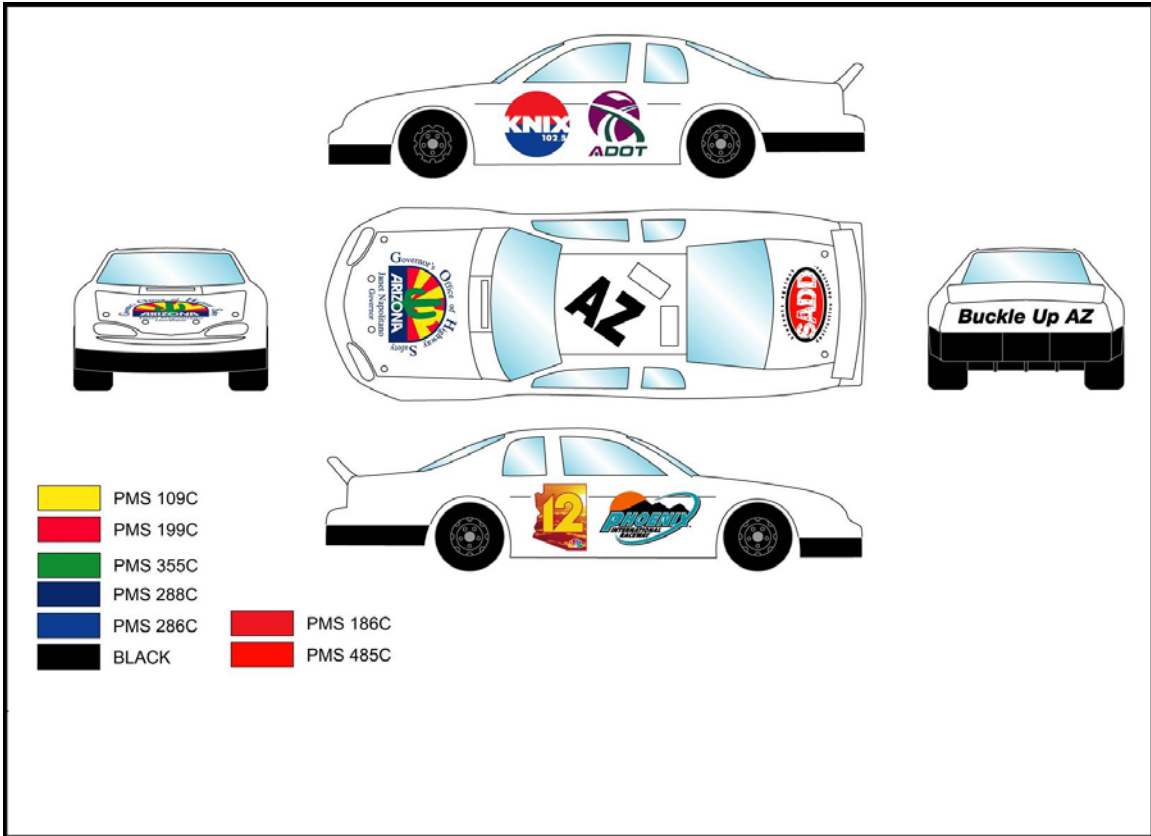
GOHS will continue to develop and evolve "DUI? Expect/Avoid the Max" throughout the near future, incorporating new and innovative techniques (creating "The Max" to appear at events as a live person and face for the campaign) and technologies (internet advertising, email blasts, myspace account, etc).

NASCAR

NOVEMBER 2005

Since November 2004, GOHS and SADD have partnered together to educate race fans about safe driving habits, especially buckling up, since safety is the top priority for NASCAR. For the November 2005 races at Phoenix International Raceway, GOHS worked with the local NBC affiliate, KPNX, which airs the race. The advertising package that was purchased included the station using its sports anchor to create an ad specifically for this campaign, as well as airtime and bonus time. The video ad was also aired during the race weekend at the track. Airtime was also purchased for ads on cable TV, as well as sports and entertainment radio stations.

Another safety poster was created, as were collectible race cars that were labeled with safety messages "buckle up, Arizona" and sponsors logos.

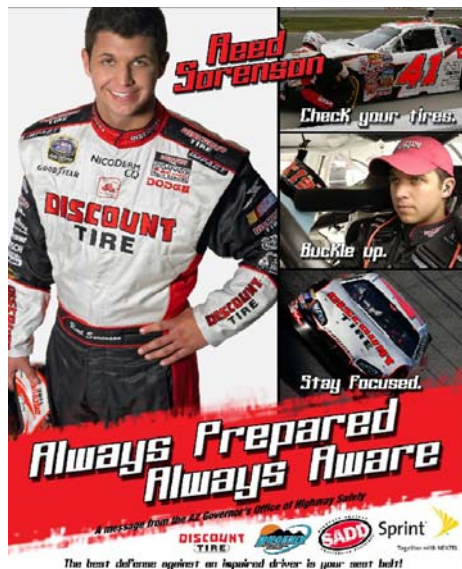


Through a partnership with Sprint/NEXTEL, SADD received a \$5,000 donation to their organization for their efforts. The students also designed the artwork for the hood of one of the pace cars for the race. It was then signed by the winner, Kyle Busch, and a replica of it was produced and auctioned on ebay, with all proceeds going to AZ SADD.



For the April 2006 Subway Fresh 500 NASCAR Race at Phoenix International Raceway, GOHS and SADD developed a new campaign called, “Always Prepared. Always Aware.” This campaign, utilizing NASCAR driver Reed Sorenson of the No. 41 Chip Ganassi Racing team,

and local and national partners like Students Against Destructive Decisions (SADD) and Discount Tire, reminds people to: “check your tires regularly, always wear your seat belt, and be focused on driving while behind the wheel.” “Always Prepared. Always Aware.” includes a television ad featuring Reed Sorenson highlighting the importance of being a safer driver—whether you’re on your way to work or home— a hero card, and posters and other materials reinforcing these messages. The ad aired on cable and network TV as both a paid ad, and bonus time as a PSA. The safety message also was played repeatedly on the tracks Jumbotron screens, reaching the race fans at the race.



In addition, during the Busch and Nextel Cup series races April 21 and 22 at Phoenix International Raceway, the more than 1,100 fans signed a pledge promising to be “Always Prepared. Always Aware” were entered into a drawing for the chance to win: a set of wheels from Discount Tire, a camera cell phone from Sprint, or tickets to the November 12 Nextel Cup Series race at PIR through a partnership with TEAM Coalition and it’s Responsibility Has Its Rewards program, the track, and our other safety partners. TEAM also provided a color printer where more than 800 fans had their photos taken (via Sprint camera phones) and the pictures given to them within moments with a safety message/sponsorship border frame. Collectible race cars were given out to those signing the pledge, as well as other safety materials.



Legislation

47th Legislature—Second Session
January-May 2006

1. **HB 2017: older motor vehicles; registration.**
(Sponsor: Gray C*)
Status: Assigned to the following committees
 - TRANS
 - Rules

2. **HB 2099: cellular phones; use while driving.** A person shall not operate a motor vehicle on a highway while using a cellular telephone to engage in a call while motor vehicle is in motion unless the cellular phone is equipped with a hands-free device (means an attachment, add-on or addition to a cellular telephone, whether or not permanently installed in a motor vehicle, that when used allows the motor vehicle operator to maintain both hands on the steering wheel). (Sponsors: Prezelski*, Gallardo, Garcia M., Sinema, Lopez, Meza)
Status: Assigned to the following committees
 - TRANS
 - JUD
 - COM
 - Rules

3. **HB 2100: personalized veteran special license plates.** Allows a request for a Veteran Special Plate (VSP) to be combined with a request for a personalized special plate and establishes a \$50 initial fee for the plate combination and a \$25 annual renewal fee.
(Sponsor: McClure*)
Status: Assigned to the following committees
 - TRANS = DISC/HELD on 1/19; passed on 1/26 by a 5-0-0-4-0 vote
 - APPROP (P) = passed on 2/8 by 13-1-0-1-0 vote
 - Rules = C&P on 3/2 by a 7-0-0-2-0 vote
 - Majority/Minority Caucus: Y
 - Transmitted to Senate on 3/10
 - Assigned to the following committees
 - TRANS = passed on 3/28 by a 4-1-0-0 vote
 - Rules = PFC on 4/19
 - COW Action 1: Retained on 5/15
 - COW Action 2: Passed on 5/18
 - Transmitted to House on 5/22
 - Transmitted to Governor on 6/20
 - Governor signed on 6/28

4. **HB 2174: photo enforcement; signage.** Requires state agencies and local authorities to adopt standards for posting signage and the coloring of equipment if the agency or local authority is using a *photo enforcement system* to identify persons who violate laws relating to speed limits or traffic control devices. (Sponsors: Robson*, Gorman)
 - Status: Assigned to the following committees
 - TRANS = passed on 1/26 by a 6-2-0-1-0 vote
 - Rules = C&P on 1/31 by a 8-0-0-1-0 vote
 - COW Action1: DPA on 2/2
 - Transmitted to Senate 2/7
 - Assigned to the following committees
 - TRANS = DPA on 2/28 by a 3-0-2-0 vote
 - Rules = PFC on 3/6
 - COW Action 1: Retained on 3/23
 - COW Action 2: DPA on 4/6
 - Transmitted to Governor on 4/18
 - Governor signed on 4/24

5. **HB 2178: child passenger restraint systems.** A child under eight years of age shall be properly secured in a child passenger restraint system. A person who is violation is subject to a civil penalty of ninety dollars. If a person who is in violation completes the CAPP program administered by GOHS, the court shall not impose a civil penalty. (Sponsors: Downing*, Chase, Landrum Taylor)
 - Status: Assigned to the following committees
 - TRANS
 - Rules

6. **HB 2180: automated photo enforcement.** Establishes conditions for installation of photo enforcement systems. (Sponsors: Biggs*, Gorman, Quelland, Allen J, Groe, Murphy, Yarbrough)
 - Status: Assigned to the following committees
 - TRANS = DPA/SE on 2/16 by a 6-3-0-0-0 vote
 - Rules = C&P on 2/21 by a 9-0-0-0-0 vote
 - Majority Caucus: H (2/21)
 - Minority Caucus: Y (2/21)

7. **HB 2206: state highway fund bonds.** Removes the statutory cap (currently set at \$1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board. (Laws 2001, Chapter 238, increased the HURF bonding cap to \$1 billion from \$800 million. Laws 2003, Chapter 4 (HB 2588), Arizona Revised Statute 28-7510, increased the HURF bonding cap to \$1.3 billion from \$1.0 billion.) (Sponsors: Biggs*)
 - Status: Assigned to the following committees
 - TRANS = passed on 1/19 by a 8-0-0-1-0 vote
 - APPROP (P) = passed on 2/1 by a 8-0-0-7-0 vote
 - Rules = Amend C&P on 2/21 by a 9-0-0-0-0 vote
 - Transmitted to Senate on 2/28
 - Assigned to the following committees

- TRANS = passed on 3/14 by a 4-0-0-0 vote
- APPROP = HELD on 3/28; DPA on 4/18 by a 7-2-2-0 vote
- Rules = PFC on 4/19
 - COW Action 1: DPA on 4/27
 - Transmitted to House on 5/1
 - Transmitted to Governor on 5/15
 - Governor signed on 5/19

8. **HB 2207: driver licenses; organ donor info.** Provides statutory authority to the Arizona Department of Transportation Motor Vehicle Division (MVD) to transfer information the department received prior to 1996, pertaining to a driver or identification licensee's wish to be an organ donor, to an organ procurement organization that maintains an anatomical gift registry in accordance with Arizona law and that is located in this state. (Sponsor: Biggs*)

Status: Assigned to the following committees

- TRANS = passed on 1/19 by a 8-0-0-1-0 vote
- Rules = C&P on 1/24 by a 9-0-0-0-0 vote
- Majority and Minority Caucus on 1/24 = Y
- Transmitted to Senate on 2/6
- Assigned to the following committees
 - HEALTH = passed on 2/27 by a 5-0-2-0 vote
 - Rules = PFC on 3/6
 - Passed
 - Sent to Governor on 3/24
 - Governor signed on 3/29

9. **HB 2234: overtime compensation; law enforcement.** The county sheriff or the governing body of a city or town may establish alternate work periods, in accordance with federal law, for the purpose of determining overtime compensation for a person engaged in law enforcement activities. (Sponsors: Konopnicki*, Flake, Huppenthal)

Status: Assigned to the following committees

- CMMA
- Rules

10. **HB 2235: speed limits; primitive roads.** Adds the 45-mile per hour on unpaved roads in incorporated areas speed limit to the other speed limits in existence. The Board of Supervisors or the governing body of a city or town may establish speed limits for primitive or unpaved roads within its jurisdiction. (Sponsor: Konopnicki*)

Status: Assigned to the following committees

- TRANS
- Rules

11. **HB 2245: photo enforcement traffic complaints.** If the civil traffic violation was detected by a photo enforcement, this state or political subdivision of this state must show at a hearing both of the following: (1) that the defendant was the driver of the vehicle at the time of the violation, (2) that the photo enforcement device was properly calibrated and in good working order at the time of the violation. For complaints issued as a result of photo enforcement, the

complaint shall be manually signed by a traffic enforcement officer of the political subdivision issuing the complaint. If the violation is detected by photo enforcement, the complaint must be served no more than 30 days after the date of the violation. After a person serves another person a complaint resulting from photo enforcement, the person serving the complaint shall sign an affidavit stating the following: "I hereby certify that I have reasonable grounds to believe and do believe that I served the person named on the photo enforcement complaint." A false certification is perjury. If a person commits perjury, the person shall not longer be a process server in this state. (Sponsor: Gray C*)

Status: Assigned to the following committees

- TRANS
- Rules

12. **HB 2251: photo enforcement; highways; highway fund.** Mandates that fines collected by a local authority that is authorized by the state to use a photo enforcement system to identify violators of certain traffic laws on a state highway or interstate system highway in Arizona be distributed to the state highway fund (SHF). (Sponsors: Gorman*, Allen J, Knaperek, Pearce, Pierce, Rosati, Biggs, Burges, Groe, Murphy, Quelland, Robson, Stump, Martin)

Status: Assigned to the following committees

- TRANS = W/D on 2/6
- FMPR = W/D on 2/9
- APPROP (P) = DPA on 2/15 by a 9-5-0-1-0 vote
- Rules = C&P on 2/21 by a 9-0-0-0-0 vote
- COW Action 1: Retained on calendar on 2/23
- COW Action 2: DPA on 2/28
- Third Read: Failed on 3/2 by a 27-27-6-0 vote; Failed on 3/6 by a 27-27-6-0 vote

13. **HB 2300: cellular telephones; minors; driving use.** A person who is under 18 years of age shall not operate a motor vehicle on a highway while using a cellular telephone while the motor vehicle is in motion unless the person is engaging in a call and the cellular telephone is equipped with a hands-free device. If a person is in violation and is not involved in a motor vehicle accident, the person is subject to a civil penalty of \$50. If the person is involved in an motor vehicle accident, the person is subject to a civil penalty of \$200—the law enforcement officer investigating the accident shall indicate on the written accident form the use of a cellular telephone at the time of the accident. (Sponsors: Garcia M*, Brown, Alvarez, Cajero Bedford, Gallardo, Lopez, Lujan, Prezelski, Tom)

Status: Assigned to the following committees

- TRANS
- JUD
- COM
- Rules

14. **HB 2322: driving schools; limitation of hours.** Limits Traffic Survival School (TSS) and Defensive Driving School (DDS) training and educational sessions to a combined time of four and one-half hours, including any testing, reviewing and grading related to the sessions. (Sponsor: Allen J*)

- Status: Assigned to the following committees
- TRANS = passed on 1/26 by a 6-0-1-2-0 vote
 - Rules = C&P on 1/31 by a 8-0-0-1-0 vote
 - COW Action 1: DPA on 2/2
 - Transmitted to Senate on 2/7
 - Assigned to the following committees
 - TRANS = passed on 2/28 by a 3-0-2-0 vote
 - Rules = PFC on 3/6
 - Minority/Majority Caucus: Y (3/7)
 - Passed
 - Sent to Governor on 3/24
 - Governor signed on 3/29

15. **HB 2332: appropriation; highway monies repayment.** Appropriates \$52,215,300 from the State General Fund to the Highway User Revenue Fund (HURF) for distribution to counties for repayment of HURF monies diverted in fiscal year 2004-2005. (Sponsors: McClure*, Konopnicki, Lopez)

- Status: Assigned to the following committees
- TRANS = DPA on 1/26 by a 6-0-0-3-0 vote
 - APPROP (P)
 - Rules

16. **HB 2356: aggravated DUI.** Adds Paragraph 4 to Subsection A and adds Subsection K. (“4. While the person is ordered by the court or required...by the department to equip any motor vehicle the person operates with a certified ignition interlock device, does either of the following: (a) while under arrest refuses to submit to any test chosen by a law enforcement officer..., (b) commits a violation of section 28-1381, section 28-1382 or this section.” “K. After completing the period of suspension...a person whose driving privilege is revoked for a violation...may apply to the department for a special ignition interlock restricted driver license...”) (Sponsor: Farnsworth*)

- Status: Assigned to the following committees
- JUD
 - Rules

HB 2387 – See #60

17. **HB 2411: photo enforcement; traffic offenses.** Provides that the Department of Transportation shall not assess any points to a person’s driving record for a red light violation or civil speed violation, and caps the fine at \$100, if the violation is detected by using photo enforcement. (Sponsors: Smith*, Biggs, Burges, Gorman, Weiers JP)

- Status: Assigned to the following committees
- TRANS = failed on 2/16 by a 3-5-0-1-0 vote
 - Rules

18. **HB 2513: class G driver licensees.** (Increases the number of practice hours from 25 to 30 (including 6 hours at night, up from 5); and six months with a permit compared to 5 months.) A person who is at least 15 years and 6 months of age may apply and obtain an instruction permit. A person who is under 18 years of age who obtains a license, for the first six months that a class G licensee holds a license, the licensee shall not drive a motor vehicle on public highways from 12:00am to 5:00am unless either (1) the licensee is accompanied by a person who has a class A,B,C or D, who is at least 21-years of age and who occupies a seat besides the class G licensee; (2) the licensee is returning from a school activity or from a place of employment. If the licensee is found responsible of a civil violation, the person is subject to a maximum civil penalty of \$25 and the court shall report the violation to the department. On receipt of the report, the department shall suspend the person's driving privilege for 30 days. The restrictions imposed to do not apply beginning on the licensee's 18th birthday. (Sponsors: Rosati*, Downing, O'Halleran, Smith, Burges, Lopez L)

Status: Assigned to the following committees

- TRANS
- Rules

19. **HB 2543: graduated driver licenses.** (Increases number of practice hours from 25 to 50 (10 hours at night).) A person who is at least 15 years and 6 months of age may apply and obtain an instruction permit. A person who is under 18 years of age who obtains a license, for the first six months that a class G licensee holds a license, the licensee shall not drive a motor vehicle on public highways from 12:00am to 5:00am unless (1) the licensee is accompanied by a person who has a class A,B,C or D, who is at least 21-years of age and who occupies a seat besides the class G licensee; (2) at any time if the licensee is driving a motor vehicle containing a passenger under the age of 18—this restriction does not apply if either (a) the passenger under that age of 18 is the licensee's sibling or the licensee is accompanied by a person who has a class A,B,C or D, who is at least 21-years of age and who occupies a seat besides the class G licensee. If the licensee is found responsible of a civil violation, the person is subject to a maximum civil penalty of \$25 and the court shall report the violation to the department. On receipt of the report, the department shall suspend the person's driving privilege for 30 days. The restrictions imposed to do not apply beginning on the licensee's 18th birthday. (Sponsors: Garcia M*, Kirkpatrick, Sinema, Alvarez, Brown, Cajero Bedford, Gallardo, Lopez L., Lujan, Tom)

Status: Assigned to the following committees

- TRANS
- Rules

20. **HB 2556: motorcycle safety fund.** Removes the requirement that any monies in excess of \$150,000 in the Motorcycle Safety Fund (MSF) reverts to the State Highway Fund. (Sponsor: McClure*)

Status: Assigned to the following committees

- TRANS = HELD on 2/9; passed on 2/16 by a 9-0-0-0-0 vote
- APPROP (P) = passed on 2/22 by a 10-0-0-5-0 vote
- Rules = C&P on 2/28 by a 8-0-0-1-0 vote
- Transmitted to Senate on 3/7
- Assigned to the following committees

- TRANS = passed on 3/21 by a 5-0-0-0 vote
- APPROP
- Rules

21. **HB 2571: child passenger restraint systems.** The operator of a motor vehicle designed for carrying ten or fewer passengers (manufactured for the model year 1972 and thereafter) shall require each passenger under 9 years of age to have a belt positioning seat, a booster seat or the appropriate child restraint system for children meeting the requirements of 49 code of federal regulations section 571.213 for children who are at least 5 years of age and who are under nine years of age. A local ordinance established to regulate the use of child passenger restraint systems shall not include a civil penalty that is less than \$50 or that is greater than \$100 for a violation of the local ordinance. (Sponsors: Chase*, Downing, Cannell, Weiers JP)

Status: Assigned to the following committees

- TRANS
- Rules

22. **HB 2576: child passenger restraints; booster seats.** Requires children who are at least 5 and under 9 years of age to be restrained by a child booster seat while riding in a motor vehicle. (Sponsor: Chase*)

Status: Assigned to the following committees

- TRANS = W/D on 2/9
- Health = passed on 2/15 by a 7-2-0-0-0 vote
- Rules = C&P on 3/2 by a 7-0-0-2-0 vote
- Minority/Majority Caucus = Y (3/6)
- Third Read: Failed on 3/9 by a vote of 19 ayes, 40 nays, 1 no vote; Failed on 3/16 by 24 ayes, 31 nays, 4 no vote

23. **HB 2612: photo enforcement; processing fee; deposit.** Requires any state agency that contracts with an authorized agent to electronically process motor vehicle records for the purpose of identifying drivers detected by a photo enforcement system to charge \$200 for each record. (Sponsor: Biggs*)

Status: Assigned to the following committees

- TRANS = HELD on 2/16
- Rules

HB 2615 – See #59

24. **HB 2616: fallen police officers; special plates.** Establishes a new license plate for families of fallen police officers. Production of the plate is contingent on the Arizona Department of Transportation (ADOT) receiving \$32,000 by December 31, 2006 for costs related to the plate. Of the \$25 special plate fee, \$17 is an annual donation to the “families of fallen police officers” special plate fund. (Sponsors: Nelson*, Aguirre L, Jones, Konopnicki, McClure, Meza, Stump)

Status: Assigned to the following committees

- TRANS = passed on 2/9 by a 6-0-0-3-0 vote

- APPROP (P) = passed on 2/22 by a 12-1-0-2-0 vote
- Rules = C&P on 3/2 by a 7-0-0-2-0 vote
- Majority/Minority Caucus: Y (3/6)
- Transmitted to Senate on 3/10
- Assigned to the following committees:
 - TRANS = passed on 3/28 by a 4-0-1-0 vote
 - Rules

25. **HB 2632: malt beverages; keg sales; requirements.** Each licensee who sells kegs containing malt beverages shall require each purchaser of a keg to present an Arizona driver license or other proper identification at the time of purchase. The purchaser must sign a statement at the time of purchase that affirms the accuracy of the purchaser's name, address and the location where the contents of the keg will be consumed. The licensee shall retain the identification form and the purchaser's signed statement for a minimum of 6 months following the sale of the keg. Each keg containing malt beverages that is sold by a licensee shall be labeled with the name and address of the licensee, the keg identification number and the license number of the premises. (Sponsors: Downing*, Prezelski, Sinema, Garcia M, Lopes, Pearce)

- Status: Assigned to the following committees
- COM
 - Rules

26. **HB 2634: roadside memorials.**

(Sponsors: Downing*, Gray C, Miranda B, Nelson, Prezelski, Konopnicki, Lopes, McClure, Sinema, Rios R)

- Status: Assigned to the following committees
- TRANS
 - CMMA
 - Rules

27. **HB 2642: transporting minor passengers in trucks.** A person driving a pickup truck or motor truck on a highway in this state shall not transport a person who is under eighteen years

of age in or on the bed of the pickup truck or motor truck. (Sponsors: Weiers JP, Barnes, Chase, Hershberger, Huffman, Kirkpatrick, Landrum Taylor, Mason, Nelson, O'Halleran, Prezelski, Sinema, Smith, Aguirre A, Allen J, Alvarez, Boone, Brown, Burges, Burton Cahill, Cajero Bedford, Downing,, Gallardo, Garcia M, Jones, Knaperek, Lopes, Lujan, McClure, McLain, Meza, Murphy, Paton, Quelland, Stump, Tom, Tully, Yarbrough)

- Status: Assigned to the following committees
- TRANS
 - Health
 - Rules

28. **HB 2706: vehicle license tax reduction.** Vehicle license tax would be computed according to the miles per gallon of the vehicle—for a vehicle with an average mpg rating at least 31mpg, the vehicle license tax is reduced by 25%; for a vehicle with mpg at 36 mpg-40 mpg, tax is reduced by 50%; for a vehicle with mpg at 41 mpg-45 mpg, tax is reduced by 75%; for a vehicle with an average rating of 46mpg or greater, license tax is \$10. During the first 12 months of the life of the vehicle, as determined by its initial registration, the vehicle license tax is \$2.80 per \$100 in value, the value of the vehicle is 60% of the manufacturer's base retail price. (Sponsors: Downing*, Lopez, Aguirre A, Konopnicki, Lopes, McCune Davis, Miranda B, Sinema, Aboud, Cannell, Garcia J)
Status: Assigned to the following committees
- TRANS
- APPROP (P)
- Rules
29. **HB 2722: photo radar; state highway fund.** Requires the Arizona Supreme Court to deposit the Defensive Driving School Fund fee (\$15) into the State Highway Fund (SHF) if the fee results from a traffic complaint originating from the use of a photo enforcement device on a state or controlled access highway. HB 2722 also specifies that the fees the Court deposits into the SHF are to be used to pay highway patrol costs incurred by the Department of Public Safety. (Sponsor: Gorman*)
Status: Assigned to the following committees
- TRANS = HELD on 2/16
- Rules
30. **HB 2747: vehicle restraint violations; enforcement.** Allows police officers to stop motorists solely because they are not wearing seat belts. Maximum civil penalty of \$10. (Sponsors: Lopez*, Aguirre A, Bradley, Burton Hill, Downing, Garcia M, Landrum Taylor, Meza, Sinema, Aguirre L, Brotherton, Alvarez, Cajero Bedford, Gallardo, Kirkpatrick, Lopes, Lujan, McCune Davis, Miranda B, Prezeslki, Tom, Aboud, Chevront, Mitchell, Rios R)
Status: Assigned to the following committees
- TRANS
- Health
- Rules
31. **HB 2756: freeway expansion; intergovernmental agreements.** Three or more contiguous cities may enter into an intergovernmental agreement for a period not to exceed 5 years. (Sponsors: Weiers JP*, Kirkpatrick, Allen J, Brown, Chase, Downing, Jones, McLain, Pearce)
Status: Assigned to the following committees
- TRANS = DISC/HELD on 2/23
- APPROP (P)
- Rules

32. **HB 2760: appropriation; vehicle access.** The sum of \$5,000,000 is appropriated from the state general fund in fiscal year 2006-2007 to the department of transportation to provide vehicle access to businesses in the vicinity of the Interstate 10 expansion in Tucson. (Sponsors: Prezelski*, Cajero Bedford, Paton, Lopes, Lopez)
 - TRANS
 - APPROP (P)
 - Rules
33. **HB 2796: motorized electric; gas powered vehicles.** Exempts motorized electric or gas powered bicycles or tricycles from vehicle registration, certificate of title, license tax, and other laws applicable to motor vehicles. (Sponsors: Prezelski*, Biggs, Chase, Lopes, Paton, Weiers JP)
 Status: Assigned to the following committees
 - TRANS = passed on 2/16 by a 9-0-0-0-0 vote
 - Rules = C&P on 2/28 by a 8-0-0-1-0 vote
 - Transmitted to Senate on 3/8
 - Assigned to the following committees
 - TRANS = passed on 3/21 by a 4-0-1-0 vote
 - Rules = PFCA on 4/19
 - Transmitted to House on 4/24
 - Transmitted to Governor on 5/15
 - Governor signed on 5/19
34. **HB 2813: bicycles; safety training; education sessions.** Requires a driver who violates the statute relating to overtaking and passing bicycles to attend a safety and educational (BSE) course designed to improve the habits of drivers operating motor vehicles on the roadway with bicyclists. HB 2813 also allows the court to order a bicyclist to attend a safety and educational session for driving under the influence violations and vehicle violations that apply to bicyclists. (Sponsor: Quelland*)
 Status: Assigned to the following committees
 - Rules
35. **HB 2860: accidents; injured animals; leaving scene.** A driver of a vehicle involved in an accident resulting in injury to a dog or cat shall take reasonable appropriate steps to notify the owner or custodian of the animal. The driver shall also take reasonable and appropriate action so that the animal has the necessary attention or care—this does not impose any liability on the driver. (Sponsors: Downing*, Aguirre A, Sinema, Lopes)
 Status: Assigned to the following committees
 - TRANS
 - Rules

36. **SB 1028: motor vehicles; two license plates.** The department shall provide to every owner one license plate for each motorcycle, trailer or semi trailer registered and two license plates for every other motor vehicle registered. On a motorcycle, trailer or semi trailer, the plate shall be displayed on the rear. For any other vehicle, one plate shall be displayed on the front and one plate on the rear. (Sponsors: Jarrett*, Allen C)

Status: Assigned to the following committees

- TRANS
- APPROP
- Rules

37. **SB 1042: repeat DUI offenders; lower BAC.** Decreases the legal Blood Alcohol Concentration (BAC) levels for persons previously convicted of aggravated driving or actual physical control while under the influence (aggravated DUI). (Sponsor: Waring*)

Status: Assigned to the following committees

- JUD = DPA on 1/30 by a 6-0-2-0 vote
- Rules = PFC on 2/6
- Majority and Minority Caucus: Y
- COW Action 1: DPA on 3/2
- Transmitted to House on 3/15
- Assigned to the following committees
 - APPROP (P)
 - JUD
 - COM
 - Rules

38. **SB 1064: minors; entry into Mexico.** Allows a city, town or county to adopt an ordinance to allow a peace officer or sheriff to prevent a minor from entering Mexico. (Sponsors: Cannell*, Bee, Jones)

Status: Assigned to the following committees

- GOV = passed on 2/9 by a 6-0-1-0 vote
- Rules = PFC on 2/20
- Majority/Minority Caucus: Y
- Transmitted to House on 3/8
- Assigned to the following committees
 - TRANS
 - Rules

39. **SB 1146: photo radar; controlled access highways.** Prohibits the use of photo radar to identify speed violators on controlled access highways. (Sponsors: Verschoor*, Bee, Blendu, Johnson, Martin, Pierce, Smith, Burns R, Gould, Harper, Huppenthal, Jarrett, Miranda R, Rios R, Aguirre A, Allen J, Anderson, Biggs, Farnsworth, Gray C, Knaperek, Miranda B, Quelland, Rios P, Rosati)

Status: Assigned to the following committees

- TRANS = passed on 1/24 by a 4-1-0-0 vote
- Rules = PFC on 1/30
- Majority Caucus: H on 1/31; Y on 2/7

- Minority Caucus: Y on 1/31
- Transmitted to House on 2/17
- Assigned to the following committees
 - TRANS = W/D on 3/16
 - JUD = passed on 3/30 by a 7-2-0-0-0 vote
 - Rules

40. SB 1166: stopping vehicles on highways. Allows public transportation vehicles to stop on a controlled access highway. (Sponsors: Verschoor*, Rios R, Biggs, Konopnicki)

Status: Assigned to the following committees

- TRANS = HELD on 1/24; DPA on 1/31 by a 5-0-0-0 vote
- Rules = PFCA on 2/6
- Transmitted to House on 2/17
- Assigned to the following committees
 - TRANS = DPA on 3/9 by a 6-0-0-3-0 vote
 - Rules = C&P on 3/21 by a 8-0-0-1-0 vote
 - Transmitted to Senate on 3/30
 - Majority/Minority Caucus = Y (4/4)
 - Transmitted to Governor on 4/4
 - Governor signed on 4/10

41. SB 1178: ADOT; pilot training car; certification. Allows the Arizona Department of Transportation (ADOT) to establish pilot car operator training and certification rules and outlines those requirements for those rules. (“Pilot car” means a motor vehicle that escorts overdimensional or overweight loads on any street or highway in this state.) (Sponsor: Verschoor*)

Status: Assigned to the following committees

- TRANS = DPA on 2/14 by a 5-0-0-0 vote
- APPROP
- Rules

42. SB 1179: special license plates. Collapses the statutory sections regarding Arizona’s special license plates into one section. (Sponsors: Jarrett*, Allen C, Huppenthal, Harper, Verschoor, Knaperek, Paton)

Status: Assigned to the following committees

- TRANS = passed on 1/24 by a 5-0-0-0 vote
- Rules = PFC on 1/30
- COW Action 1: passed on 2/2
- Transmitted to House on 2/7
- Assigned to the following committees
 - TRANS
 - Rules

43. **SB 1218: envelope permits; overdimensional permits (NOW: escort vehicle).** Requires local authorities that issue permits for overdimensional loads to provide the ordinances and rules governing those permits to the Arizona Department of Transportation (ADOT). Requires ADOT rules to apply if a local authority does not issue excess or special weight permits. Modifies the Overdimensional Permit Advisory Council. (Sponsors: Verschoor*, Biggs, Quelland, Smith)

Status: Assigned to the following committees

- TRANS = passed on 2/14 by a 5-0-0-0 vote
- Rules = PFC on 2/20
- Majority/Minority Caucus: Y
- Transmitted to House on 3/7
- Assigned to the following committees
 - TRANS = DPA/SE on 3/23 by a 8-0-0-1-0 vote
 - Rules = C&P on 3/28 by a 9-0-0-0-0 vote
 - Majority/Minority Caucus = Y (3/28)
 - COW Action 1: Passed on 3/30
 - Transmitted to Senate on 4/6
 - Transmitted to Governor on 4/9
 - Governor signed on 4/25

44. **SB 1248: appropriation; highway construction (NOW: osteoporosis; appropriation)**

(Used to be: Appropriates \$100 million in FY 2006-2007 to the Arizona Department of Transportation (ADOT) to accelerate existing highway construction projects.)

NOW: appropriates \$300,000 and three FTE positions from the state General Fund in FY 2006-07 to the Department of Health Services (DHS) for osteoporosis research.

(Sponsor: Blendu*)

Status: Assigned to the following committees

- TRANS = passed on 2/7 by a 5-0-0-0 vote
- APPROP = DPA on 2/14 by a 7-3-1-0 vote
- Rules = PFC on 2/20
- Majority/Minority Caucus: Y
- COW Action 1: DPA on 2/22
- Transmitted to House on 3/6
- Assigned to the following committees
 - TRANS = W/D on 4/4
 - APPROP (P) = DPA/SE on 4/5 by a 8-0-1-6-0 vote
 - Rules = C&P on 6/19 by a 8-0-0-1-0 vote
 - Transmitted to Senate on 6/20
 - Transmitted to Governor on 6/20
 - Governor signed on 6/21

45. **SB 1274: ignition interlock devices.** Expands the definition of aggravated driving under the influence (DUI) and clarifies the requirements for individuals with ignition interlock devices (IID) and IID installers. (Sponsor: Gray L*)

Status: Assigned to the following committees

- TRANS = passed on 2/7 by a 4-0-1-0 vote
- Rules = PFC on 2/14
- Majority and Minority Caucus: Y
- Transmitted to House on 3/1
- Assigned to the following committees
 - TRANS = passed on 3/9 by a 7-0-0-2-0 vote
 - Rules = C&P on 5/30 by a 8-0-01-0 vote
 - Transmitted to Governor on 5/30
 - Governor signed on 6/5

46. **SB 1275: ignition interlock installers; manufacturers; certification.** Requires the Arizona Department of Transportation (ADOT) to adopt rules to certify ignition interlock device (IID) manufacturers and installers. (Sponsor: Gray L*)

Status: Assigned to the following committees

- TRANS = DPA on 2/7 by 5-0-0-0
- APPROP = passed on 2/21 by a 11-0-0-0 vote
- Rules = PFC on 2/27
- Majority/Minority Caucus: Y
- Transmitted to House on 3/8
- Assigned to the following committees
 - TRANS = DPA/SE on 3/30 by a 7-0-0-2-0 vote
 - Rules = C&P on 4/20 by a 8-0-0-1-0 vote
 - COW Action 1: Retained on Calendar on 4/25
 - COW Action 2: DPA on 4/27
 - Transmit to Senate on 5/3
 - Transmitted to Governor on 5/8
 - Governor signed on 5/11/06

47. **SB 1291: school crossings; traffic violation; assessment.** Doubles the fine for a person found to be responsible for a civil traffic violation in a school crossing during school hours. (Sponsor: Verschoor*)

Status: Assigned to the following committees

- TRANS = DPA on 2/14 by a 5-0-0-0 vote
- Rules = PFC on 2/20
- Majority/Minority Caucus: Y
- COW Action 1: DPA on 3/2
- Transmitted to House on 3/15
- Assigned to the following committees
 - TRANS = W/D on 3/23
 - APPROP(P) (3/23/06)= DPA/SE on 3/29 by a 9-0-0-6-0 vote
 - APPROP (P) (4/25/06
 - Rules (3/16/06) = C&P on 4/6 by a 7-0-0-2-0 vote
 - Rules (4/25/06)
 - Final Disposition: Held in House

48. **SB 1298: appropriation; highway fund repayment.** Appropriates \$63,200,000 in FY 2006-2007 to the State Highway Fund. (Sponsors: Flake*, Arzberger, Bee, Blendu, Huppenthal, Aguirre A, Alvarez, Brown, Burns J, Groe, Jones, Konopnicki, Mason, O'Halleran, Prezelski, Allen C, Cannell, Jarrett, Johnson, Verschoor, Hershberger, McClure, McLain)
Status: Assigned to the following committees
- TRANS = DPA on 2/7 by a 5-0-0-0 vote
- APPROP
- Rules
49. **SB 1410: traffic violations; fines; distribution.** Establishes a Department of Public Safety (DPS) Fund and outlines permissible uses of Fund monies. Requires a percentage of all penalties collected by municipal courts for traffic violations issued on a freeway in excess of the amount collected for calendar year 2005 be deposited in the Fund. (Sponsors: Martin*, Allen C, Blendu, Barnes, Reagan, Rosati)
Status: Assigned to the following committees
- TRANS = DPA on 2/7 by a 4-1-0-0 vote
- APPROP
- Rules
50. **SB 1418: vehicle restraint violations; enforcement.** Permits peace officers to stop or issue citations to a person not wearing a seat belt. Maximum civil penalty of \$10. (Sponsors: Hellon*, Cannell, Miranda R, Aguirre A, Chase, Downing, Hershberger, Kirkpatrick, Lopez, Alvarez, Bradley, Lopes, McClure, Prezelski, Tom)
Status: Assigned to the following committees
- TRANS = failed on 2/14 by a 0-5-0-0 vote
- Rules
51. **SB 1450: defensive driving school; eligibility.** Eases the requirements for a commercial driver's license holder who is a responsible for a moving violation while driving a personal or noncommercial vehicle. (Sponsors: Gould*, Harper, Groe, Johnson, Gorman)
Status: Assigned to the following committees
- TRANS = failed on 2/14 by a 2-3-0-0 vote
- Rules
52. **SB 1451: vehicle license tax; flat fee.** Replaces the current vehicle license tax (VLT) rate and distribution schedule with an undermined flat VLT rate and percentage-based distribution schedule. (Sponsors: Gould*, Harper, Johnson)
Status: Assigned to the following committees
- TRANS = failed on 2/14 by a 2-3-0-0 vote
- FIN
- Rules

53. **SB 1460: photo enforcement contracts; fee provisions.** Restricts vendor fee provisions in new and renewed photo enforcement contracts with local authorities. (Sponsor: Martin*)
Status: Assigned to the following committees
- TRANS = failed on 2/14 by a 2-3-0-0 vote
- Rules
54. **SB 1466: vehicle license tax reduction.** Reduces the vehicle license tax (VLT) for vehicles that have a specified average mile per gallon (MPG) rating. Appropriates an undetermined amount to the Arizona Department of Transportation (ADOT) to administer the VLT reduction. (Sponsors: Rios R*, Aguirre L, Brotherton, Aguirre A, Burton Cahill, Downing, Kirkpatrick, Lopez, Meza, Miranda B, Rios P, Sinema, Aboud, Cannell, Chevront, Garcia J, Hale, Miranda R, Mitchell, Soltero, Brown, Gallardo, Lopes, Lujan, McCune Davis, Tom)
Status: Assigned to the following committees
- TRANS = passed on 2/14 by a 4-1-0-0 vote
- APPROP
- FIN
- Rules
55. **SB 1473: photo radar on freeways; citations.** Requires all violations detected by photo radar on a controlled access highway to be witnessed by a law enforcement officer before a citation may be issued. (Sponsors: Martin*, Blendu, Flake, Harper)
Status: Assigned to the following committees
- TRANS = failed on 2/14 by a 1-4-0-0 vote
- Rules
56. **SB 1485: professional baseball club special plate.** Establishes a professional baseball club special license plate. (Sponsor: Bennett*)
Status: Assigned to the following committees
- TRANS = passed on 2/14 by a 3-2-0-0 vote
- Rules = PFC on 2/20
- Majority/Minority Caucus: Y
- COW Action 1: passed on 2/27
- Transmitted to House on 3/6
- Assigned to the following committees
- TRANS = DPA on 3/16 by a 7-2-0-0-0 vote
- Rules = C&P ON RECON on 3/28 by a 5-4-0-0-0 vote
- Majority/Minority Caucus = Y (3/28)
- COW Action 1: RET ON CAL on 3/30
- COW Action 2: DPA on 4/3
- Third Read: Failed on 4/6 by a 24-31-5 vote; To Be Reconsidered.

57. **SB 1504: appropriations; interstate 17 highway expansion.** Appropriates \$75 million annually in FYs 2006-2007 through 2011-2012 to widen Interstate 17 (I-17) between the Carefree Highway and Black Canyon City.

Status: Assigned to the following committees

- APPROP
- TRANS = passed on 2/14 by a 4-1-0-0 vote
- Rules

58. **SB 1507: photo radar; prohibition; appropriation.** Prohibits the use of photo radar to identify speed violations on a controlled access highway. Appropriates an undetermined amount from the Arizona Highway User Revenue Fund (HURF) in FY 2006-2007 to the Department of Public Safety (DPS) for an additional 100 highway patrol officers. (Sponsors: Martin*, Knaperek, Blendu, Stump, Yarbrough)

Status: Assigned to the following committees

- APPROP
- TRANS = failed on 2/14 by a 2-3-0-0 vote
- Rules

59. **HB 2615: school crossings; traffic violations; assessment.** Doubles the assessment for a person found to be responsible for a civil traffic violation in a school crossing during school hours. (NOW: establishes a special assessment equal to the civil penalty (fine) for a school crossing violation if the violation occurs during school hours, or while children are going to or leaving school during opening or closing hours.) (Sponsors: Nelson*, Biggs, Konopnicki, McClure, McLain, Paton, Reagan, Aguirre L, Gray L, Verschoor)

Status: Assigned to the following committees

- TRANS = passed on 1/26 by a 7-0-0-2-0 vote
- Rules = C&P on 1/31 by a 8-0-0-1-0 vote
- Transmitted to Senate on 2/13
- Assigned to the following committees
 - TRANS = HELD on 3/7; DPA on 3/14 by a 3-1-0-0 vote
 - Rules = PFCA on 4/27
 - Transmit to House on 5/2
 - Transmitted to Governor on 5/15
 - Governor signed on 5/19

60. **HB 2387: motor vehicle sale advertisements (NOW: Mexico; entry; minors).** Allows a city, town, or county to adopt an ordinance to allow a peace officer or sheriff to prevent a minor from entering Mexico. (Sponsors: Pierce*, Nelson, Allen J, Jones, Kirkpatrick, Nichols, Stump, Yarbrough)

Status: Assigned to the following committees

- TRANS = DPA/SE on 2/16
- Rules = C&P on 2/28
- Transmitted to Senate on 3/7
- Assigned to the following committees
 - GOV = passed on 3/30 by a 5-0-1-0 vote
 - Rules = PFC on 4/5
 - Transmitted to House on 4/12
 - Transmitted to Governor on 4/13
 - Governor signed on 4/18

*Primary-Primary Sponsor