

STATE OF ARIZONA FFY 2005 ANNUAL REPORT

(October 1, 2004 – September 30, 2005)

Prepared for:

**THE UNITED STATES DEPARTMENT OF
TRANSPORTATION**

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

Prepared by:



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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 GOHS, 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.

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.

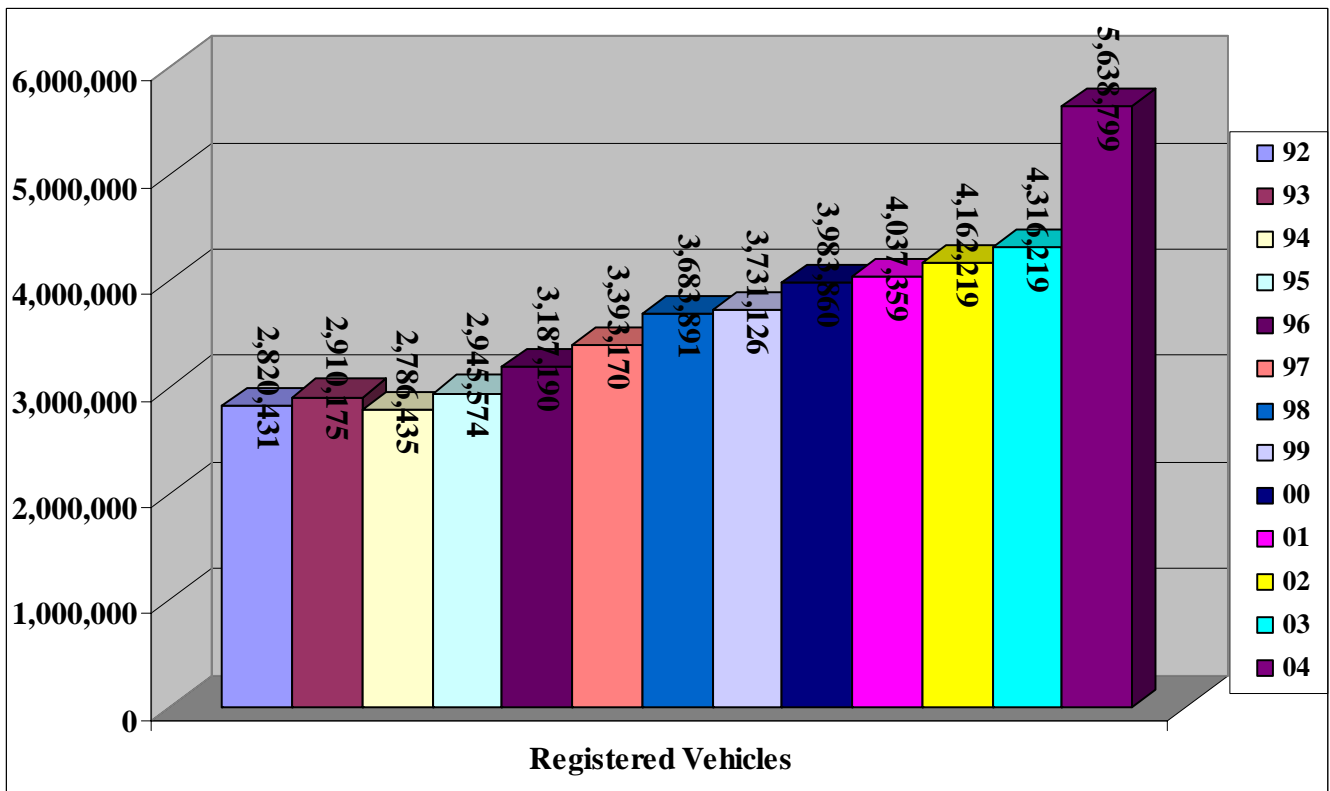
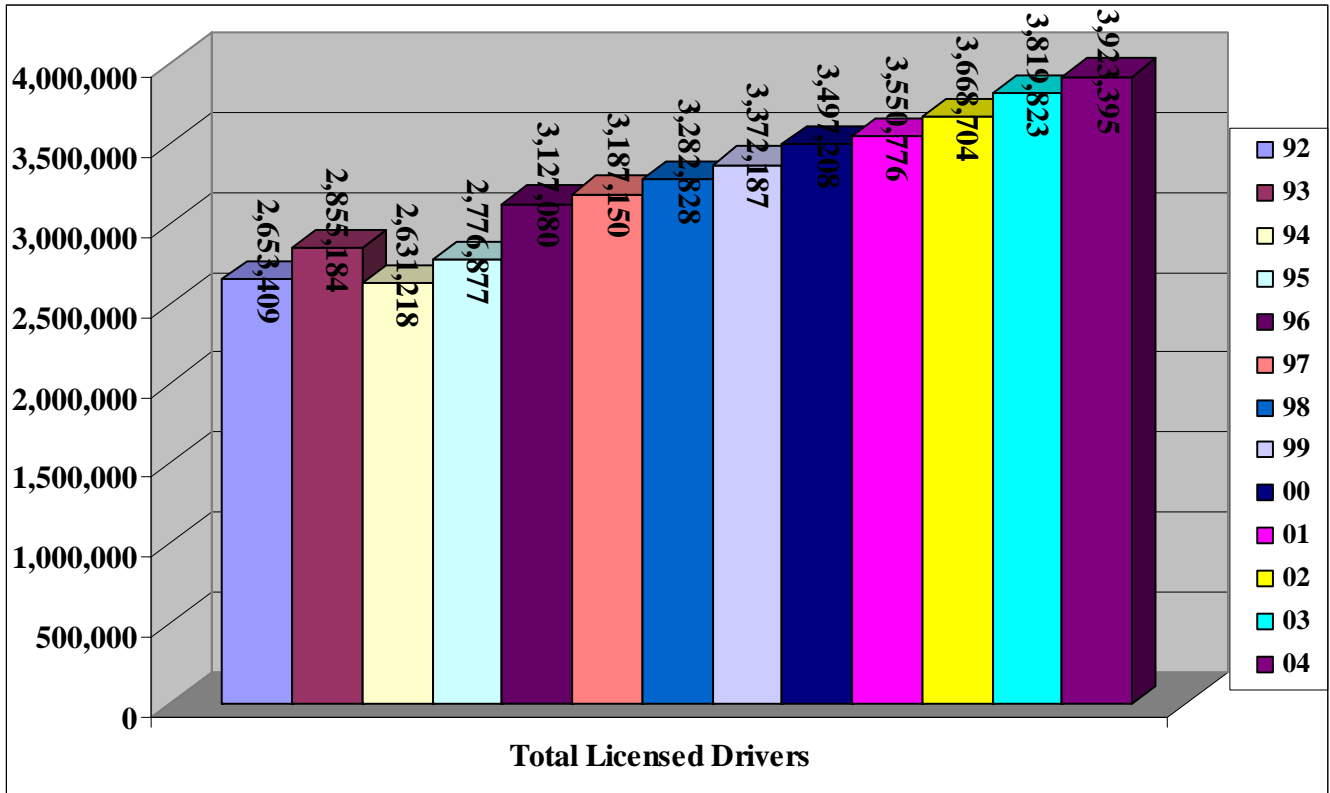
It is the policy of GOHS to fund all proposals that meet the listed criteria. This ensures that the entire state is represented in the HSP.

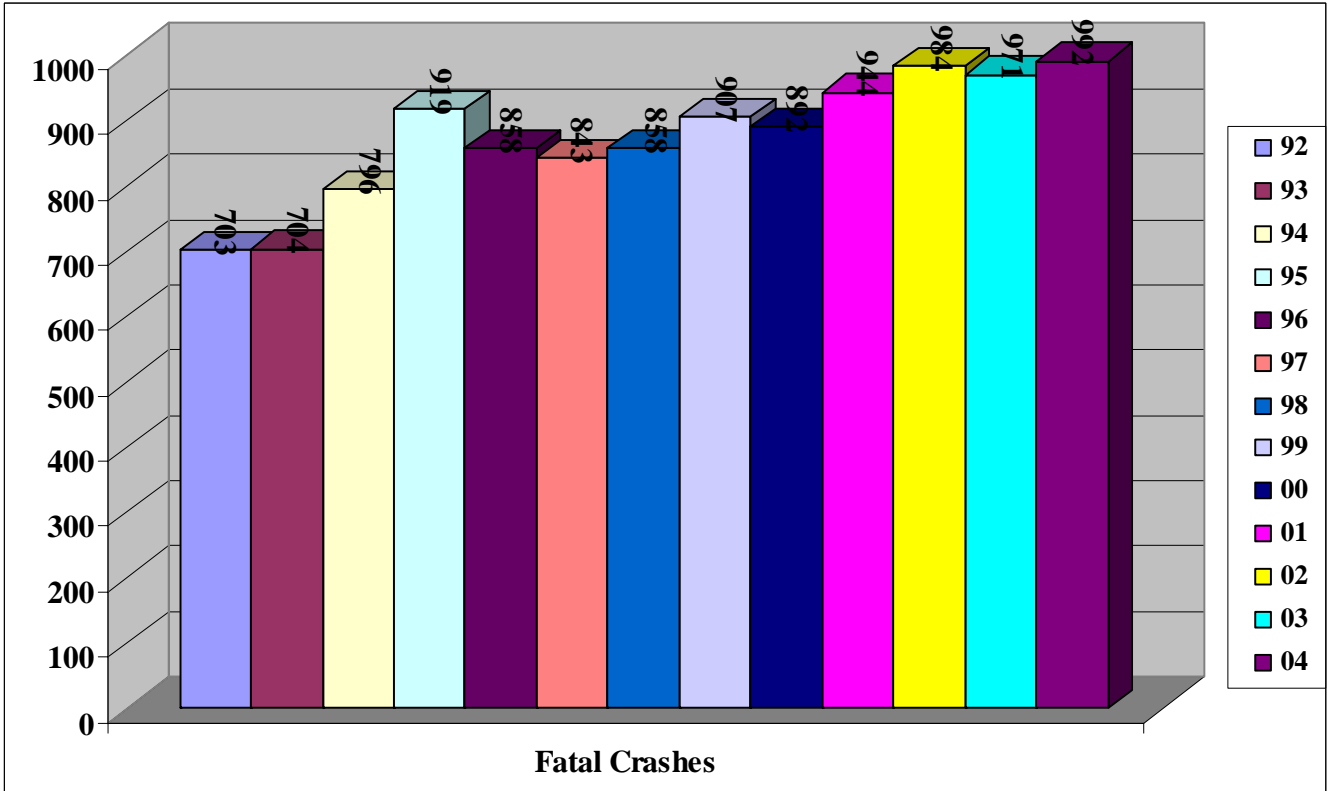
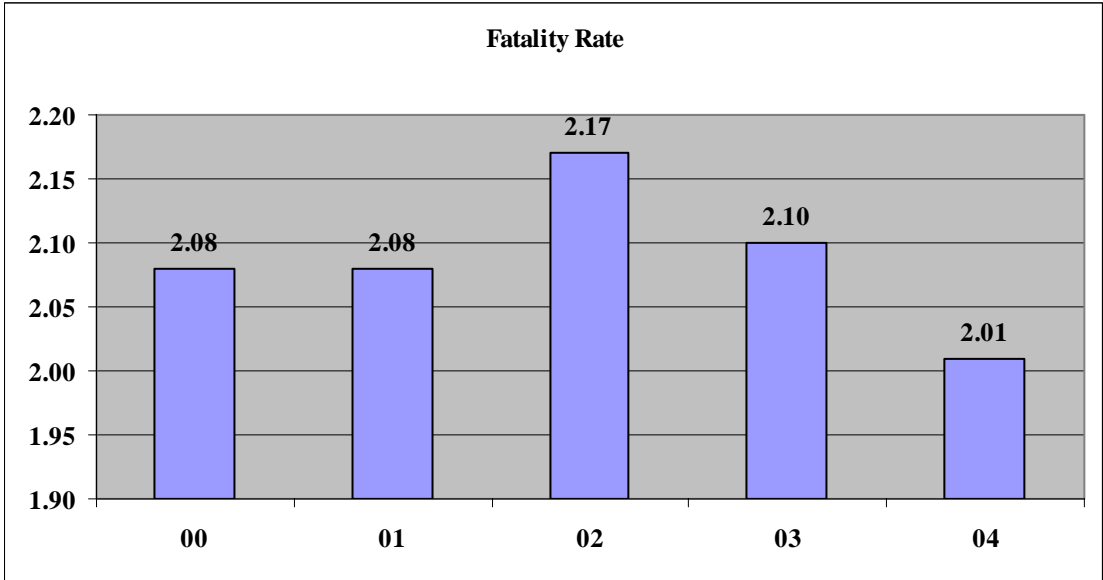
Once funding levels are determined, the Program Manager assigns the Program Area, Project Coordinator and task number to each funded proposal. Project Coordinators then write their assigned tasks for inclusion in the HSP.

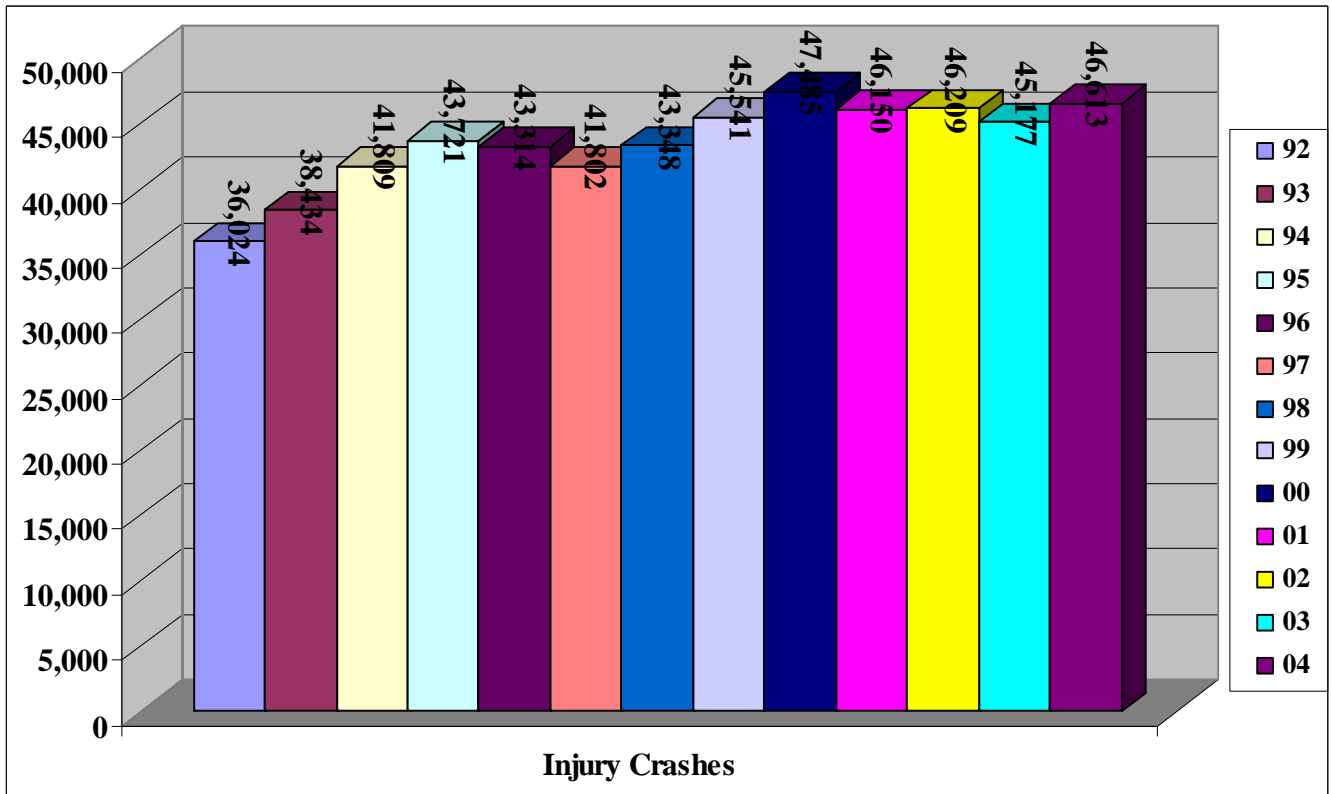
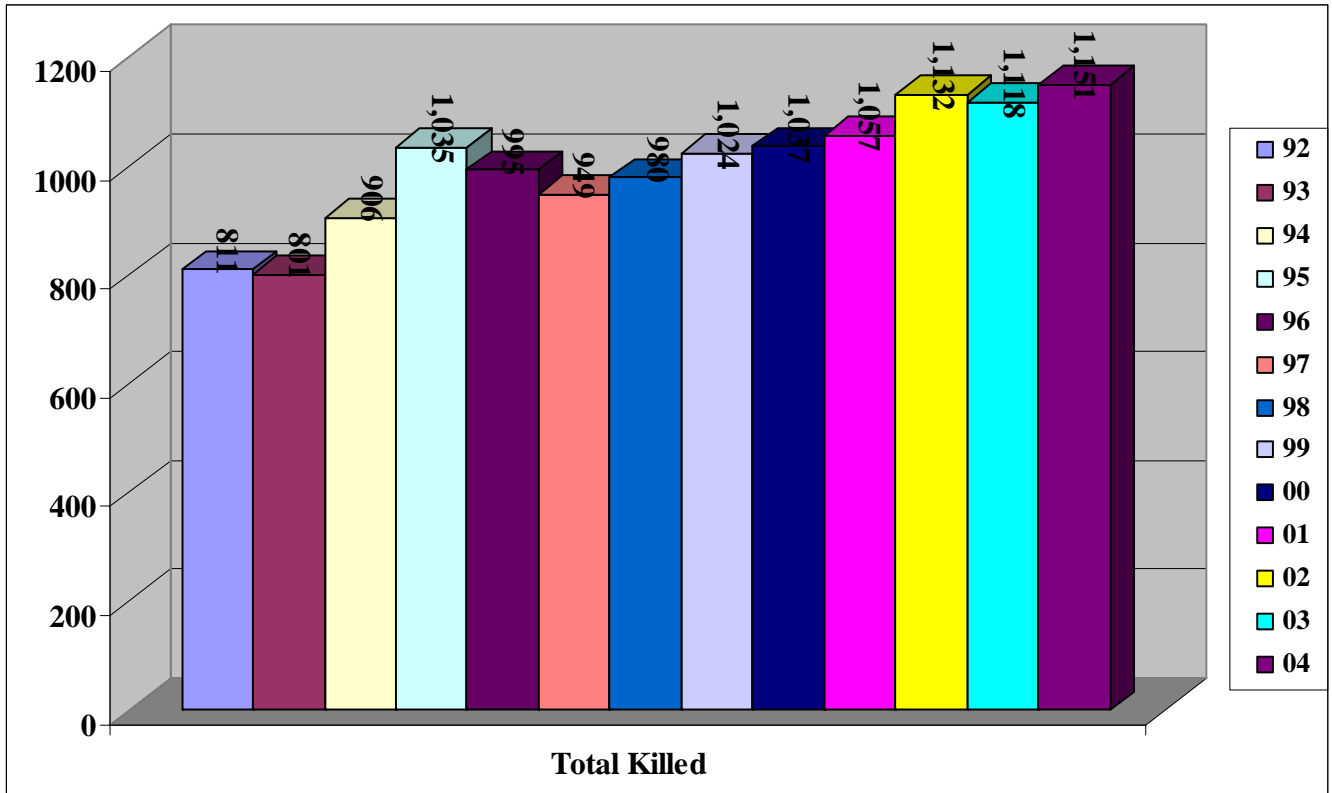
GOHS relies on the Arizona Department of Transportation, Motor Vehicle Division, Traffic Records Section for all crash related statistics.

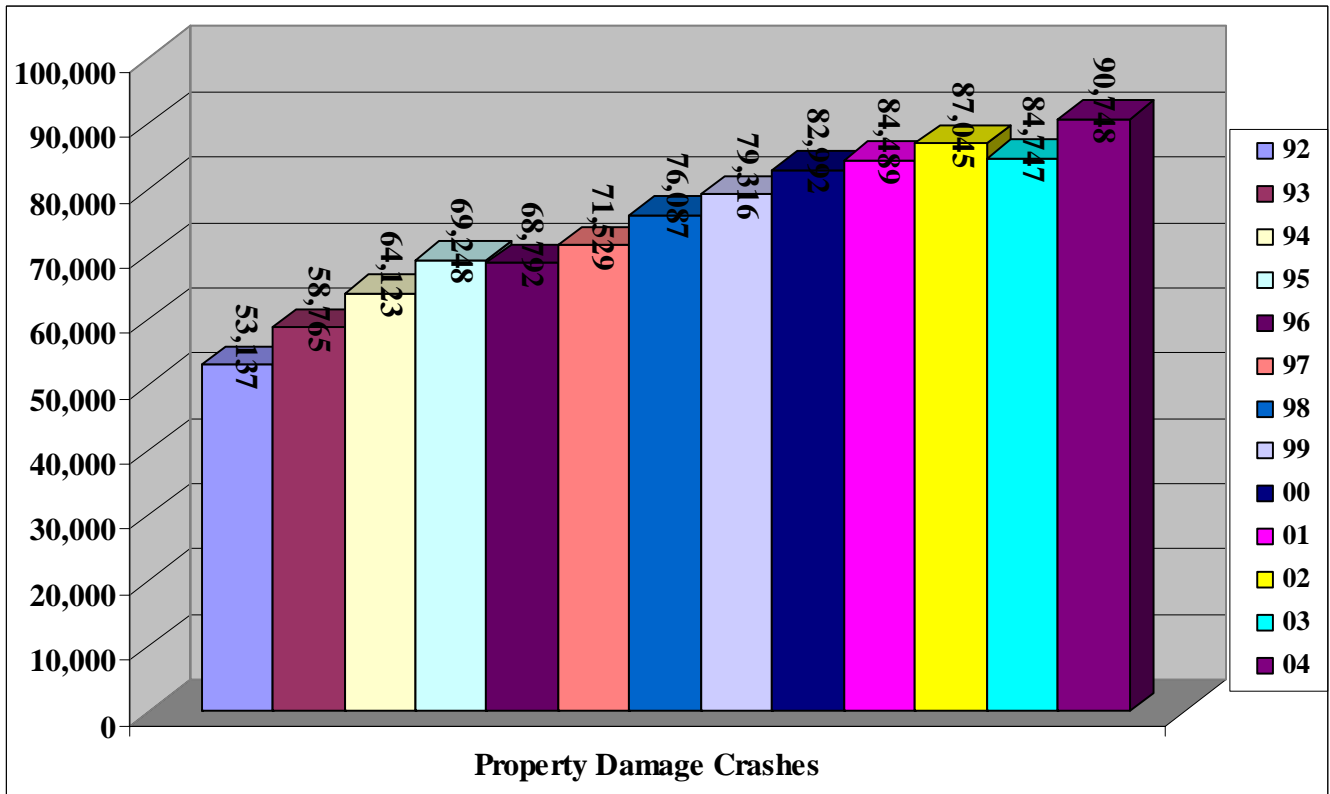
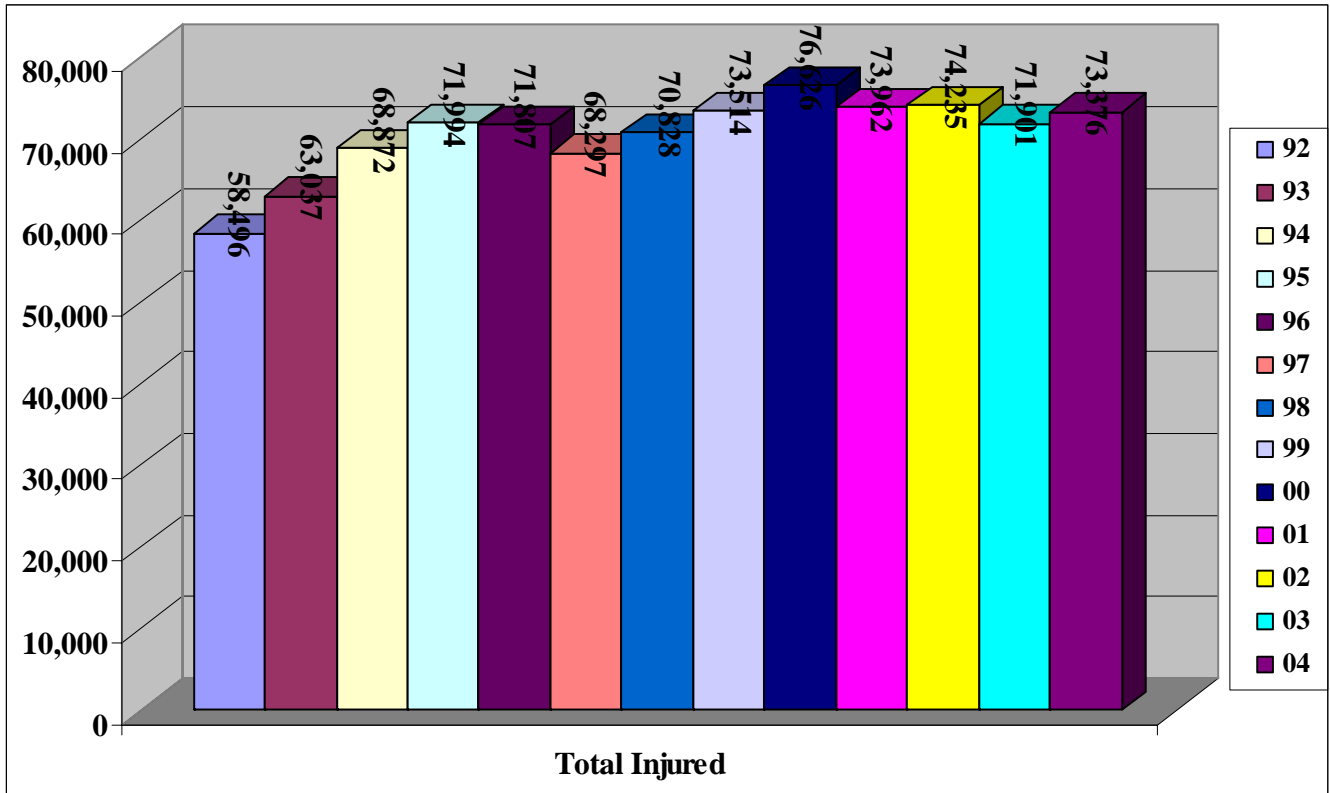
Arizona Licensed Drivers, Motor Vehicle Registrations, and Crash History

All statistical data was provided by the Arizona Department of Transportation, Traffic Records Section.









Five Year Trend for Selected Highway Safety Data 2000 – 2004

DATA ELEMENT	2000	2001	2002	2003	2004	% Change 2003 - 2004
Fatality Rate per VMT*	2.08	2.08	2.17	2.10	2.01	-4.29%
Total Fatalities	1,037	1,057	1,132	1,118	1,151	+2.95%
Total Urban Fatalities	400	495	489	432	551	+27.55%
Total Rural Fatalities	636	552	630	686	600	-12.54%
Total Alcohol-Related Fatalities	266	258	271	298	249	-16.44%
Total Alcohol-Related Injuries	7,087	6,880	6,644	6,213	6,187	-.42%
Occupant Fatalities - Percent Restrained						
All Occupants	28%	32%	29%	31%	32%	+1%
Occupants, age 16 - 20	20%	14%	21%	25%	29%	+4%
Infants, age 0 - 4	31%	17%	28%	33%	40%	+7%
Pedestrian/Bicycle/Motorcycle Fatalities						
Total Pedestrian Fatalities	132	166	158	126	132	+4.76%
Total Bicycle Fatalities	25	29	15	15	27	+80%
Total Motorcycle Fatalities	97	75	95	111	119	+8.11%
% Helmeted Motorcycle Operators	33%	29%	24%	28%	29.2%	+1.2%
Percentage of Fatal Crashes by Speed						
35 - 40 MPH	19%	24%	20%	22%	21%	-1%
60 + MPH	28%	25%	23%	30%	31%	+1%

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

**Preliminary Data

Data Source: Arizona Department of Transportation, Traffic Records Section

Traffic Fatalities by County			
2003 – 2004			
COUNTY	2003	2004	% Change
APACHE			
Total	48	54	+12.50%
COCHISE			
Total	51	53	+3.92%
COCONINO			
Total	57	58	+1.75%
GILA			
Total	21	26	+23.81%
GRAHAM			
Total	14	10	-28.57%
GREENLEE			
Total	1	0	-100.00%
LA PAZ			
Total	39	28	-28.21%
MARICOPA			
Total	455	460	+1.10%
MOHAVE			
Total	74	53	-28.38%
NAVAJO			
Total	59	53	-10.17%

COUNTY	2003	2004	% Change
PIMA			
Total	118	147	+24.58%
PINAL			
Total	75	93	+24.00%
SANTA CRUZ			
Total	8	12	+50.00%
YAVAPAI			
Total	73	79	+8.22%
YUMA			
Total	25	27	+8.00%
GRAND TOTAL	1,118	1,153	+3.13%

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

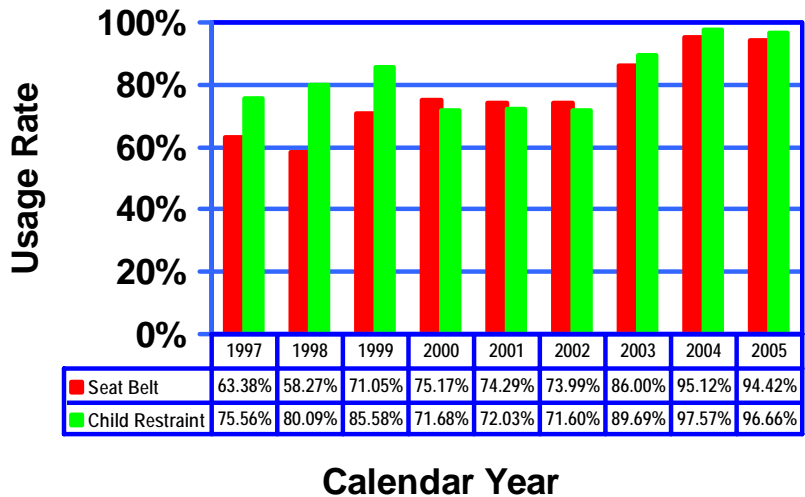
Arizona Crash Facts

2003 – 2004

CATEGORY	2003	2004	Percentage of Change
Total Reported Crashes	130,895	138,353	+5.70%
Total Fatalities	1,118	1,151	+3.13%
Total Injuries	71,901	73,376	+2.05%
Total Pedestrian Fatalities	126	136	+7.94%
Total Pedestrian Injuries	1,528	1,568	+2.62%
Total Motorcyclist Fatalities	111	119	+7.21%
Total Motorcyclist Injuries	2,098	2,456	+17.06%
Total Bicyclist Fatalities	15	27	+80.00%
Total Bicyclist Injuries	1,617	1,703	+5.32%
Millions of Vehicle Miles Traveled (VMT)	53,345	57,417	+7.63%
Fatalities Per 100 Million VMT	2.10	2.01	-4.29%
Injuries Per 100 Million VMT	135	128	-5.19%

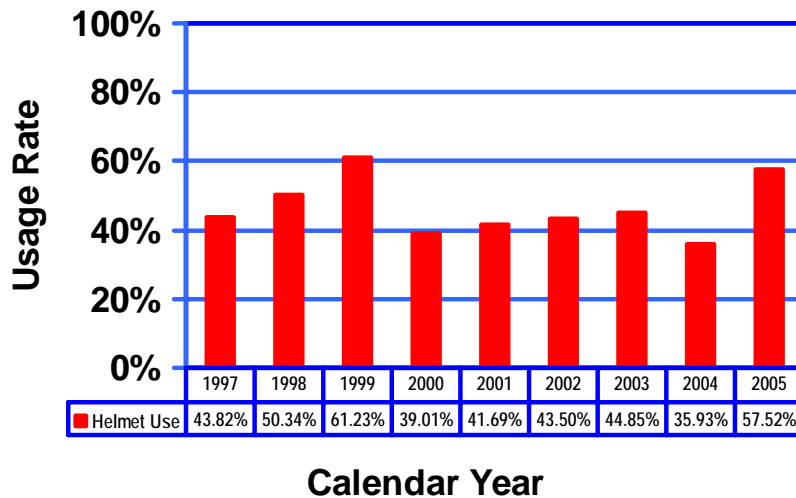
Provided by the Arizona Department of Transportation, Traffic Records Section.

Governor's Office of Highway Safety
 Arizona Seat Belt Usage and
 Child Restraint Usage



Source: CSI Santa Rita Research Center

Governor's Office of Highway Safety
 Arizona Motorcycle Helmet Usage



Source: CSI Santa Rita Research Center

Highlights and Historical Trends

2004 Crash Overview

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
Fatal Crashes	992	0.72%
Killed	1,153	not applicable
Injury Crashes	46,613	33.69%
Injured	73,376	not applicable
Property Damage	90,748	65.59%

2004 Crashes by Geographic Location

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
Urban Crashes	114,762	82.95%
Fatal Crashes	472	.41%
Killed	522	not applicable
Injury Crashes	38,867	33.87%
Injured	60,310	not applicable
Property Damage	75,423	67.72%
Rural Crashes	23,591	17.05%
Fatal Crashes	520	2.20%
Killed	631	not applicable
Injury Crashes	7,746	32.84%
Injured	13,066	not applicable
Property Damage	15,325	64.96%

2004 Crash Description

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
Single Vehicle	30,462	22.02%
Fatal Crashes	576	1.89%
Injury Crashes	10,546	34.62%
Property Damage	19,340	63.49%
Multi-Vehicle	107,891	77.98%
Fatal Crashes	416	0.39%
Injury Crashes	36,067	33.43%
Property Damage	71,408	66.19%

2004 Safety Devices

DESCRIPTION	QUANTITY	PERCENTAGE
Total Impacted	378,247	not applicable
<i>Drivers Total</i>	261,486	not applicable
<i>With Safety Device</i>	222,210	84.98%
Fatalities	221	not applicable
Injuries	38,974	not applicable
<i>Without Safety Device</i>	8,697	2.98%
Fatalities	292	not applicable
Injuries	3,739	not applicable
<i>Unknown</i>	30,579	not applicable
<i>Passengers Total</i>	116,761	not applicable
<i>With Safety Device</i>	103,958	89.04%
Fatalities	100	not applicable
Injuries	17,041	not applicable
<i>Without Safety Device</i>	7,350	6.30%
Fatalities	134	not applicable
Injuries	2,925	not applicable
<i>Unknown</i>	5,453	not applicable

2004 Motor Vehicle and Driver Descriptions

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
Total Vehicles	261,488	100.00%
Passenger Cars	174,887	66.88%
Trucks	75,494	28.87%
Motorcycles	2,715	1.04%
Buses	1,331	0.51%
Other	7,061	2.70%

2004 Alcohol Related Crashes

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
Fatal Crashes	218	2.73%
<i>Killed</i>	249	not applicable
Injury Crashes	3,598	45.00%
<i>Injured</i>	6,187	not applicable
Property Damage	4,178	52.26%

2004 Pedestrian and Pedalcyclist Crashes

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
<i>Pedestrian Crashes</i>	1,629	1.18%
Fatal Crashes	133	8.17%
Killed	136	not applicable
Injury Crashes	1,372	84.22%
Injured	1,568	not applicable
Property Damage	124	7.61%
<i>Pedalcyclist Crashes</i>	2,001	1.45%
Fatal Crashes	27	1.35%
Killed	27	not applicable
Injury Crashes	1,699	84.91%
Injured	1,703	not applicable
Property Damage	275	13.74%

2004 Motorcycle Crashes

DESCRIPTION	QUANTITY	PERCENTAGE
Total Crashes	138,353	100.00%
<i>Motorcycle Crashes</i>	2,652	1.92%
Fatal Crashes	109	4.11%
Killed	119	not applicable
Injury Crashes	2,083	78.54%
Injured	2,456	not applicable
Property Damage	460	17.35%

Motor Vehicle Crashes By Month

					Urban	Rural	Total
Month	2000	2001	2002	2003	2004	2004	2004
January	71	64	101	85	41	41	82
February	71	66	97	76	38	48	86
March	74	88	95	85	34	56	90
April	83	92	90	91	52	62	114
May	98	99	93	110	47	52	99
June	86	78	98	84	38	49	87
July	107	90	99	93	40	47	87
August	79	105	93	98	49	65	114
September	90	91	92	96	47	58	105
October	95	112	102	101	44	47	91
November	87	80	86	105	41	59	100
December	96	86	86	94	51	47	98
Total	1,037	1,057	1,132	1,118	522	631	1,153

Provided by the Arizona Department of Transportation, Traffic Records Section

Alcohol-Related Crashes
2000 - 2004

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

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

Drinking Drivers Involved in Crashes
2000 - 2004

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

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**
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

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**
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

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**
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

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**
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

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**
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

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

Drivers Involved in Fatal Crashes by Alcohol Test Results
(by Blood Alcohol Concentration (BAC))
2000 - 2004

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%

* .08+ = % .08+ (Unknown not used)

Total Known

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

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

15-20 Year Old Drivers Involved in Fatal Crashes by Alcohol Test Results
(by Blood Alcohol Concentration (BAC))
2000 - 2004

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%

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

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

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

Average Time From Crash to EMS Arrival at Hospital*
2000 - 2004

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%

* Unknown reliability due to limited reporting of EMS data

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

Key Indicators of Data System Integrity*
2000 - 2004

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%

* 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 - 2004

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%

*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 - 2004

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

*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 - 2004

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%

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

Occupant Fatalities / Age 0 - 4
2000 - 2004

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%

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

Urban/Rural Occupant Fatalities by Restraint Usage - All Ages
2000 - 2004

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	171Rural	293Rural	84Rural	548Rural	31.2%
	145Urban	226Urban	63Urban	434Urban	39.4%
Total	316	519	147	982	32.2%

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

Occupant Fatalities by Restraint Usage - All Ages
2000 - 2004

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%

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

Pedestrian Crashes
2000 - 2004

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

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

Pedestrian Fatality Rates
2000 - 2004

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

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

**Urban Pedestrian Fatalities by Non-Motorist Location
2000 – 2004**

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

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

**Bicycle Crashes
2000 - 2004**

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

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

**Bicycle Fatalities by Contributing Factors (of Bicyclist)
2001-2004**

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

*Multiple factors for some bicyclists

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

Fatal Crashes by Posted Speed Limit
2000 - 2004

Posted Speed	2000	2001	2002	2003	2004	% of Total
25 and less	41	50	58	43	52	4.52%
30 to 40	205	244	233	191	250	21.74%
45 - 50	199	194	202	220	237	20.61%
55 - 60	133	117	116	116	143	12.44%
65 - 70	90	94	117	143	148	12.87%
75	133	128	137	145	203	17.65%
Not Stated	91	117	121	113	117	10.17%
Total	892	944	984	971	1,150	100.00%

Accident Investigation

Over the past several years, the Arizona GOHS has provided federal funding for Accident Investigation Measuring System (AIMS) units to various law enforcement agencies throughout the state. These agencies include: Marana Police Department, Coconino County Sheriff's Office, Gilbert Police Department, Lake Havasu City Police Department, Prescott Police Department, Flagstaff Police Department and the Arizona Department of Public Safety. The AIMS unit is an instrumental piece of equipment in assisting traffic investigators in mapping collision scenes.

More recently, the Tohono O'odham Nation Police Department was able to obtain an AIMS unit through federal funding.

The Tohono O'odham Nation is a federally recognized Indian Tribe. The police department for this community is responsible for providing law enforcement services to the area which contains over 18,700 residents. The size of the Tohono O'odham Nation compares to the state of Connecticut, and is the second largest Indian Nation in the United States.

In November 2004, a contract was executed for the Tohono O'odham Nation Police Department to obtain an AIMS unit. Currently, eight members of the police department utilize this equipment. They have been thoroughly trained on the system. The AIMS unit can be set up in locations convenient to the operator, where an entire scene can be observed away from traffic and other hazards. It is used in the collection of data, such as vehicles, street signs, trees or skid marks, simply by the push of a button. The recorded data saves and stores the direction and distance into the total station's memory, and can be easily transferred to a personal computer. The data can even be downloaded onto a laptop while on the scene, to check the current work status.

The system saves the time consumed by officers when measuring scenes by using the conventional measure tape devices. It also serves as a preparation tool to draw scaled scenes in a matter of minutes. With the use of the software program, the system interprets the data points that were entered, into a detailed drawing of the scene and records the data. The software program can also customize a drawing by assigning symbols to specific evidence points (cars, trucks, trees, traffic signs) and accurately placing them onto a diagram.

The AIMS unit has proven to be a beneficial tool for the Tohono O'odham Nation Police Department.

(Note: excerpts taken from the "Final Statement of Accomplishment" for the AIMS contract for the Tohono O'odham Nation Police Department)

Alcohol and Other Drugs

According to FARS, alcohol-related fatal crashes have been decreasing since 2001 and fatalities have been decreasing since 2002 (refer to table below). These reductions can be attributed to Arizona's dedication to strict enforcement and education.

Officers are provided up-to-date training on the detection of impaired drivers (both alcohol and other drugs), prosecutors are provided up-to-date training on the prosecution of impaired drivers and judges are provided training on the methods utilized by the officers and prosecutors.

Arizona currently has 17 active DUI Task Forces that represent more than 85% of Arizona's population. In addition, there have been a number of innovative media campaigns to educate the motoring public (these are discussed in the Media Section of this report).

	1997	1998	1999	2000	2001	2002	2003	2004
Fatal Crashes	395	378	372	397	432	424	409	382
Fatalities	451	444	424	469	487	489	471	435

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 Instructor School

Phoenix Police Department November 2, 2004

SFST/HGN:

Maricopa County Sheriff's Office November 24-26, 2004 (workshop on 2nd day)

Phoenix Police Department: November 3-5, 2004 (workshop on 3rd day)

Mesa Police Department: October 26-28, 2004 (workshop on 3rd day)

Scottsdale Police Department: November 30 – December 2, 2004 (workshop on 3rd day)

Tucson Police Department November 18-20, 2004 (workshop on 3rd day)

Maricopa County Sheriff's Office December 6-8, 2004 (workshop on 2nd day)

La Paz County Sheriff's Office December 6-8, 2004 (workshop on 3rd day)

Tucson Police Department January 6-8, 2005 (workshop on 3rd day)

Pinal County Sheriff's Office January 19-21, 2005 (workshop on 3rd day)

Phoenix Police Department: February 16-18, 2005 (workshop on 3rd day)

Phoenix Police Department: June 8-10, 2005 (workshop on 3rd day)

Phoenix Police Department: August 3-5, 2005 (workshop on 3rd day)

Phoenix Police Department: November 9-11, 2005 (workshop on 3rd day)

Yavapai County Sheriff's Office April 13-15, 2005 (workshop on 3rd day)

Tucson Police Department April 28-30, 2005 (workshop on 3rd day)

Phoenix Police Department: June 8-10, 2005 (workshop on 3rd day)

Mesa Police Department: July 13-15, 2005 (workshop on 3rd day). Please note: This class will be modified to include a 4th day for search warrants and drugs that impair driving

Yuma Police Department: July 20-August 3, 2005 (one day each week, workshop on 3rd day)

Phoenix Police Department: August 3-5, 2005 (workshop on 3rd day)

Pinal County Sheriff's Office: August 17-19, 2005 (workshop on 3rd day)

Pima County: September 15-17, 2005 (workshop on 3rd day)

DRE Schools:

Phoenix Police Department: March 7-17, 2005

Mesa Police Department, April 18-29, 2005

Prescott Valley Police Department July 18-28, 2005

DRE In-Service

Mesa Police Department September 23, 2005

Tucson Police Department September 26 & 27, 2005

Phoenix Police Department October 14 & 21, 2005

Peoria Police Department October 11, 2005

Glendale Police Department October 28, 2005

Prescott Valley Police Department September 28 & October 12, 2005

Miscellaneous

TAP meeting: April 8, 2005

Impaired Driver Assessment: May 2-6, 2005

Program Management Training: May 17-20, 2005

17th Annual Symposium/Alcohol & Drug Impaired Driving, Miami, Florida June 20-24, 2005

Hosted annual State DRE Coordinator meeting: July 8, 2005

MADD/NHTSA Law Enforcement Leadership Summit, Reno, July 11-12, 2005

DRE Conference, Arlington, VA August 3-7, 2005

GOHS Summit for Law Enforcement and Prosecutors: August 22-26, 2005

Numerous states hosted for DRE training at Madison Street Jail (Maricopa County Sheriff's Office)

Development of State DRE database and modification of DUI Task Force database

Phlebotomy training statewide

DITEP training statewide

Each month the DRE Operations Coordinator conducts a DRE Steering Committee meeting. This meeting is an opportunity for the entire 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 are Co-chairs 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.

Cochise County borders the country of Mexico and also is the location for Arizona's largest military base –Fort Huachuca. As a result, Cochise County Sheriff's Department has enormous responsibilities concerning highway safety within their county. GOHS has provided funds to combat traffic related crashes, DUIs, speeding, seat belt use, and aggressive driving. Federal funds will provide the Cochise County Sheriff's Office with a new DUI processing van and one fully equipped police vehicle. The sheriff's office is also the lead agency for the Southeastern DUI Task Force and will receive funds to enforce all DUI laws for every major holiday in the county of Cochise and the bordering rural counties of Graham and Greenlee.

GOHS continues to conduct the Annual Summit for Law Enforcement and Prosecutors and Annual Summit for Judges. These events are attended by approximately 350 participants representing agencies from throughout Arizona, including Tribal agencies.

Emergency Medical Services

In 2004, only 17.05% of all crashes occurred in rural areas but they resulted in 54.7% of all Arizona fatalities. In addition, of these crashes, 32.84% resulted in injury, or 13,066 people were injured in rural motor vehicle crashes. The GOHS recognizes that the State of Arizona, like many other western states is made up of vast, expansive rural areas. This presents unique and difficult challenges in the event of a moderate or serious injury. The outcome for the patient often is determined by how long it takes to extricate them from the vehicle and transport to a medical facility. As of 2003, Arizona has the third worst emergency response time in the U.S. In Arizona, the time of crash to the time of a victim arriving to a medical facility by emergency medical personnel is 62.11 minutes. Over the past several years GOHS has taken several steps to reduce response times in our rural communities by providing extrication equipment, car seats and paramedic training for many of Arizona's rural volunteer fire departments and fire districts.

For Federal Year 2005, GOHS allocated \$258,033.52 to 18 fire departments throughout Arizona. In addition, Navajo Nation Emergency Medical Services and the Arizona Department of Public Safety received funds to enable personnel to become certified paramedics. Paramedics are able to provide a more advanced level of care to critically injured patients than Emergency Medical Technicians. This advanced level of care includes intubation (the process in which a tube is inserted into the patient's airway when the patient is unable to breathe on their own), the delivery of medications intravenously and other advanced life support skills. Many rural crashes are high-speed and involve collisions with trees and other roadside objects and seat belt use is often very low in these crashes. With delays in reaching level one trauma centers, advanced care provided by paramedics on scene is imperative.

GOHS provided funding for 11 fire departments to purchase new extrication equipment to replace antiquated equipment. The majority of fire departments receiving funds have equipment that is 10+ years old, is unreliable and can no longer be serviced. The problem with outdated extrication equipment is that more than one person usually is required to operate just one piece of equipment. Rural fire department responders often will have just two or three members responding to a crash. If there are several victims and two EMS personnel are required to use one piece of equipment to gain access to a crushed vehicle then this compromises the safety and treatment of victims of a crash by delaying extrication. The majority of new extrication equipment cuts quicker, weighs much less and can be operated by one responder, thus reducing the time of extrication and treatment of victim or victims.

GOHS also provided funds to two fire departments for EMS vehicles. Blue Ridge Fire Department is located in the largest Ponderosa Pine forest in the U.S. and is situated south of Flagstaff, Arizona. Blue Ridge services a mountainous region that receives snow and ice six – seven months out of the year. Due to the adverse terrain of this area federal funds will provide Blue Ridge with the ability to purchase a new rescue truck. Fry Fire District services state route 90 and a vast area within Cochise County. Cochise County borders the County of Mexico and is a major port for both Mexican travelers and border crossers. Federal funds will enable Fry Fire District to purchase a new ambulance and replace their 20 year old ambulance.

Each agency receiving funds under the EMS Program Area service their own rural communities. Furthermore, each agency also provides EMS service to Arizona's busiest state routes. Each of the following funded agencies: Quartzsite Fire Department, Yuma Fire, Camp Verde Fire, Black Canyon Fire, Chandler Fire, Gila Bend Fire, Navajo Nation EMS, Picture Rocks Fire, Casa Grande Fire and DPS provide service to at least one of Arizona's four interstates: I-10, I-17, I-40, and I-8. Everyday high speed crashes occur on Arizona's four interstates; it is most likely that one the above mentioned agencies will be the responder.

Due to funding delays most fire departments received contracts between March – June, thus delaying the completion of contracts. The majority of EMS contracts will be completed by December 31, 2005. One contract of note; Black Canyon Fire Department received extrication equipment in July and on August 5th used the new equipment to extricate a patient from a single rollover crash on Interstate 17. The patient was extricated in just two minutes.

The GOHS Deputy Director is an active, voting member of the Emergency Medical Services Council and attends their quarterly meetings and events.



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.

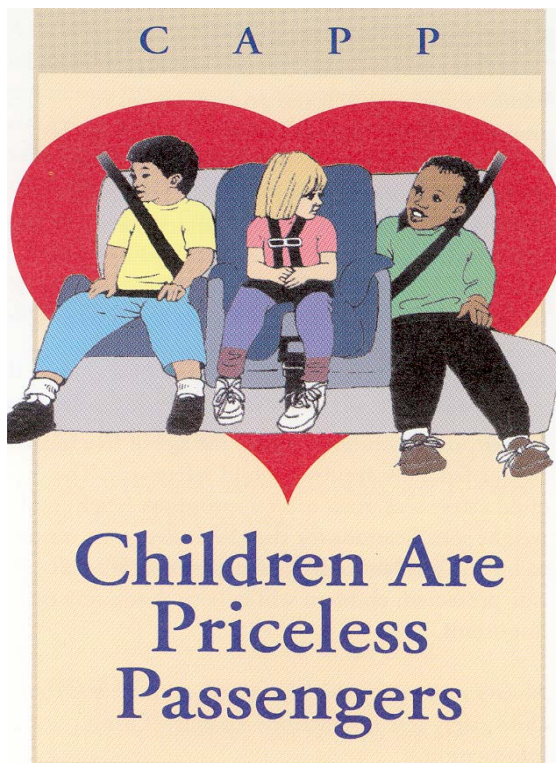
D. Through June 30, 2010, the state motorcycle safety advisory council is established consisting of five members who have experience in motorcycle safety and who are appointed by the governor for three year terms. Members may be removed for cause and may be reappointed. The council shall meet at least 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."

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.

Child Safety Seat Events for 2005

In 2005 there were a number of events that GOHS was involved in by either sponsoring the event or partnering with another agency within Arizona.

The GOHS has partnered with 21st Century Insurance and has done four events to date. These events are sponsored by 21st Century Insurance. They provide the child safety seats that will be given out to participants that need them, tents for the lanes or stations providing shade for the participants as well as the technicians, and they provide the volunteers from their company to help set up the sites as well as help in any way during the event. 21st Century Insurance also provides fliers to give out to the public and billboard advertisements. Actor Erik Estrada has also been at each of the events to help promote the importance of keeping your child in a child safety seat and sign autographs for the participants. The GOHS only assembles the Child Safety Seat Technicians for the events.

The events have been held in Phoenix where 110 seats were inspected and 80 new seats given out. There have been two events in Tucson where 175 seats inspected and 135 new seats given out. There was also an event in Flagstaff, where 109 seats were inspected and 72 new seats given out. There will also be another event on December 17, 2005 in Phoenix. These numbers have not been compiled at the time this article was written.



The GOHS has also teamed up with Univision (a Spanish television station in Phoenix and Tucson) for several events. The events were held both in Phoenix and in Tucson on the same date. The GOHS provided seats as well as the technicians for the events. These events were distribution events where the offices in Phoenix and in Tucson manned a phone bank and set up appointments to give out the child safety seats.



At each location 200 seats were allocated to give to the Hispanic community. There was a smaller event in Phoenix where 48 seats were given out to the Hispanic community as well as “Buckles the Bear” that the children received.



The GOHS also teamed with ABC Channel 15 News who had a local real estate agent sponsor the event. The agent provided the safety seats that were used in case a family needed one. These events were held at the Earnhardt Car Dealership locations in Avondale, Mesa and Gilbert. At each of the events there were approximately 50 seats inspected and 10 new seats given out. There were four events all together.

“BUCKLE-UP BABY” HOTLINE (1-800-505-BABY)



Project Coordinators Sean Hammond and Terry Rutan properly secure this little girl in a child restraint at a safety seat event held in Tucson, Arizona

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.

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: accident 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? A passport booklet is printed which includes the participating 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 highway safety issues.

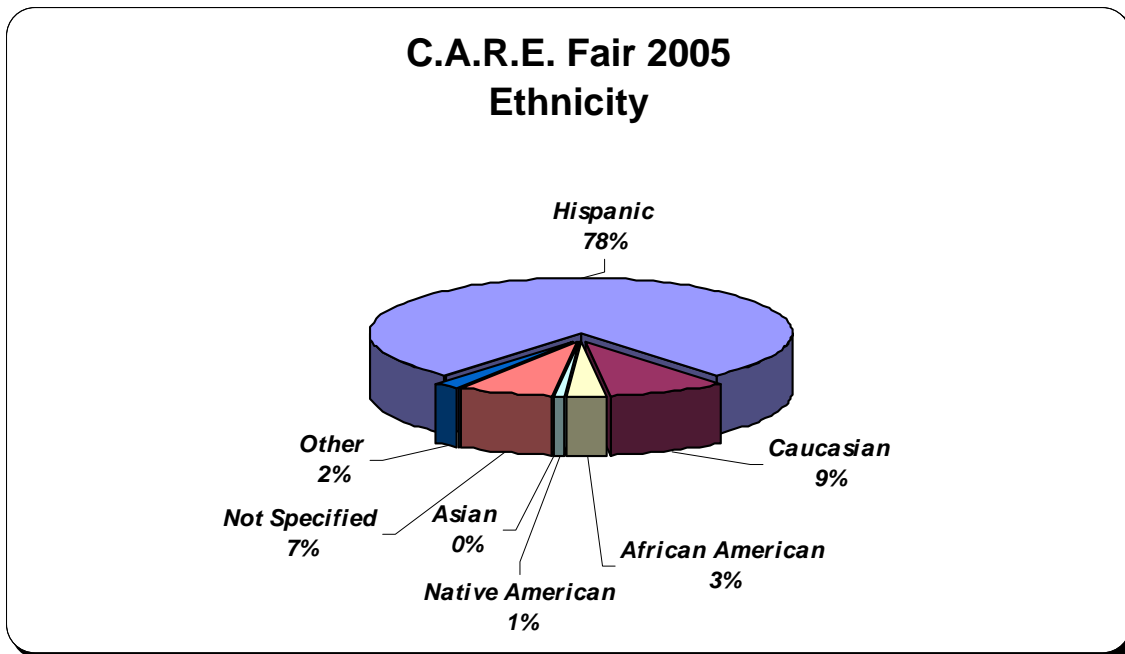
"Safety Days" is a fun-filled area to visit. Vehicles are brought in from various law enforcement agencies and fire departments and placed on display. We also have DUI vans and police motorcycles on display. We set this event up near a stage which over the past several years has been utilized by the 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.



Some members of the Phoenix/Tucson AZ GOHS Staff

Children's Assistance and Resource Event C.A.R.E. Fair



GOHS once again participated in the 17th Annual C.A.R.E. Fair on July 29-30, 2005. CARE Fair is the largest health and safety fair in Arizona each year and provides “one-stop shopping” for low-income families. The event takes place at Pueblo High School in Tucson and is located in one of the poorest areas of Tucson. The majority of CARE Fair participants have family incomes at or below the federal poverty level. The average household income for 2005 CARE Fair families was \$13,608. Eighty-Five percent of attending individuals are from the Hispanic, Native American and African American communities of southern Arizona. A total of 2,500 families or 11,000 individuals attended the event.

One of the GOHS Project Coordinators is a member of the Steering Committee for the C.A.R.E. Fair and works closely with other safety advocates in Southern Arizona to coordinate all activities related to the safety component of the event and also provides assistance in the coordination of over 300 community volunteers at the event.

During the two-day event, 1,046 car seats and booster seats were distributed to an estimated 700 families. To receive a car seat, families attend a 90-minute car seat class taught by Tucson Police car seat technicians. A total of 4,000 bicycle helmets were distributed to children and teens; and several thousand safety brochures were provided to families. The Department of Public Safety and additional staff from Tucson Police attended the event and educated teens and parents about the importance of buckling up and the dangers of driving impaired.

Fox 11 Arizona of Tucson became a sponsor of the event and ran CARE Fair commercials on 80% of all commercial breaks during the final week leading up to the event. Furthermore, the C.A.R.E. Fair worked with every major Latino radio and television station in Southern Arizona. Car Seat safety was a constant theme for the media component.

A total of 1,046 car seats were distributed at CARE Fair 2005



Federal funds were also used for the printing of “Scratch and Win” tickets. The tickets contain an important safety question and three possible answers to the question, to find the correct answer participants must scratch off the correct hidden answer. Rather than just hand out PI & E materials, individuals first learn the answer to an important traffic safety issue. A total of eight questions that address teen driving, DUI, seat belts, car seats, and bicycle safety were printed in English and Spanish. 12,000 tickets were printed and have been used at events throughout the summer and fall. Here is a sampling of one ticket:

(Front) in Color

Scratch the correct answer to win a special prize from the Arizona Governor’s Office of Highway Safety! Scratch one box only!


Scratch & Win!

What is the minimal fine of an extreme DUI conviction, when a driver has a blood alcohol content of 0.15 percent or above?

\$750

\$1,200

\$2,500 +





Janet Napolitano
Governor


The Governor’s Office of Highway Safety
3030 N. Central Ave., Ste 1550
Phoenix, AZ 85012
602-255-3216


310 S. Williams Blvd., Ste 315
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Several of the outreach events took place in rural communities with populations less than 10,000. In total, an estimated 34,250 Arizona residents received GOHS public information and education materials and or referrals (car seat checks) while attending these events.

Pedestrian and Bicycle Safety

“Safe Routes to School” had already made its debut in the state of Arizona in 2004 when the Governor’s Office of Highway Safety funded two agencies/organizations (Prescott Alternative Transportation and the Phoenix Police Department) to start up their programs.

The Phoenix Police Department modeled their program based on the four E’s: Engineering, Enforcement, Education and Encouragement with a high emphasis on enforcement. Funding was also utilized for updated, brighter, more reflective crossing guard vests to outfit guards throughout the city of Phoenix at all major street crossings.

Prescott Alternative Transportation (PAT, a non-profit organization founded in 1997 to improve access and safety for bicyclists and pedestrians in central Yavapai County) followed the best practices of successful “Safe Routes to School” programs across the country. PAT was provided funding two years in a row: 2004 and 2005. Monies were utilized for educational purposes in which they created and published an informational newsletter. Personnel Services and Employee Related Expenses were also funded to provide a Program Coordinator and Administrative Assistant for the program. Their goal is to obtain a successful “Safe Routes to School” program from just a few schools in the Prescott area, with expansion in the future to include the entire central Yavapai County tri-city area.

More recently, (September 2005) the Arizona Governor’s Office of Highway Safety gained greater knowledge on these programs when a Program Coordinator attended an all day “Safe Routes 2 School” Workshop held at Roadrunner Elementary School in Phoenix, Arizona. The Program Coordinator obtained a better understanding of problems encountered in and around school areas, especially during the start of the school day and the day’s end. Although the bicycle rack was full at this particular school location and there were many children walking their “route” to school, there were also many vehicles backed up in the school’s “drop off” lane, and an overflow of standing traffic in the street waiting for their turn to either “drop off” their child in the morning or for “pick-up” in the afternoon.



Roadrunner Elementary-Phoenix, Arizona

So many things factor into a successful initial start and continued “Safe Routes to School” program, that the best possible way to approach the matter is through the four E’s: Engineering, Enforcement, Education and Encouragement. The public, children and most importantly parents need to be educated that walking or riding a bicycle to school can be safe for all, if done properly. Engineering plays a huge factor, as signs, paint and ramps are needed for the programs to be successful, and sidewalks needing repair have to be accomplished with easy to implement solutions and lost cost. Law enforcement presence at school locations has proven to increase the awareness of drivers, improve driving behaviors, and reduce traffic safety problems.

Finally, encouraging students to participate in walking or bicycling to school through educational games with prizes for incentives and training the young bicyclists on the rules of the road and proper riding skills has made a significant increase in students bicycling to school.



BICYCLE HELMET SUBCOMMITTEE

The Arizona Governor's Office of Highway Safety has a representative (a project coordinator) attend the Bicycle Helmet Subcommittee Operational meetings. The first operational meeting was held on November 19, 2003, and meetings followed throughout 2004 and 2005.

The purpose of this subcommittee is to convince the City of Phoenix to have an ordinance in place which requires the mandatory use of a helmet when riding a bicycle and/or when involved in any other wheel-related activity.

The subcommittee members consist of representatives from the following agencies: City of Phoenix, Barrow Community Education, Outreach and Education, Phoenix Fire Department, St. Joseph's Hospital, Phoenix Police Department, Arizona AAA, Maricopa County Public Health Department, Valley Metro, Arizona PTA, Phoenix Children's Hospital, Coalition of Arizona Bicyclists, Arizona Governor's Office of Highway Safety and Maricopa Association of Governments.

The mission of this collaborative effort is: to promote helmet use during wheel-related and other similar recreational activities as a proven means to prevent head and brain injuries.

The vision: by 2010, all children in Arizona will wear a helmet when participating in wheel-related sports and other similar recreational activities. Phoenix and Maricopa County to achieve recognition as a "model city-county" by reducing Traumatic Brain Injury (TBI) through the consistent use of helmets among children under 18 years of age involving the use of wheel-related sports and other similar recreational activities.

The goal: to focus on changing public opinion regarding helmet use and have measurable outcomes from our efforts. By reducing the incidences of TBI, we should see a decrease in the medical personal costs associated with this preventable injury.

Much research has been conducted on this matter over the past two years. An outside entity (Dunlap & Associates) was brought in to observe helmet use in the City of Phoenix. Bike crash statistics were assessed from the year 2004. Areas assessed were: number of bike crashes, age group, time of day of occurrences, and locations throughout the city with the highest rate of crashes.

The current plan of action is to have an educational ordinance in place, followed by an enforcement ordinance. This will be done over a two-year period.

Currently, the subcommittee is working on an educational component to introduce to the City of Phoenix. A bike helmet awareness campaign is being developed to include public service announcements (based on data) and an educational plan. This will initially be established throughout the City of Phoenix, and then be expanded throughout Maricopa County.

El Tour de Tucson Bicycle Event and Safety Fair

The GOHS Tucson office participated in the three day - *El Tour de Tucson Bicycle Event and Safety Fair* in November of 2004. A total of 20,000 people attended the event that led up to the annual El Tour de Tucson bicycle race. GOHS provided public information and education on all areas of traffic safety. GOHS also created a feedback form to give cyclists an opportunity to comment on what GOHS could do better to improve bicycle safety throughout Arizona.

The event is an excellent opportunity to reach out to bicyclists and to learn from cyclists on how to improve upon GOHS' Pedestrian and Bicycle Safety Program.

Other than downtown Tucson, the University of Arizona is the site of Southern Arizona's largest and most congested area of daily traffic. This congestion is further complicated due to the number of students and faculty cyclists and pedestrians walking to and from the campus. GOHS provided the University of Arizona Police Department with 402 funds to purchase radar equipment to reduce the incidents of speeders on campus. Equipment was purchased in August of 2005 and placed into service in September.



Tucson Police, GOHS and local city officials gathered in September for a press conference to kick-off "Project SZAP." Project SZAP is a school zone enforcement project conducted by Tucson Police to ensure children's safety as they return to school from summer break. TPD has reported that there were three injured juveniles in the school zone, but zero fatalities.

Police Traffic Services

The Arizona Governor's Office of Highway Safety awarded federal dollars to the Arizona Department of Public Safety during fiscal year 2005 for several police traffic services projects.

One project entitled "C.A.R.E. Holiday Enforcement Patrols" provided funding to allow the Highway Patrol to conduct enforcement details throughout the State of Arizona. Operation C.A.R.E. is a partnering of the nation's State Highway Patrols, utilizing enforcement projects to reduce highway fatalities during national travel holidays. It is necessary to provide supplemental patrols during the peak travel periods associated with each of the following identified holiday periods: Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

Another project entitled "Operation Safe Commute" provided funding to allow the Highway Patrol to conduct enforcement activities throughout the greater Phoenix metropolitan area. The focus of these details is to provide enforcement during rush hours, Monday through Friday. "Operation Safe Commute" had a major impact towards motor vehicle collision reduction efforts. The success of "Operation Safe Commute" has shown that a proactive enforcement effort does result in collision reduction.

In addition, funds were provided to the final Arizona Department of Public Safety for "Operation Maximum Impact," which was geared towards enforcement activities associated with speeding, impaired and aggressive driving and those who fail to utilize seatbelts and child restraints throughout the greater Phoenix metropolitan area. This program also focused on education and awareness, through public service announcements and daily media interviews. Additionally, awareness signs were placed along entrance ramps to the freeway in problem areas.

Additional Police Traffic Services grants were given to over 30 agencies throughout the state. These included fully equipped police cruisers to three small departments (South Tucson Police Department, Clarkdale Police Department and Jerome Police Department) and one to a midsize department (Santa Cruz County Sheriff's Office). Additionally, two small departments (Huachuca City Police Department and Patagonia Marshal's Office) received fully equipped police motorcycles along with two mid size departments (Sierra Vista Police Department and Tolleson Police Department). Numerous speed detection devices, in car video systems, speed trailers, materials and supplies and overtime were awarded to departments throughout the state from Flagstaff Police Department in the northern part of the state to Sierra Vista Police Department in the south, Safford in the east and Quartzsite in the west and departments in between.

Roadway Safety

The Maricopa Association of Governments (MAG) is a Council of Governments that serves as the regional agency for the metropolitan Phoenix area. MAG provides a regional forum for analysis, discussion and resolution of issues including areas of transportation, air quality, environment, regional development and social services.

There are 15 committees under MAG, one being the Transportation Safety Committee, formally approved by the MAG Regional Council in January, 2004. This committee consists of representatives from MAG member agencies, federal, state, and non-profit entities. A representative (project coordinator) from the Arizona Governor's Office of Highway Safety attends the meetings for this committee on a regular basis. The purpose of this committee is to help guide regional safety.

The first official meeting of the MAG Transportation Safety Committee was held in September, 2004.

In October 2005, the MAG Transportation Safety Committee in conjunction with the MAG Safety Stakeholders Group finalized the MAG Strategic Transportation Safety Plan. This plan includes future goals in the following categories: nine goals for roadway safety, five goals for enforcement/education/EMS safety and six goals for pedestrian/bicycle/transit safety.

MAG is the first Metropolitan Planning Organization (MPO) in the nation to have formed a committee specifically to address transportation safety from a planning perspective. The finalization of the MAG Strategic Transportation Safety Plan was one of the first tasks undertaken by the new MAG Transportation Safety Committee.

The report begins with an analysis of traffic collisions from 1999 through 2004, goes on to describe various funding sources to assist in achieving the goals, then on to the actual goals. Lead agencies are listed under the goal descriptions.

The Arizona Governor's Office of Highway Safety is listed as a lead agency in the following areas: under the category of enforcement/education/EMS safety – Goal No. 1: improve the overall public awareness on key road safety issues; Goal No. 2: reduce crashes related to DUI, speeding, red light running and illegal passing of stopped school buses; Goal No. 5: educate the public on safe actions to take at road crash sites. In the category of pedestrian/bicycle/transit safety – Goal No. 5: reduce mid-block pedestrian crashes.

For more information on MAG, refer to their website at www.mag.maricopa.gov

RED BADGE PROGRAM

According to the 2000 U.S. Census, there are approximately 507,633 households in Arizona with one or more people age 65 and over. Nationally, one out of eight people in the US is over age 65; by 2020 that number will double.

By the year 2025, 20 percent of Arizona's population will be 60 years of age and older.

In the year 2002, Arizona drivers 65 years old and older represent 14.6% of the licensed driver population. Contrary to popular perceptions, seniors account for less car crashes than any other age group. In Arizona, seniors were involved in only 7.05% of the total drivers involved in crashes. As a group, persons age 65 and older are relatively safe drivers. Although they represent 14 percent of all licensed drivers, they are involved in only 8 percent of police-reported crashes and 11 percent of fatal crashes. In fact, drivers age 65 and older have a lower rate of crash involvement per 1,000 licensed drivers than any other age group. On average, seniors drive far less than any other age group, but when factoring in total miles driven, seniors do have the highest car crashes of any group; the rate begins to rise at age 70, and increases rapidly at age 80 (*National Highway Traffic Safety Administration, 1996*)



Today, older Americans are more mobile than ever. Nationally, from 1991 to 2001, the number of licensed drivers age 70 and older increased 32 percent, from 14.5 million to 19.1 million. According to a 1995 Nationwide Personal Transportation Survey conducted by AARP Public Policy Institute, persons over age 65 make more than 90 percent of their trips by private vehicle, either as a driver or passenger. These trips connect them to the goods, services and activities necessary for them to continue to live independently.

The number of older Americans who continue to drive is increasing. In 2001, 75 percent of Americans 70 and older still drove – an increase from 73 percent in 1995. An increasing proportion of the older population has relied on being able to drive themselves through most of their lives. This is reflected in the growing rates of persons age 65 and older who are licensed drivers.

The 2001 National Household Travel Survey (NHTS) found that the average American aged 70 or older spends approximately 37 minutes daily driving a private vehicle. This level of driving is a 28 percent increase since 1995, when the average person age 70 or above drove an average of approximately 29 minutes daily.

Over the past 20 years, Arizona has continued to be one of the fastest growing states in America in terms of population. Between 1990 and 2000 the U.S. Census reported that Arizona had the second highest growth rate in the nation. In 1995, 44 percent of older persons lived in suburban areas and 28 percent in rural areas. The remaining 28 percent lived in cities. Most suburbs are spread-out that residents have to drive from residential areas to get to shopping and services. With population growth, life expectancies increasing, more drivers on our roads and limited public transportation, the Governor's Office of Highway Safety (GOHS) in partnership with public, private, non-profit organizations implemented the Red Badge To Save Lives program.

PURPOSE:

The program is designed to facilitate coordination between state, private and other public agencies to enhance first responder services. It helps program participants such as senior citizens, people with critical medical problems and anyone interested in participating the program, communicate during an automobile crash, when they might not be able to communicate for themselves. It gives first responders valuable information when responding to traffic crashes involving senior citizens and those with medical problems. This program will help speed emergency response time by making immediately available information necessary to treat crash victims, thus, help save lives.



DESCRIPTION:

The program provides Red Badge stickers for program participants to be affixed to the inside of their car's front passenger-side and rear driver-side window. A manila envelope is placed with a corresponding Red dot in the glove compartment. The envelope contains information necessary in a medical emergency, such as a list of medications, medication allergies, physician's name, hospital preference, relatives to contact, recent photograph, and information such as preferred spoken language, nickname. This envelope is to remain in the glove compartment all the time, except to be updated. In the event of an emergency, first responders can identify the vehicle as that of a Red Badge program participant based on the affixed Red Badge sticker, and will know to look inside the glove compartment for this pertinent information. The envelope of information does the talking when program participants are found unresponsive in their automobiles.

Program Implementation:

The Arizona Governor's Office of Highway Safety (GOHS) will be the lead organization and will be responsible in the application, implementation, reporting and evaluation of the process. A Program Coordinator at 30% time within GOHS will manage and coordinate the program. The following organizations will be recruited as partners in implementing and ensuring that the program will be a success:

Local Governments, MPOs and COGs Program for the Elderly

Police Departments

Sheriff's Departments

Department of Public Safety

Hospitals



EMS/Fire departments

Universities

Senior Citizens advisory/advocacy groups, retirement communities, centers, and service providers (AARP, Maricopa Health Systems, Retirement Communities)

Private Corporations (Media: TV, Print, Radio, Financial Institutions)

The communities of Green Valley south of Tucson and Sun City/Surprise area northwest of Phoenix were targeted as a test area. Over 1,000 packets were distributed April and November of 2005. GOHS received numerous positive responses from the public and the program was used once in the Sun City/Surprise area with positive results.

Program Future

GOHS will be expanding the target area during Fiscal Year 2006 to include both the Tucson and Phoenix Metropolitan areas. GOHS will continue to monitor the program for results.

School Bus



The Arizona Department of Public Safety has a Student Transportation Unit in which the Arizona Governor's Office of Highway Safety provided federal funding to in FY 2005.

The federal funding was utilized in the following manner: selection of pertinent, modern training videos to replace outdated videos being used to train school bus drivers; contract of a systems programmer to develop school bus driver maintenance software to more efficiently process information for the database; and selection of officers to ride school buses or patrol unmarked police vehicles in order to observe violators and issue citations.

The Arizona Department of Public Safety is mandated by the Arizona Revised Statute §28-3228 to certify and train all school bus drivers in accordance with the minimum standards outlined in the Arizona Administrative Code. Driving error, due in part to inadequate and improper training has been identified as one of the major causes of school bus collisions in the state. Because of this, the Student Transportation Unit needed to develop a program to replace their outdated software. The outdated database provided information on collisions, evacuation drills, training,

classes, instructors and drivers (physical examinations, drug test results, criminal history check, and training).

School bus stop arm violations are a serious and widespread problem throughout the state as well, and law enforcement presence needs to be available to observe and cite the motorists who violate ARS §28-857. The National Highway Traffic Safety Administration (NHTSA), in a pilot program, partnered with a few states to address this problem. One of the states involved was Florida whose goal was to combine enforcement and education to help reduce stop-arm violations. The result of the project indicated enforcement, in conjunction with public education works.

The number of safety programs and information available on school bus safety in the State of Arizona is very limited. School bus drivers are discouraged about completing stop-arm violation notices when there is little consequence for the violators. There are also insufficient law enforcement officers to concentrate efforts on motorists who illegally pass stopped school buses.

An increase in school bus safety programs and enforcement has become a vital concern in the State of Arizona and positive changes would directly benefit Arizona's children.

The Arizona Governor's Office of Highway Safety will once again provide federal funding for FY 2006 to the Arizona Department of Public Safety's Student Transportation Unit, in an effort to assist them in achieving their goal of an updated, more efficient unit, to better serve the residents and their children throughout the state.

Traffic Records

Governor's Traffic Safety Advisory Council – Traffic Records Subcommittee

Arizona Governor Janet Napolitano, through Executive Order 2004-18, established the Governor's Traffic Safety Advisory Council and charged the Council with bold responsibilities "to develop more effective strategies to reduce the number of lives lost, the human suffering, and the economic costs associated with motor vehicle crashes in Arizona." The Council consists of public and private sector leaders representing the 4 E's of transportation safety: Engineering, Education, Enforcement, and Emergency Medical Services. Some of those involved include: GOHS, ADOT, DPS, FHWA, FMCSA, and representatives from various cities and counties in Arizona, and community organizations such as SADD, MADD and AAA.

The Council drafted and adopted a statewide Strategic Transportation Safety Plan, and selected six priority theme strategies. Improving Traffic Records is one of the Council's six top priorities.

On November 30, 2005, nearly 40 people from the traffic records community around the state of Arizona met for a full-day workshop to brainstorm and address the current system of gathering, recording, interpreting, and disseminating this data, and its needs and hurdles. New funding for traffic records data made available by SAFETEA-LU was also discussed. A report will be generated and distributed in early 2006 as a working document to improve the traffic data records system in Arizona and the Traffic Records Subcommittee will be the working group to address those issues.

TRAFFIC RECORDS ASSESSMENT

January 22-27, 2006, GOHS will conduct a Traffic Records Assessment through the National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA), and Federal Highway Administration (FHWA) offer to state offices of highway safety to allow management to review their traffic records program. The purpose of the assessment is to document a state's traffic records activities as compared to the provisions in NHTSA's Highway Safety Program Advisory for Traffic Records, to note the state's traffic records strengths and accomplishments, and to offer suggestions where improvements can be made.

The GOHS Deputy Director and ADOT Traffic Records Coordinator, along with other members of their team, attended the 31st International Traffic Records Forum in Buffalo, NY from July 31-August 4. This conference allowed the Arizona participants to learn more about some of the successful systems and practices of other states data collection and dissemination, interact with our colleagues from around the country, as well as better prepare ourselves for Arizona's Traffic Records Assessment in 2006.

Currently, BAC reporting in Arizona is below the national average. GOHS continues to work with the Arizona Department of Transportation, Traffic Records Section and Arizona law enforcement agencies to increase this reporting.

During the GOHS Summit for Law Enforcement and Prosecutors in August 2005, a presentation was done to explain the importance of this reporting and the possible sanctions. All new enforcement contracts include BAC reporting as a requirement for receiving federal highway safety funds.

Media

EXPECT THE MAX

In partnership with the Arizona DUI Task Force, GOHS launched a DUI media campaign titled “DUI? Expect the Max” over Labor Day Weekend 2005 to educate the public about the real repercussions of impaired driving: mandatory jail time, thousands of dollars in fines and penalties, revoked driver’s licenses, skyrocketing car insurance, and the 8,000 people injured and 435 killed in alcohol-related crashes in Arizona in 2004. This campaign was created by Brand Canyon Co. as a response to the aggressive marketing of defense attorneys that present the illusion that offenders can simply hire these attorneys and avoid all repercussion for their actions. This campaign also will inform the public about the long-lasting effects of impaired driving to offenders and their family and friends.

The on-going campaign includes more than five different television ads (in English and Spanish), a webpage: www.youcantaffordit.com, hotline phone number: 602-258-7711 (with Arizona Governor Janet Napolitano delivering a safe driving message), print ads, taxi cab toppers, video message boards on the state’s highways and freeways, movie theater billboards, bumper stickers, etc. The campaign will evolve and expand to other mediums as deemed appropriate throughout the year.



The first series of ads utilized “Actual DUI offenders” describing what happened after they were cited for DUI: jail time, big fines, etc. The next phase involved offenders being sentenced in the court room and appearing in tent city to fulfill their sentencing. In the spring, the third series will appear with the long term effects of DUI: loss of job, no driver’s license, etc.

The initial portion of these ads were aired on TV stations across Arizona through a \$50,000 grant from the Oversight Council on Driving and Operating Under the Influence Abatement (a fund comprised of a portion of DUI fines). These ads are being sustained through funding from GOHS, and continue to receive free airtime as PSAs on numerous stations throughout the state, both on channels where media has been purchased and through new partnerships with other stations.

More than 60 taxi-cab toppers in the Phoenix area displayed the “DUI? Expect the Max” message from Labor Day through the end of the year. GOHS was able to secure heavily-reduced rates on this form of mobile advertising that is able to reach the target audience through the services (i.e., cabs, sober designated drivers) we are promoting. This has also lead to a new partnership with the cab companies that helps extend our shared public safety message.



During the holiday month of December, more than 70 Harkins’ movie screens throughout the state displayed—for free (a \$16,488 value)—the DUI message as part of their pre-show rotation of advertisements/previews.

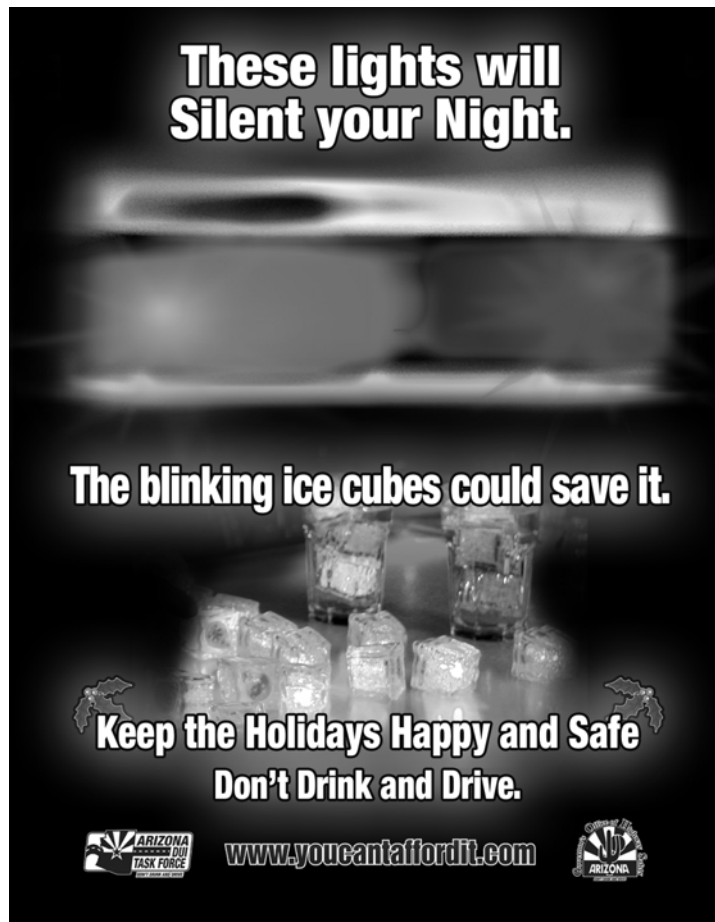
To gauge the effectiveness of this campaign, GOHS/DUI Task Force conducted a phone survey through “The Media Guys.” Nearly 1,000 alcohol drinkers over the age of 21 in Phoenix and Tucson were contacted. Some of the results showed: nearly 60 percent of respondents felt impaired driving in Arizona was more serious than nationally; of those who admittedly driving within two hours of drinking, nearly 83 percent were unconcerned about getting stopped by police officers; 80 percent agreed that there are law firms that can get them out of harsh punishments for a DUI; and 70 percent felt these attorneys are untrustworthy, while half of the respondents were unsure of their effectiveness in getting all charges dropped. GOHS/DUI Task Force will repeat the survey next summer to determine a change, if any, in attitudes.

Also, ten days after the first ad aired, a survey conducted by the Pruesser Group to gauge the simultaneously airing “You Drink, You Drive, You Lose” campaign, registered an astonishing 34 percent recognition for the “DUI? Expect the Max” slogan.

Until the August 2006 survey, GOHS feels confident in the campaigns effectiveness. Since it began, the leading advertising law firm has adapted its television ads soliciting offenders and future clients to include the warning: “Out in force. Expect the Max. That’s what the state is saying about the new DUI Task Forces. So remember to be safe when you drive.”

“THESE LIGHTS WILL SILENT YOUR NIGHT”

GOHS, in partnership with the Arizona DUI Task Force, conducted its holiday blinking ice cube campaign (created by Brand Canyon) from Thanksgiving through New Year’s weekend. Red and blue plastic ice cubes were distributed to nearly 300 bars throughout the state of Arizona with the message that “these lights will silent your night” if you see them in your rearview mirror on the top of a police vehicle. So, if you’ve had too much to drink, talk to your server about calling a cab, or a sober friend, for a safe ride home so everyone can enjoy the holidays. Distribution of the material— ice cubes, napkins, posters, and Christmas cards with DUI stats and safety messages on them— was conducted through tremendous support of GOHS, law enforcement agencies, AAA/Yellow Cab Company, and other community partners. The reception from the bars/restaurants was overwhelming supportive and cooperative. Radio and televisions ads, in both English and Spanish, were created and aired statewide, both through a limited media buy, and in larger part as PSAs; print ad space was also purchased to expand the message. This innovative, exciting and fun campaign created numerous television, newspaper and radio stories which helped to spread the message about the dangers of impaired driving and the importance of finding a safe, sober ride home.



DUI SPECIAL SECTION IN ARIZONA REPUBLIC

Through a \$25,000 grant from the Oversight Council on Driving and Operating Under the Influence Abatement, GOHS created a special 8-page special newspaper section solely dedicated to impaired driving. This piece included Arizona's DUI statutes, penalties, and fines; a letter from the Governor and GOHS Director; articles about officers on DUI task forces who were injured by drunk drivers; DUI Task Forces, DRE/Phlebotomy program, and the other tools used by law enforcement; and educational pages describing alcohol's effects on the body, and alternatives to driving like cabs and designated drivers; and a listing of phone numbers and web pages for community partners and organizations.

GOHS partnered with the Arizona Republic and had 500,000 copies of this section inserted in the Sunday, August 28, 2005 edition of the paper. An additional 200,000 copies were purchased by GOHS and distributed through the 60-plus MVDs in Arizona, by law enforcement agencies and into the schools as a valuable educational piece.

“YOU DRINK, YOU DRIVE, YOU LOSE”

Over the national Labor Day “You, Drink, You Drive, You Lose” enforcement campaign, GOHS received \$329,164 in NHTSA funds to purchase media, which was placed by the Tombras Group as part of their national buy under guidance and approval from AZ GOHS. The majority of the funding for the English and Spanish ads was for broadcast TV in Phoenix and Tucson (\$188,595.45), with \$34,494 going to cable television and expanding the viewership to Flagstaff. A total of 1,717 ads were bought. The remaining \$104,701 bought 1,529 radio spots around the state. Arizona also received \$219,394 in bonus air times, resulting in an additional 1,353 messages airing through these partners.

To launch the campaign, Governor Janet Napolitano headlined a press conference at the state capitol with representatives of GOHS, law enforcement agencies, and non-profit and community partners on Aug. 2. The event earned free TV, newspaper and radio coverage of the upcoming campaign, as well as regular updates throughout the enforcement period.

The Pruesser Group conducted pre- and post-enforcement surveys at MVDs in Phoenix and Tucson. These surveys revealed that the number of people who recognized the “You Drink, You Drive, You Lose” message increased from 35 percent in the pre-survey to 60 percent in post-survey. The follow-up numbers of people who had “recently, read, seen, or heard anything about drinking/driving” also jumped from a strong pre-survey response of 65 percent to 72 percent.

CLICK IT OR TICKET

GOHS received \$94,561.20 of NHTSA funds to purchase media in conjunction with the national “Click It or Ticket” enforcement campaign in May 2005. The Tombras Media group was utilized to make the actual buys for AZ GOHS and it was determined through both parties the best use of these funds would be solely for radio ads within Phoenix, Tucson and Flagstaff. Ads in English, Spanish and Navajo aired 2,268 times from May 16 to 29; the state received 1,010 bonus ads valued at \$64,454.61. The effectiveness of this media campaign contributed, in

GOHS' opinion along with the enforcement portion, to maintain Arizona's 2005 high seat belt occupancy rate of 94.4 percent post-survey, compared to 93.3 percent pre-survey. Arizona ranks fourth in seat belt usage in the nation, a remarkable feat considering it does not have a primary belt law.

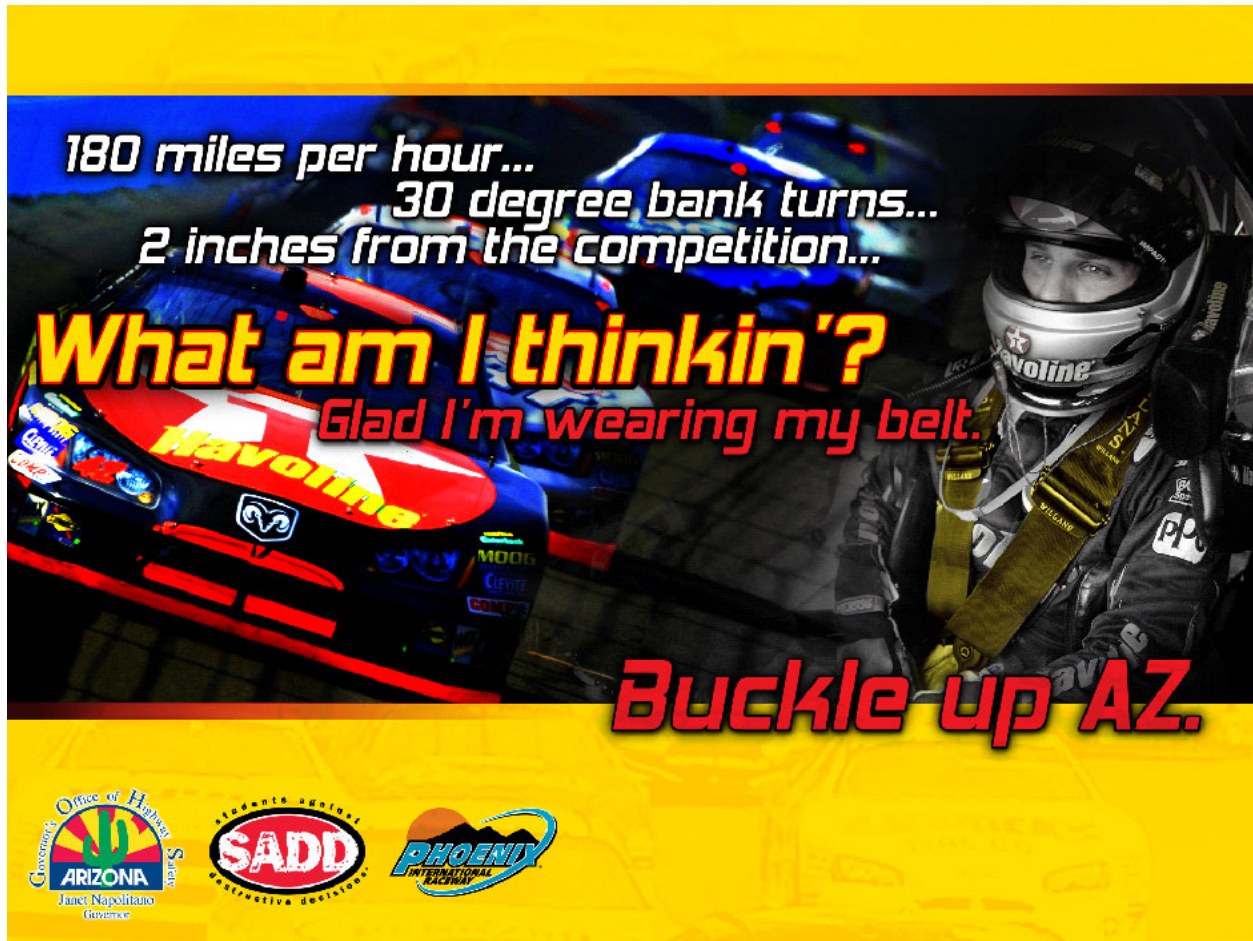
In advance of this enforcement, GOHS conducted a press conference on May 9 to alert the media and public about the upcoming campaign, and educate them on the dangers of not buckling up. Officials from many of the 65 participating law enforcement agencies, non-profits (like SADD and MADD), and community partners participated. To highlight the importance of buckling up, 205 empty chairs were displayed with yellow police tape (in the form of a seat belt) to signify the number of lives lost in 2004 that could have been saved if they were simply wearing their seat belt.



NASCAR

The fast-growing sport in America comes to Arizona twice a year, and with their focus on safety, GOHS has partnered with the local NASCAR track to create a "Buckle Up" campaign focused around the April and November races. The partnership with SADD for the Subway 500 race in April included media buys on Cox Cable, and Clear Channel radio. Safety posters, featuring NASCAR driver Jamie McMurray were created and personally autographed by him

during his free, public appearance at a local NEXTEL store. The posters also were distributed to fans entering the race.



“SHATTERED”

GOHS, and SADD, partnered together with Cox Media for a special 60-minute program based on the documentary, “Shattered” which told the story of a teenage woman who killed another motorist as a result of her drunk driving. GOHS/SADD helped produce 30 minutes worth of video from local events with Arizona’s youth discussing and sharing their thoughts and experiences on the issue of underage drinking, and impaired driving.

“BOB” POSTERS

In partnership with Department of Public Safety, “Don’t Drink and Drive” and “Buckle Up” posters were created using Arizona Diamondback baseball players and positioned in strategic locations for a captive audience: the restrooms of Bank One Ballpark, the D-backs home field. These safety messages were displayed throughout the entire year of 2005 and thus visible to fans

of more than 80 major league baseball games, plus collegiate football, high school competitions, and the everyday traffic of the patrons of the numerous restaurants/eateries open year-round to the general public.

PRESS CONFERENCES/EARNED MEDIA

GOHS conducted and participated in numerous press conferences throughout the year on a variety of highway-safety related issues, including:

- DUI Task Force launches for Labor Day, and the Thanksgiving-New Year's Holiday period. Governor Napolitano spoke at both events at the state capitol along with officials from GOHS, law enforcement agencies, and community and non-profit organizations.
- "Operation Maximum Impact," a GOHS-funded campaign through the Department of Public Safety and other agencies to address the high speeding and aggressive driving issues on Arizona's highways throughout the Phoenix area.
- Tire Safety. NASCAR Busch Series driver Reed Sorensen attended a press conference to highlight the importance of keeping your tires properly inflated, and our vehicle well-maintained, especially during the extreme temperatures of Arizona's summers.
- "Click It or Ticket" at the state Capitol, where 205 empty chairs with yellow police tape forming a seat belt showcased the number of people killed last year on Arizona's roads that could have been saved if they'd simply been wearing their seat belts.



Through events like press conferences, and constant press releases on other highway safety topics, GOHS has a strong presence in the newspapers, and on TV and radio. The DUI Task Force reporting system created by GOHS allows the office to release daily updates on DUI activity and generates consistent TV, newspaper, and radio attention. GOHS officials are repeatedly sought out by the media for its expertise on safety issues as they arise.

Legislation

Highway-safety related bills considered by the 47th Legislature, 2005:

- **HB 2061: bicycles; motor vehicle drivers.** States how a vehicle may overtake and pass on the right of another vehicle but now it also includes who drivers may pass bicyclists (by providing a safe three-foot distance). (Sponsors: Quelland*, Lopes)
Status: Assigned to the following committees:
 - TRANS
 - JUD
 - Rules- NO ACTION SINCE JANUARY 11, 2005
- Bill Died.

- **HB 2119: photo enforcement; civil penalties (Now Title: photo enforcement; records; penalties).** States that those individuals who admit to “photo radar” violations cannot have their citations reported to MVD, which would affect their insurance rates. Establishes a maximum of \$50 for each speeding photo enforcement citation (SPEC) a person receives and pays within 21 days of receipt. (Sponsors: Biggs*, Anderson, Quelland)
Status: Assigned to the following committees:
 - TRANS = passed (DPA/SE) on 2/10 by a 6-3-0-0-0 vote
 - JUD = passed (DPA/SE) on 2/17 by a 5-3-0-1-0 vote
 - Rules = C&P on 2/22 by a 9-0-0-0-0 vote
 - Majority and Minority Caucus on 2/22 = Y
 - Passed the House on 3/9; Sent to Senate on 3/10
 - Senate First Read on 3/10; Second Read on 3/22- Assigned to the following committees:
 - TRANS
 - Rules- NO ACTION SINCE MARCH.
- Bill Died.

- **HB 2122: unladen vehicle test license plates (NOW TITLE: motor vehicle division; computers; oversight).** Requires the License Plate Commission to approve the color and design of manufacturer unladen vehicle test license plates. (Sponsors: Biggs*, Quelland)
Status: Assigned to the following committees:
 - TRANS = passed (DPA/SE) on 2/3 by a 9-0-0-0-0 vote
 - Rules = C&P on 2/8 by a 9-0-0-0 vote
 - Passed House on 2/14; Sent to Senate on 2/14
 - Senate First Read on 2/15; Second Read on 2/16- Assigned to the following committees:
 - TRANS = withdrawn on 3/24
 - GAR = DPA/SE on 3/30

- Rules = PFC on 4/14
- COW Action 1: DPA on 4/3
- Failed on 4/14 by a 17-0-0 vote

- **HB 2123: highway expansion and extensive loans.** Extends the authority of the State Board of Transportation (STB) to issue Board Fund Obligations (BFOs) until fiscal years 2019-2020. (Sponsors: Biggs*, Quelland)

Status: Assigned to the following committees:

- TRANS = passed on 1/20 by a 9-0-0-0-0 vote
- APPROP = passed on 1/26 by a 15-0-0-0-0 vote
- Rules = passed (C&P) on 2/1 by a 9-0-0-0-0 vote
- Passed the House on 2/7 and sent to Senate on 2/7
- Assigned to the following committees:
 - TRANS = passed on 3/8 by a 4-0-1-0 vote
 - Rules = PFC on 3/22
 - Majority and Minority Caucus = Y on 3/22
 - Consent Calendar on 3/22
 - COW Action 1: DPA on 3/31
 - Passed
 - Sent to Governor on 4/15
 - Governor signed on 4/20

- **HB 2125: vehicle transporter license plates (Now Title: motor vehicles; dealers; resale).** Relates to the renumbering of ARS relating to vehicle license plates. (Sponsors: Biggs*, Quelland)

Status: Assigned to the following committees:

- TRANS = passed (DPA/SE) on 2/17 by a 8-0-0-1-0 vote
- Rules = C&P on 2/22 by a 9-0-0-0-0 vote
- Minority and Majority Caucus on 2/22 = Y
- Passed House on 2/28; Sent to Senate on 2/28.
- Senate First Read 3/1; Senate Second Read on 3/2
- Assigned to the following committees:
 - TRANS = passed on 3/22 by a 5-0-0-0 vote
 - Rules = PFC on 3/28
 - Passed
 - Sent to Governor on 4/13
 - Governor signed on 4/18

- **HB 2126: laden vehicle test license plates (NOW TITLE: certificates of title; replacement parts).** Requires the License Plate Commission to approve the color and design of manufacturer laden vehicle test license plates. (Sponsors: Biggs*, Quelland)

Status: Assigned to the following committees:

- TRANS = passed (DPA/SE) on 2/3 by a 9-0-0-0-0 vote
- Rules = C&P on 2/8 by a 9-0-0-0-0 vote
- Passed House on 2/14; Sent to Senate on 2/14
- Senate First Read on 2/15; Senate Second Read on 2/16
- Assigned to the following committees:

- TRANS = passed on 3/29 by a 4-0-1-0 vote
- Rules = PFC on 4/4
- Passed
 - Sent to Governor on 4/19
 - Governor signed on 4/25

- **HB 2159: cellular telephones; use while driving.** Bans the use of car phones while driving without a hands-free device. (Sponsors: Prezelski*)
 - Status: Assigned to the following committees:
 - TRANS
 - JUD
 - Rules
 - NO ACTION SINCE JANUARY 19, 2005
 - Bill Died.

- **HB 2178: covered loads; commercial vehicles.** A person shall not operate or move a vehicle that has a declared gross weight of more than ten thousand pounds unless the vehicle is covered to prevent the load from dripping, sifting, leaking or otherwise escaping from the vehicle. If a violation occurs and it does not cause any damage or physical injury, the person is subject to a civil penalty of not more than one thousand dollars. If a violation results in an accident causing serious physical injury, the civil penalty is up to one thousand five hundred dollars. If a violation results in an accident causing the death of another person, the civil penalty is up to two thousand five hundred dollars. (Sponsors: O'Halleran*)
 - Status: Assigned to the following committees:
 - COM
 - TRANS
 - Rules
 - NO ACTION SINCE JANUARY.
 - Bill Died.

- **HB 2201: child restraint booster seats.** Requires the use of belt position booster seats or the appropriate child restraint system for children who are at least five years of age and who are under nine years of age. A local ordinance established to regulate the use of child 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*, Bradley, Brown, Landrum Taylor, Lopez, Miranda B, Gallardo, Garcia M, Hershberger, Konopnicki, Mason, Paton, Stump, Weiers JP)
 - Status: Assigned to the following committees:
 - CMMA = passed on 2/8 by a 11-0-0-0-0 vote
 - Rules = Amend C&P on 3/10 by a 7-0-0-2-0 vote
 - Majority and Minority Caucus on 3/14 = Y
 - COW Action 1 = passed (DPA) on 3/15
 - Passed the House on 3/24; Sent to Senate on 3/24
 - Senate First Read on 3/28; Second Read on 3/29
 - Assigned to the following committees:
 - TRANS
 - Rules

- NO ACTION SINCE MARCH 29, 2005.
- Bill Died.

- **HB 2213: covered loads; commercial vehicles.** Requires commercial loads in excess of 10,000 pounds to be covered and outlines penalties for a person who fails to comply. (Sponsors: Mason*, O'Halleran)
 - Status: Assigned to the following committees:
 - COM = Discussed and held on 1/26
 - TRANS
 - Rules
 - NO ACTION SINCE JANUARY.
 - Bill Died.

- **HB 2235: aggravated driving under the influence.** Persons convicted of aggravated or extreme DUI must serve (formerly "sentenced to") the minimum term required by law. (Sponsors: Farnsworth*)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/10 by a 9-0-0-0-0 vote
 - JUD = passed on 2/17 by a 7-0-0-2-0 vote
 - Rules = C&P on 2/22 by a 9-0-0-0-0 vote
 - Minority and Majority Caucus on 2/22 = Y
 - Consent Calendar = 2/22
 - Passed House on 2/28; Sent to Senate on 2/28
 - Senate First Read 3/1; Senate Second Read on 3/2
 - Assigned to the following committees:
 - JUD = passed on 3/7 by a 8-0-0-0 vote
 - Rules = PFC on 3/22
 - Majority and Minority Caucus = Y on 3/29
 - Consent Calendar on 3/22
 - NO ACTION SINCE MARCH 29, 2005.
 - Bill Died.

- **HB 2260: photo enforcement traffic complaints (NOW: College tuition increases; limitation).** If a traffic violation was detected by photo enforcement, the state must show that the defendant was the driver and that the photo enforcement device was properly working. A conviction via photo enforcement does not go onto a person's driving record. A photo enforcement complaint must be served within 30 days of the violation. (Sponsors: Gray C*, Murphy, Pearce, Martin)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/17 by a 6-3-0-0-0 vote
 - JUD = withdrawn on 2/24
 - Rules = C&P on 3/1 by a 8-0-0-1-0 vote
 - Passed the House on 3/8; Sent to Senate on 3/8
 - Senate First Read on 3/8; Second Read on 3/22
 - Assigned to the following committees:
 - TRANS = failed on 3/29 by a 2-2-1-0 vote; withdrawn on 5/9
 - FIN = DPA/SE on 5/9 by a 4-2-3-0 vote

- Rules = PFC on 5/9
- Passed the Senate, Sent to House on 5/10
- Failed on 5/11 by a 24-31-5-0 vote.

- **HB 2270: graduated driver license.** States that a person who is at least fifteen years and six months of age can obtain an instruction permit and the permittee is accompanied by a licensed driver who is at least 25 years of age and occupies the seat beside the permittee. The permittee is required to have an instruction permit for at least six months prior to obtaining a driver's license. (Sponsors: Mason*, Hershberger)
 - Status: Assigned to the following committees:
 - TRANS
 - JUD
 - Rules
 - NO ACTION SINCE JANUARY 19, 2005
 - Bill Died.

- **HB 2312: drive-thru liquor stores.** Bans new drive-through liquor stores. (Sponsors: Lopez*, Lopes, Preselski, Aguirre A, Alvarez, Bradley, Cajero Bedford, Downing, Gallardo, Garcia M, Landrum Taylor, Lujan, Miranda B, Sinema, Tom, Giffords, Soltero)
 - Status: Assigned to the following committees:
 - COM
 - GRGFA
 - CMMA
 - Rules
 - NO ACTION SINCE JANUARY 19, 2005
 - Bill Died.

- **HB 2424: golden rule special license plates.** Requires the Arizona Department of Transportation Motor Vehicle Division to issue a "Golden Rule" special plate. (Sponsors: Anderson*, Barnes, Chase, O'Halleran, Biggs, Boone, Bradley, Gray C, Jones, Landrum Taylor, McClure, Pierce, Quelland, Smith, Stump, Yarbrough, Gray L.)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/17 by a 9-0-0-0-0 vote
 - APPROP (P) = passed on 2/23 by a 11-2-0-2-0 vote
 - Rules = C&P on 3/3 by a 5-3-0-1-0 vote
 - Passed the House on 3/14; Sent to Senate on 3/15
 - Senate 1st Read on 3/15; 2nd Read on 3/23
 - Assigned to the following committees:
 - TRANS = passed on 3/29 by a 4-0-1-0 vote
 - APPROP = withdrawn on 4/4
 - Rules = PFC W/FL on 4/13
 - Passed
 - Sent to the Governor on 4/26
 - Governor signed on 5/2

- **HB 2461: beautification; highways; advertising regulations (Now Title: outdoor advertising; regulation)** . Establishes definitions for

commercial electronic variable message signs and conditions for display. (Sponsors: Gorman*, Pierce)

Status: Assigned to the following committees:

- TRANS = passed (DPA/SE) on 2/10 by a 5-4-0-0-0 vote
- Rules = C&P on 2/15 by a 8-0-0-1-0 vote
- Minority Caucus = Y on 2/15
- Majority Caucus = H on 2/15
- Passed the House on 3/8; Sent to Senate on 3/8
- Senate 1st Read on 3/8; 2nd Read on 3/22
- Assigned to the following committees:
 - TRANS = passed on 3/22 by a 3-2-0-0 vote
 - APPROP = withdrawn on 4/6
 - Rules = PFC on 4/11
 - Passed the Senate on 4/14; Sent to House on 4/14
 - Majority/Minority Caucus on 4/18
 - Passed
 - Sent to the Governor on 5/3
 - Governor vetoed on 5/9

● **HB 2462: highway beautification; outdoor advertising (Now Title: outdoor advertising).**

Establishes a definition of property to include multiple owner premises or a collection of lots or parcels for outdoor advertising purposes and prescribes conditions for placing outdoor advertising signage.

Provides for new definitions of activity, multiple owner premises, and premises that relate to placement of outdoor advertising. (Sponsors: Gorman*, Pierce)

Status: Assigned to the following committees:

- TRANS = passed (DPA/SE) on 2/10 by a 9-0-0-0-0 vote
- Rules = C&P on 2/15 by a 8-0-0-1-0 vote
- Majority Caucus = H on 2/15
- Minority Caucus = Y on 2/15
- Passed the House on 3/8; Sent to Senate on 3/8
- Senate 1st Read on 3/8; 2nd Read on 3/22
- Assigned to the following committees:
 - TRANS = passed on 3/22 by a 3-2-0-0 vote
 - CED = withdrawn on 3/30
 - Rules = PFC on 4/14
 - Passed
 - Sent to the Governor on 4/14
 - Governor signed on 4/20

● **HB 2469: emergency vehicles; right-of-way.** Establishes restrictions for people driving while an authorized emergency vehicle, tow truck recovery vehicle or highway maintenance vehicle is stationary and giving signal by alternately flashing red, red and blue or amber lights. (Sponsors: Konopnicki*, Smith, Weiers J, Aguirre L, Giffords, McClure, Paton, Quellan, Robson, Rosati, Harper, Mitchell)

Status: Assigned to the following committees:

- TRANS = passed on 2/10 by a 8-0-0-1-0 vote

- Rules = C&P on 2/15 by a 8-0-0-1-0 vote
- Passed the House on 2/21; Sent to Senate on 2/21
- Assigned to the following committees
 - TRANS = passed (DPA) on 3/8 by a 5-0-0-0 vote
 - Rules = PFC on 3/22
 - Majority and Minority Caucus = Y on 3/29
 - Passed
 - Sent to the Governor on 4/13
 - Governor signed on 4/18

- **HB 2471: authorized emergency vehicles; right-of-way.** Upon the immediate approach of an authorized emergency vehicle equipped with at least one lighted lamp exhibiting red or red and blue light or lens visible under normal atmospheric conditions from a distance of 500 feet to the front of the vehicle and is giving an audible signal by siren, exhaust whistle or bell, the driver of another vehicle shall yield the right-of-way, immediately drive to a position parallel to and as close as possible to the right-hand edge or curb of the roadway clear of any intersection., stop. When police vehicle is giving a visual and audible signal, the driver of another vehicle shall not approach or drive parallel to the police vehicle, shall maintain at least 300 feet distance from police vehicle. When police vehicle is stationary and is giving a visual signal, the driver of the approaching vehicle shall slow down. (Sponsors: McClure*, Aguirre L, Nelson, Paton, Verschoor)

Status: Assigned to the following committees:

- PIR = Failed on 2/21 by a 3-4-1-1-0 vote
- APPROP (P)
- Rules
- NO ACTION SINCE JANUARY 31, 2005
- Bill Died.

- **HB 2475: safety enforcement transportation infrastructure fund.** Eliminates the Department of Public Safety as an eligible recipient of Safety Enforcement Transportation Infrastructure Fund (SETIF) monies, but adds the Arizona Mexico Commission, the Arizona International Development Authority, regional port authority operations and projects relating to state and national security as eligible expenditures of SETIF monies. (Sponsors: Jones*, Burns J, Aguirre A, Allen J, Alvarez, Biggs, McClure, Arzberger)

Status: Assigned to the following committees:

- TRANS = passed (DPA/SE) on 2/10 by a 8-0-0-1-0 vote
- COM = passed on 2/23 by a 7-1-0-1-0 vote
- APPROP (P) = withdrawn on 3/21
- Rules
- NO ACTION SINCE FEBRUARY.
- Bill Died.

- **HB 2504: vehicle restraint violations; enforcement.** Allows police officers to stop motorists solely because they are not wearing seat belts. Maximum civil penalty of \$10. (Sponsors: Cajero Bedford, Downing, Huffman, Miranda B, Miranda R, Aguirre A, Alvarez, Gallardo, Tom, Gray L.)

Status: Assigned to the following committees:

- TRANS
- GRGFA
- JUD
- Rules
- NO ACTION SINCE JANUARY 25, 2005
- Bill Died.

- **HB 2510: trailer license plates.** The department shall provide every owner one license plate for each vehicle registered. At the request of the owner and on payment of any required fee, the department shall provide either one or two license plates for a vehicle for which a special plate is requested. The Director shall issue a license plate for trailers that has a design that is similar to the standard size license plate for trailers but that is the same size as the license plate for motorcycles. The trailer owner shall notify the department which size license plate the owner wants for the trailer. (Sponsors: Burges*, Barnes, Chase, Smith, Aguirre A, Allen J, Anderson, Biggs, Boone, Brown, Burns J, Downing, Farnsworth, Gallardo, Garcia M, Gorman, Gray C, Groe, Hershberger, Knaperek, Landrum Taylor, Lopez, Lujan, Mason, McComish, McCune Davis, McLain, Murphy, Nelson, Nichols, Paton, Pearce, Pierce, Preselski, Quelland, Reagan, Robson, Rosati, Stump, Weiers JP, Weiers J, Yarbrough, Gould, Harper, Johnson)

Status: Assigned to the following committees:

- TRANS = passed on 2/3 by a 9-0-0-0-0 vote
- Rules = C&P on 2/8 by a 9-0-0-0-0 vote
- Consent Agenda on 2/8
- Passed House on 2/14; Sent to Senate on 2/14
- Assigned to the following committees:
 - TRANS = passed on 3/15 by a 4-0-1-0 vote
 - Rules = PFC on 3/22
 - Majority and Minority Caucus = Y one 3/22
 - Passed the Senate on 3/24; Sent to House on 3/24
 - Passed
 - Transmitted to Governor on 3/28
 - Governor signed on 4/1

- **HB 2517: appropriation; project GITEM.** The sum of \$4.2 million is appropriated from the state general fund in fiscal year 2005-2006 to the Department of Public Safety for the purposes of project GITEM (Gang Intelligence Enforcement Mission). (Sponsors: Chase*, Garcia M, Reagan, Brotherton, Aguirre A, Gallardo, Hershberger, Kirkpatrick, Lopez, Lujan, McClune Davis, Miranda B, Pierce, Prezelski, Sinema, Bee, Harper, Jarrett, Miranda R, Soltero)

Status: Assigned to the following committees:

- PIR = passed on 2/14 by a 8-0-0-1-0 vote
- APPROP (P)
- Rules
- NO ACTION SINCE FEBRUARY 14, 2005.
- Bill Died.

- **HB 2524: air bags, installation; violations (Now Title: vehicles; replacement parts; air bags).** Prohibits a person who owns or operates a business engaged in whole or in part in servicing motor vehicles to install or purport to install an air bag in a vehicle if the air bag

either (1) does not meet all applicable federal safety regulations for an air bag installed in a vehicle of the same make, model and year; and (2) the air bag has been previously installed in another vehicle. (Sponsors: Jones*, Aguirre A, McComish, Mclain, Pierce)

Status: Assigned to the following committees:

- TRANS = passed (DPA/SE) on 2/17 by a 8-1-0-0-0 vote
- JUD = withdrawn on 2/23
- Rules = C&P on 3/3 by a 8-0-0-1-0 vote
- Passed the House on 3/14; Sent to Senate on 3/15
- Senate 1st Read on 3/15; 2nd Read on 3/23
- Assigned to the following committees:
 - TRANS
 - Rules
- NO ACTION SINCE MARCH.
- Bill Died.

- **HB 2525: providing minors alcohol; license suspension.** With some exceptions, a person who buys alcohol and gives it to minors shall have her/his driver's license suspended for six months for a first conviction and 12 months for subsequent convictions. (Sponsors: Reagan*, Barnes, Waring, Bradley, Gray C, Hershberger, McCune Davis, Nichols, Paton, Pearce, Prezelski, Tully)

Status: Assigned to the following committees:

- COM = passed on 2/9 by a 9-0-0-0-0 vote
- TRANS
- Rules
- NO ACTION SINCE FEBRUARY 9, 2005.
- Bill Died.

- **HB 2526: breast cancer special plates.** Establishes a "Breast Cancer and Cervical Cancer Screening and Treatment" special license plate. (Sponsors: Aguirre A*, Burton Cahill, Chase, Downing, Lopez, Rosati, Rios R, Alvarez, Bradley, Brown, Burns J, Gallardo, Garcia M, Hershberger, Jones, Kirkpatrick, Landrum Taylor, Lopes, Lujan, McClure, McCune Davis, Mclain, Meza, Mirada B, Prezelski, Reagan, Rios P, Sinema, Tom, Aguirre L, Allen C, Arzberger, Brotherton, Cannell, Garcial J, Miranda R.)

Status: Assigned to the following committees:

- TRANS = passed on 2/3 by a 9-0-0-0 vote
- Health = passed on 2/9 by a 9-0-0-0-0 vote
- APPROP (B) = passed on 2/15 by a 10-0-0-5-0 vote
- Rules = C&P on 2/22 by a 9-0-0-0-0 vote
- Majority and Minority Caucus = Y on 2/22
- Passed the House on 2/28; Sent to Senate on 2/28
- Senate First Read on 3/1; Second Read on 3/3
- Assigned to the following committees:
 - TRANS = passed on 3/22 by a 4-1-0-0 vote
 - APPROP = withdrawn on 4/4
 - Rules = PFC on 4/6
 - Passed
 - Sent to Governor on 4/19

-- Governor signed on 4/25

- **HB 2530: unauthorized assembly of vehicles; penalty.** Local governments are authorized to adopt ordinances that forbid “unauthorized assembly” of vehicles that restricts traffic flow and impedes either access to a business or residence or the deployment of official vehicles. (Sponsors: Garcia M*, Chase, Lopez, Weiers JP, Brotherton, Bradley, Gallardo, Landrum Taylor, Lujan, McCune Davis, Mclain, Miranda B, Nelson, Pierce, Sinema)
Status: Assigned to the following committees:
 - TRANS
 - CMMA
 - Rules- NO ACTION SINCE FEBRUARY 1, 2005.
- Bill Died.

- **HB 2532: transporting minor passengers in trucks.** Prohibits a person who is under eighteen years of age to ride on the back (bed) of a pickup truck or motortruck. (Sponsors: Weiers JP*, Chase, Aguirre A, Burges, Cajero Bedford, Gallardo, Garcia M, Knaperek, Landrum Taylor, Lopez, Lujan, Mclain, Murphy, Paton, Prezelski, Smith, Harper)
Status: Assigned to the following committees:
 - TRANS = passed on 2/24 by a 7-2-0-0-0 vote
 - Rules = C&P on 3/3 by a 8-0-0-1-0 vote
 - Passed the House on 3/14; Sent to Senate on 3/15
 - Senate 1st Read on 3/15; 2nd Read on 3/23
 - Assigned to the following committees:
 - GOV = passed on 3/31 by a 6-1-0-0 vote
 - Rules = PFC on 4/4
 - COW Action 1: Retained on 4/7
 - COW Action 2: Retained on 4/14- Bill Died.

- **HB 2555: motorcycle safety fund.** One dollar of each motorcycle registration fee collected is deposited into the motorcycle safety fund in addition to monies deposited from gifts, grants and other donations. Funds are to implement and support voluntary motorcycle education, awareness and programs, including covering the cost of materials for motorcycle safety, education and awareness programs. (Sponsors: Groe*, Jones, Konopnicki, Pierce, Reagan, Robson)
Status: Assigned to the following committees:
 - TRANS = held on 2/24
 - APPROP (P)
 - Rules- NO ACTION SINCE FEBRUARY 7, 2005.
- Bill Died.

- **HB 2558: motor vehicle dealer license plates.** A vehicle that is owned by a dealer and that is otherwise required to be registered is exempt from registration while the vehicle is owned by the dealer. A vehicle owned by a dealer may be operated under owner responsibility on public highways and streets. Dealer’s plates may not be used on work/service vehicles,

leased/rented vehicles, a vehicle which has been sold. A person violating this is subject to a civil penalty of up to \$500. (Sponsors: Jones*, Aguirre A, Biggs, Gorman, McClure, Murphy, Prezelski, Cannell)

Status: Assigned to the following committees:

- TRANS = passed on 2/17 by a 8-0-0-1-0 vote
- Rules = C&P on 2/22 by a 9-0-0-0-0 vote
- Majority and Minority Caucus = Y on 2/22
- Consent Calendar on 2/22
- Passed House on 2/28; Sent to Senate on 2/28
- Senate First Read on 3/1; Senate Second Read on 3/3
- Assigned to the following committees:
 - TRANS
 - Rules
- NO ACTION SINCE MARCH.
- Bill Died.

- **HB 2561: racing on highways; vehicle impoundment.** A person shall not drive a vehicle or participate in any manner in a race, speed competition or contest, drag race or acceleration contest, test of physical endurance or exhibition of speed or acceleration or for the purpose of making a speed record on a street or highway. If a person is convicted of driving a vehicle in violation of this, the judge may order the vehicle the person was driving at a time of the violation to be impounded for a period not to exceed 90 days. (Sponsors: Rosati*, Chase, Landrum Taylor, Reagan, Gray L, Verschoor, Allen J, Anderson, Barnes, Bradley, Burges, Cajero Bedford, Downing, Garcia M, Gray C, Konopnicki, Lopez, McComish, McLain, Murphy, Nichols, Paton, Robson, Stump, Yarbrough, Martin)

Status: Assigned to the following committees:

- TRANS
- JUD
- Rules
- NO ACTION SINCE FEBRUARY 7, 2005.
- Bill Died.

- **HB 2647: liquor; omnibus.** Limits CUBS programs for DLLC. (Sponsors: McComish*, Reagan, Miranda R, Chase, Gallardo, Jones, Konopnicki, Meza, Robson, Burns R)

Status: Assigned to the following committees:

- COM = passed on 2/16 by a 8-1-0-0-0 vote
- GRGFA = withdrawn on 2/24
- Rules = C&P on 3/1 by a 8-0-0-1-0 vote
- COW Action 1 = Retained on cal
- COW Action 2 = Retained on cal
- COW Action 3 = DPA
- Passed the House on 3/14; Sent to Senate on 3/15
- Senate 1st Read on 3/15; 2nd Read on 3/23
- Assigned to the following committees:
 - CED = DPA on 3/30 by a 7-0-1-0 vote
 - APPROP = DPA on 4/5 by a 8-2-1-0
 - Rules = PFCA W/FL on 4/11

- COW Action 1: DPA on 4/14
- Passed the Senate on 4/18; Sent to House on 4/18
- Passed House Final Read; Sent to Senate on 5/4
 - Sent to Governor on 5/6
 - Governor signed on 5/11

- **HB 2692: malt beverages; keg sales; requirements.** Requires the purchaser of a keg containing malt beverages to present an Arizona driver's 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 and address and the location where the keg will be consumed. Each keg must be labeled with the name and address of the licensee, the keg identification number and the license number of the premises. (Sponsors: Downing*, Lopez, Pearce, Aguirre A, Alvarez, Anderson, Bradley, Burges, Hershberger, Konopnicki, Lopes, Mason, McCune Davis, McLain, Meza, Nichols)
 - Status: Assigned to the following committees:
 - COM
 - GRGFA
 - Rules
 - NO ACTION SINCE FEBRUARY 10, 2005.
 - Bill Died.

- **SB 1013: special license plate study committee.** Establishes the Joint Legislative Special License Plate Committee. (Sponsors: Jarrett*, Allen C, Miranda B)
 - Status: Assigned to the following committees:
 - TRANS = passed on 1/11 by a 5-0-0-0 vote
 - Rules = PFC on 1/17
 - Passed Senate on 1/25; Sent to House on 1/25
 - House First Read on 2/7; House Second Read on 2/8
 - Assigned to the following committees:
 - TRANS = withdrawn on 4/7
 - APPROP (P) = DPA/SE on 4/11 by a 12-1-0-2-0 vote
 - Rules = C&P on 4/13 by a 5-2-0-2-0 vote
 - Passed
 - Sent to the Governor on 4/28/05
 - Governor signed on 5/4

- **SB 1030: liquor consumption; Jake Teague's Law.** A person needs to obtain a license issued by the board authorizing them to sell or deal in spirituous liquors. (Sponsors: Allen C*, Knaperek)
 - Status: Assigned to the following committees:
 - CED
 - JUD
 - Rules
 - NO ACTION SINCE JANUARY 11, 2005.
 - Bill Died.

- **SB 1038: defensive driving school; eligibility (NOW: AIMS Test; graduation; exceptions).** Allows a person who is issued a traffic citation for a civil moving violation to attend DDS if the person denies the allegations of the citation but the court finds in favor of the state. It prohibits the court from reporting a conviction or judgment to ADOT and imposing a penalty on a person who successfully completes DDS. (Sponsors: Huppenthal*, Martin)
 - Status: Assigned to the following committees:
 - TRANS = passed on 1/8 by a 4-1-0-0- vote
 - Rules = PFCA on 1/24
 - Passed Senate on 2/15; Sent to House on 2/15
 - House 1st Read on 3/8; Second Read on 3/9
 - Assigned to the following committees:
 - TRANS = held on 3/10; passed (DPA/SE) on 3/10 by a 8-0-0-1-0 vote
 - Rules = C&P on 3/29 by a 8-0-0-1-0 vote
 - Majority and Minority Caucus =Y on 3/29
 - Passed the House on 4/4; Sent to Senate on 4/4
 - Majority/Minority Caucus on 5/10; conference committee recommended
 - Passed the House and Senate
 - Sent to Governor on 5/13
 - Governor signed on 5/20

- **SB 1146: minor; entry into Mexico.** Allows a sheriff or a town or city peace officer to prevent minors from entering into the Republic of Mexico if the minor is unaccompanied by or does not have written consent from a parent or guardian, or if the minor does not have a passport. Stipulates that the sheriff or peace officer may only prevent entry and cannot detain the minor. (Sponsors: Cannell*, Bee, Barnes, Burns J, O'Halleran, Arzberger, Aguirre A, Alvarez, Jones)
 - Status: Assigned to the following committees:
 - JUD = held on 2/7; DISC/ONLY on 2/21
 - Rules
 - NO ACTION SINCE FEBRUARY 21, 2005.
 - Bill Died.

- **SB 1160: DUI assessments; DPS equipment; bonuses.** Additional assessments on DUI convictions (motor vehicle or watercraft): \$500 for first offense and \$1250 for a second offense within 5 years. For extreme DUI, \$1000 for first offense and \$1250 for a second offense within 5 years. Conviction for aggravated DUI gets an additional assessment of \$1500. A person who refuses to be tested pays an additional penalty of \$500. Proceeds to be deposited into a new DPS Safety Equipment and Bonus Fund established to pay for flak jackets, stun guns and bonuses. (Sponsors: Waring*, Bee, Bennett, Garcia J, Harper, Jarrett, Verschoor, Reagan)
 - Status: Assigned to the following committees:
 - JUD = passed on 2/7 by a 7-1-0-0 vote (DPA)
 - APPROP = passed on 2/22 by a 10-1-0-0 vote
 - Rules = PFC on 3/7
 - COW Action 1: DPA (3/10)
 - Passed the Senate on 3/15; Sent to House on 3/15

- House First Read on 3/23; Second Read on 3/24
- Assigned to the following committees:
 - TRANS = passed on 3/31 by a 7-0-0-2-0 vote
 - APPROP (P) = DPA on 4/6 by a 11-1-0-3-0 vote
 - Rules = C&P on 4/21 by a 5-0-0-4-0 vote
 - Passed House on 4/27; Sent to Senate on 4/27
 - Majority/Minority Caucus on 5/2
 - Conference committee recommended
 - Passed the Senate and House
 - Sent to Governor on 5/13
 - Governor signed on 5/20

- **SB 1164: photo radar; controlled access highways.** Prohibits the use of photo radar by state or local authorities to identify speed violators on controlled access highways. (Sponsors: Verschoor*, Martin, Biggs, Aguirre L, Jarrett, Murphy, Paton)

Status: Assigned to the following committees:

- TRANS = passed on 2/8 by a 3-2-0-0 vote
- Rules = PFC on 2/14
- Consent Calendar: 2/14
- COW Action = 2/24 (DPA)
- Failed Senate on 3/2 by a 14-16-0-0 vote
- Passed Senate on 3/15 (by a 18-12-0-0 vote); Sent to House on 3/15
- House First Read on 3/22; Second Read on 3/23
- Assigned to the following committees:
 - TRANS = held on 3/24; passed on 3/31 by a 3-2-0-4-0 vote
 - Rules = C&P on 4/5 by a 8-0-0-1-0 vote
 - Passed House on 4/11; Sent to Senate on 4/11
 - Majority/Minority Caucus on 4/12
 - Conference committee recommended
 - Recommendation: That the bill be accepted as originally passed by the Senate.
 - Senate adopt: 4/25/05
 - House adopt: 4/28/05
 - Final House Read: Failed on 4/28 by a 29-26-5-0 vote
Failed on 5/3 by a 29-28-3-0 vote

- **SB 1167: child abuse plates; motorcycles (NOW: English as official language; PREV NOW: salvage vehicle title).** The department shall issue child abuse prevention special plates for motorcycles. (\$25 fee = \$8 for special plate administration fee, \$17 annual donation.) (Sponsors: Verschoor*)

Status: Assigned to the following committees:

- TRANS = held on 2/15; passed on 2/22 by a 4-0-1-0 vote
- Rules = PFCA on 2/28
- Majority and Minority Caucus = Y (2/28)
- Passed the Senate on 3/10; Sent to House on 3/10
- House First Read on 3/21; Second Read on 3/22
- Assigned to the following committees:

- TRANS = withdrawn on 4/7
 - APPROP (P) = DPA/SE on 4/11 by a 9-5-0-1-0 vote
 - Rules = C&P on 4/18 by a 5-3-0-1-0 vote
 - Passed the House on 4/27; Sent to Senate on 4/27
 - Passed
 - Transmitted to the Governor on 5/3
 - Governor vetoed on 5/9
- **SB 1169: luxury tax; liquor wholesalers.** Revises requirements for the wholesale storage and taxation of liquor. The Department of Revenue estimates S.B. 1169 to have no fiscal impact. (Sponsors: Martin*, Harper, Miranda R, Huffman, Reagan, Verschoor, Burges, Meza, Quelland)
 - Status: Assigned to the following committees:
 - CED = passed on 2/9 by a 7-0-1-0 vote
 - FIN = passed on 2/3 by a 6-1-2-0 vote
 - Rules = PFCA on 2/14
 - Consent Calendar: 2/14
 - Amended by CED (ref Bill) adopted; amended by FIN (ref Bill) adopted; amended by Rules (ref FIN) adopted; Blendu flr amend (ref CED) adopted
 - Passed Senate on 2/28; Sent to House on 2/28
 - Assigned to the following committees:
 - COM = passed on 3/16 by a 6-0-0-3-0 vote
 - WM = passed on 3/21 by a 6-0-0-3-0 vote
 - Rules = C&P on 4/5 by a 8-0-0-1-0 vote
 - Passed
 - Transmitted to the Governor on 4/13
 - Governor signed on 4/18
- **SB 1240: certified ignition interlock devices.** A new article for the transportation code on special ignition-interlock restricted driver licenses, providing special licenses that allow those who have lost their licenses for DUI to drive to work as long as they drive only vehicles with ignition interlock. (Sponsors: Gray L*, Verschoor)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/1 by a 5-0-0-0-0 vote
 - APPROP = passed on 2/22 by a 9-1-1-0 vote
 - Rules = PFC on 2/28
 - Majority and Minority Caucus = Y (3/1)
 - Consent Calendar = 2/28
 - COW Action 1 = Retained (3/3)
 - COW Action 2 = DPA (3/10)
 - Passed Senate on 3/15; Sent to House on 3/15
 - Assigned to the following committees:
 - TRANS = passed (DPA) on 3/24 by a 7-1-0-1-0 vote
 - APPROP (P) = DPA on 4/6 by a 11-0-0-4-0 vote
 - Rules = C&P on 3/29 by a 8-0-0-1-0 vote
 - Rules = C&P on 4/11 by a 9-0-0-0-0 vote
 - Majority and Minority Caucus = Y on 3/29

- Passed the House on 4/13; Sent to Senate on 4/13
 - Conference committee recommended
 - Passed the Senate and House
 - Sent to Governor on 5/12
 - Governor signed on 5/20
- **SB 1243: DUI violations; ignition interlock requirements.** A person convicted of DUI must be required to equip his vehicle with an ignition interlock device (previously applied only to those driving on a suspended or revoked license); other requirements are expanded. (Sponsors: Gray L*, Verschoor)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/1 by a 3-2-0-0 vote
 - Rules = PFC on 2/7
 - Consent Calendar on 2/7
 - Majority and Minority Caucus = Y on 2/8
 - NO ACTION SINCE FEBRUARY 2005.
 - Bill Died.
- **SB 1254: immobilization of vehicles; DUI.** If a peace officer arrests a driver of a vehicle for DUI, the officer may immobilize the vehicle instead of having to order removal and impoundment. Regulations governing duration, notification, early release, charges, etc. that currently pertain to impounded vehicles are extended to immobilized vehicles. (Sponsors: Gray L*)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/8 by a 5-0-0-0-0 vote
 - Rules = PFCA on 2/14
 - Passed the Senate on 2/22; Sent to House on 2/22
 - House 1st Read on 2/28; Second Read on 3/1
 - Assigned to the following committees:
 - TRANS = passed (DPA) on 3/3 by a 7-0-0-2-0 vote
 - Rules = C&P on 3/29 by a 8-0-0-1-0 vote
 - Majority and Minority Caucus = Y on 3/29
 - Passed the House on 4/4; Sent to Senate on 4/4
 - Passed the Senate on 5/12; passed the House on 5/13
 - Sent to Governor on 5/13
 - Governor signed on 5/20
- **SB 1321: driver point system; speed violations.** Decreases the points assessed for a violation of reasonable and prudent speed from three points to one point. Amendment: does not apply to commercial driver license holder, speeding at or near a school crossing, speeding near or at an intersection, and excessive speeding. (Sponsors: Verschoor*)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/22 by a 3-1-1-0 vote
 - Rules
 - NO ACTION SINCE FEBRUARY 2005.
 - Bill Died.

- **SB 1324: speed limit; eighty five percent.** –State highways speed limits. The Director of Transportation is required to declare a maximum speed limit that is equal to the speed limit that at least 85% of the vehicles on the highway are traveling. (Sponsors: Verschoor*)
 - Status: Assigned to the following committees:
 - TRANS = held on 2/15; passed on 2/22 by a 3-0-2-0 vote
 - Rules = PFC on 3/14
 - Majority and Minority Caucus = Y on 3/15
 - Failed on 3/23 by a 11-16-3-0 vote

- **SB 1325: overdimensional permit council; rules.** Requires the Overdimensional Permit Council to adopt rules regarding overdimensional vehicle regulation to apply to all local authorities. (Sponsors: Verschoor*)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/8 by a 5-0-0-0 vote
 - Rules = PFC on 2/14
 - Consent Calendar: 2/14
 - Majority and Minority Caucus = Y on 2/15
 - COW Action 1 = Retained on 2/17
 - COW Action 2 = DPA on 2/24
 - Passed the Senate on 3/2; Sent to House on 3/2
 - House 1st Read on 3/8; 2nd Read on 3/9
 - Assigned to the following committees:
 - TRANS = passed (DPA) on 3/31 by a 6-0-1-2-0 vote
 - Rules = C&P on 4/6 by a 6-0-0-3-0 vote
 - Passed the House on 4/12; Sent to Senate on 4/12
 - Majority/Minority Caucus on 4/14
 - Conference committee recommended
 - Passed Senate Final Read on 5/2
 - Passed House Final Read on 5/4
 - Sent to Senate on 5/4
 - Sent to Governor on 5/5
 - Governor signed on 5/11

- **SB 1326: photo enforcement contracts.** Adds a new section 28-629. New and renewal contracts between a local authority and a vendor for photo enforcement cannot contain a provision for compensation based on the number of enforcement citations. (Sponsors: Verschoor*)
 - Status: Assigned to the following committees:
 - TRANS = held on 2/15
 - Rules
 - NO ACTION SINCE FEBRUARY 2005.
 - Bill Died.

- **SB 1328: photo enforcement; process server costs.** If a person is served by mail notice of a traffic complaint for a violation resulting from photo enforcement and within twenty-one days after receiving notice of the complaint the person admits responsibility or guilt and pays the civil penalty or fine, the court shall not transmit an abstract of record of judgment or

conviction for the violation to the department. If a traffic complaint resulted from photo enforcement and if a process server served the complaint to the person charged with the violation, the person charged with the violation shall pay all costs incurred by the state or local authority for using the process server to serve the complaint. (Sponsors: Verschoor*, Downing)

Status: Assigned to the following committees:

- TRANS = Failed on 2/15 by a 2-2-1-0 vote; passed (DPA) on 2/22 by a 4-0-1-0 vote
- Rules = PFC on 2/28
- Majority Caucus = H on 3/8
- Minority Caucus = Y on 3/8
- NO ACTION SINCE MARCH 8, 2005.
- Bill Died.

- **SB 1329: increasing speed limits; highways.** The Director of the Department of Transportation is authorized to set a maximum speed limit on interstate highways of 80 mph (currently 75 mph). Going faster than 95 mph on an interstate which speed limit is 80 mph is classified as excessive speeding. (Sponsors: Verschoor*)

Status: Assigned to the following committees:

- TRANS = DISC/HELD on 2/22
- Rules
- NO ACTION SINCE FEBRUARY 22, 2005.
- Bill Died.

- **SB 1330: vehicle speed limits.** Eliminates the Director of the Department of Transportation's authority to set 75 mph as the maximum speed limit on parts of the interstate highways system in the state is repealed. The Director is given authority to set interstate highway speed limits that are reasonable and safe. (Sponsors: Verschoor*)

Status: Assigned to the following committees:

- TRANS = passed on 2/22 by a 3-0-2-0 vote
- Rules = PFC on 2/28
- Majority and Minority Caucus = Y on 2/28
- Consent Calendar = 2/28
- Passed the Senate on 3/8; Sent to House on 3/9
- House First Read on 3/22; Second Read on 3/23
- Assigned to the following committees:
 - TRANS = held on 3/24; passed on 3/31 by a 4-2-0-3-0 vote
 - Rules = C&P on 4/6 by a 6-0-0-3-0 vote
 - Failed on 4/12 by a 15-44-1-0 vote

- **SB 1413: liquor licenses; ownership; local agreements.** Provides a procedure for the creation of an agreement between spirituous liquor licensees and their local governing body to limit the licensee's activities, provides procedures for the determination of the true owner of a license and makes changes to the requirements for transferring a license. (Sponsors: Huppenthal*)

Status: Assigned to the following committees:

- CED = held on 2/9; passed (DPA) on 2/23 by a 8-0-0-0 vote

- GOV = passed (DPA) on 2/17 by a 7-0-0-0 vote
- Rules = PFC on 2/28
- Majority and Minority Caucus = Y on 3/1
- Passed the Senate on 3/10; Sent to House on 3/10
- House 1st Read on 3/22; 2nd Read on 3/23
- Assigned to the following committees:
 - COM= withdrawn on 3/31
 - CMMA = withdrawn on 3/31
 - GRGFA = DPA/SE on 4/14 by a 5-4-0-0-0
 - Rules = C&P on 4/11 by a 9-0-0-0-0 vote
 - Passed
 - Transmitted to the Governor on 4/28
 - Governor signed on 5/4

- **SB 1420: uninsured drivers; penalties; vehicle impoundment.** Requires a vehicle to be impounded if the driver does not have liability insurance and a valid driver license and is involved in an accident. Increases the civil penalties for failure to provide proof of liability insurance. (Sponsors: Waring*, Bee, Harper, Leff, Martin, Barnes, Boone, Burton Cahill, Hershberger, Meza, Allen C, Arzberger, Bennett, Burns R, Cannell, Chevront, Flake, Gould, Gray L, Hellon, Huppenthal, Jarrett, Johnson, Tibshraeny, Verschoor, Garcia M, Lujan, Mason, McCune Davis, Pearce, Reagan, Stump)

Status: Assigned to the following committees:

- TRANS = passed on 2/8 by a 5-0-0-0 vote
- Rules = PFC on 2/14
- Consent Calendar: 2/14
- Majority and Minority Caucus = Y on 2/15
- COW Action 1 = DP on 2/24
- Passed the Senate on 3/7; Sent to House on 3/7
- House 1st Read on 3/14; Second Read on 3/15
- Assigned to the following committees:
 - TRANS = passed on 3/24 by a 8-0-0-1-0 vote
 - Rules = C&P on 3/29 by a 8-0-0-1-0 vote
 - Majority and Minority Caucus = Y on 3/29
 - Consent Calendar on 3/29
 - Passed
 - Transmitted to the Governor on 4/13
 - Governor signed on 4/18

- **SB 1484: vehicle restraint violations; enforcement.** Allows police officers to stop motorists solely because they are not wearing seat belts. Maximum civil penalty of \$10. (Sponsors: Giffords*, Brotherton, Barnes, Hershberger, Lopez, Prezelski, Cannell, Hale, Mitchell, Bradley, Garcia M)

Status: Assigned to the following committees:

- TRANS
- Rules
- NO ACTION SINCE FEBRUARY.
- Bill Died.

- **SB 1494: defensive driving school; eligibility.** Allows an individual who is issued a citation for a civil traffic moving violation to attend a defensive training driving school. A person who attends a defensive driving school is not eligible to attend a defensive driving school again within 24 months from the day of the last violation for which the person was authorized to attend a defensive driving school. (Sponsors: Gould*, Harper, Verschoor, Groe)
 - Status: Assigned to the following committees:
 - TRANS = to be heard on 2/22 @ 1:30pm in SHR1=Not Heard
 - Rules
 - NO ACTION SINCE FEBRUARY.
 - Bill Died.

- **SB 1503: speed limit enforcement.** Specifies that driving at a speed in excess of the maximum speed limit posted on a state highway is a civil traffic violation. (Sponsors: Verschoor*, Giffords, Chase, Reagan, Harper, Lopez, McComish)
 - Status: Assigned to the following committees:
 - TRANS = passed on 2/15 by a 4-0-1-0 vote
 - Rules = PFC on 2/21
 - Consent Calendar on 2/21
 - Majority and Minority Caucus = Y on 2/22
 - Failed on 3/1 by a 10-19-1-0 vote

*Primary-Primary Sponsor

Committees:

APPROP = Appropriations
 CED = Commerce and Economic Development
 CMMA = Counties, Municipalities and Military Affairs
 COM = Commerce
 FIN = Finance
 GAR = Government Accountability and Reform
 GOV = Government
 GRGFA = Government Reform and Government Finance Accountability
 HEALTH = Health
 JUD = Judiciary
 PIR = Public Institution and Retirement
 RULES = Rules
 TRANS = Transportation
 WM = Ways and Means

Last Updated on 5/16/05
 Last Updated on 5/27/05—Monitoring Ended for this session

Spanish Outreach

Arizona's geographical location makes it a major corridor for business and industrial development, farming, shipping and tourism. Arizona shares nearly 400 miles of border with the country of Mexico. There are over 23 million Mexican citizens a year that travel to the state. In addition, there is an estimated 283,000 undocumented Hispanics living in Arizona that do make up a significant portion of drivers on the roads.

Motor vehicle crashes are the leading cause of death for Hispanics between the ages of 1-34. Arizona is the sixth most heavily Latino populated state in the nation. It is also the third state with the highest percentage of Latinos nationwide with a 25.3 percentage rate. The Hispanic or Latino population in Arizona exceeds the national average of 12.5 percentage rate. The United States Hispanic population is estimated at 24% by the year 2050—Arizona has already surpassed the national estimate. For this reason GOHS is providing its safety messages in Spanish to the Spanish-speaking community.

The primary language among Latinos by generation in the United States is as follows:

- First Generation: 4% English dominant; 24% bilingual; 72% Spanish dominant
- Second Generation: 46% English dominant; 47% bilingual; 7% Spanish dominant
- Third Generation: 78% English dominant; 22% bilingual; 0% Spanish dominant

The older the person is coming to the United States, the less dominant he/she is of the English language. The primary language among foreign-born Latinos by age at immigration to the United States is as follows:







- 10 years of age or younger: 18% English dominant; 72% bilingual; 11% Spanish dominant
- Ages 11-17: 4% English dominant; 31% bilingual; 65% Spanish dominant
- Ages 18-25: 1% English dominant; 15% bilingual; 84% Spanish dominant
- Ages 26+: 2% English dominant; 10% bilingual; 88% Spanish dominant

GOHS understands the importance of reaching the Spanish-speaking community and provides its safety information in English and in Spanish. GOHS is printing its promotional information and education materials in Spanish; participates in fairs (health, educational, etc.) providing information in English and in Spanish; partners with the local Spanish-speaking media to do special events, i.e., car seat events, Public Service Announcements, appearances in their regular scheduled programming; and, the like. GOHS is working closely with Univision and Telemundo, radio and print media in Spanish. GOHS has partnered with Univision and together have held four different car seat installation events. Prior, during and after the car seat installation events, car seat and highway safety information and messages were aired in Univision including prime time. GOHS staff has also been guests in Univision's regularly scheduled "33 A Su Lado" and "Teledía" programming promoting highway safety such as buckling up, drinking and driving, and proper use of child restraints, to the Spanish-speaking community. Univision, Telemundo and radio stations have also been running GOHS' highway safety PSA's in Spanish. GOHS staff also provides interviews in Spanish to Telemundo, Univision and the radio stations including CNN en Español.

GOHS is working towards expanding and maximizing its services to better serve the community of Arizona. GOHS has hired a bilingual Occupant Protection Coordinator, a bilingual Spanish Language Projects Coordinator, a bilingual Spanish media contact, and a bilingual administrative assistant that translates material into Spanish. These individuals have their regular responsibilities but also assist with reaching and educating the Spanish-speaking community in terms of safety issues.

GOHS strongly supports the dissemination of safety education information to the Spanish-speaking community and is taking a lead in the state to provide this information in Spanish via its media resources. Arizona roads and highways will be safer to travel if its residents and visitors are aware of the laws and safety precautions.

Most Heavily Populated States (2000 Census)

	California	10,966,566
	Texas	6,669,666
	New York	2,867,583
	Florida	2,862,715
	Illinois	1,530,262
	Arizona	1,295,617

Source: U.S. Census Bureau web site.



Tucson, Arizona

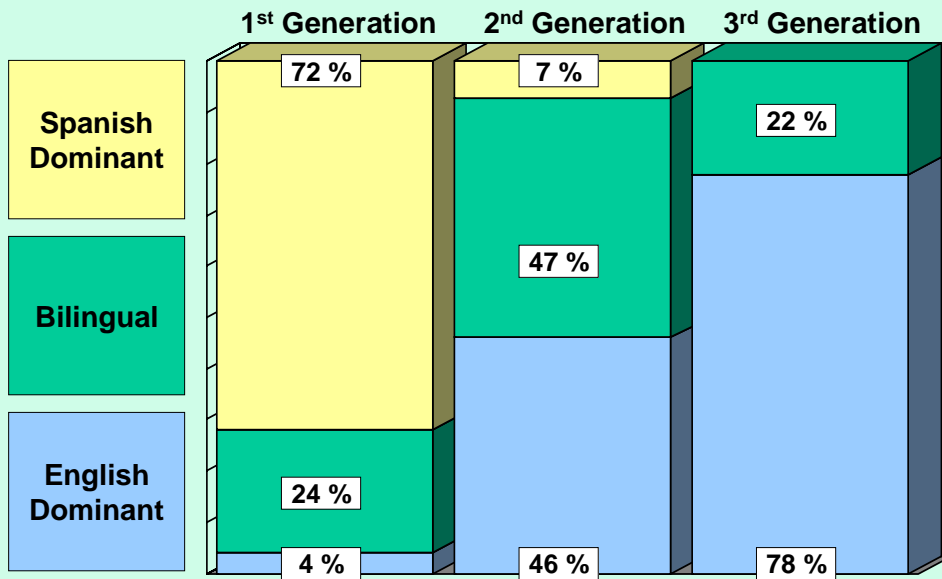
In 2002, when Hispanics made up approximately 12.5 % of the entire U.S. population, Hispanics made up 25.3 % of the population of the state of Arizona.

Pima County has the second largest number of residents of Hispanic ancestry in the state.

The city of Tucson, Arizona has 173,868 residents who are Hispanic (36% of the city's total population), of which 145,234 are of Mexican ancestry (30% of the city's total population and 83 percent of the Hispanic population).

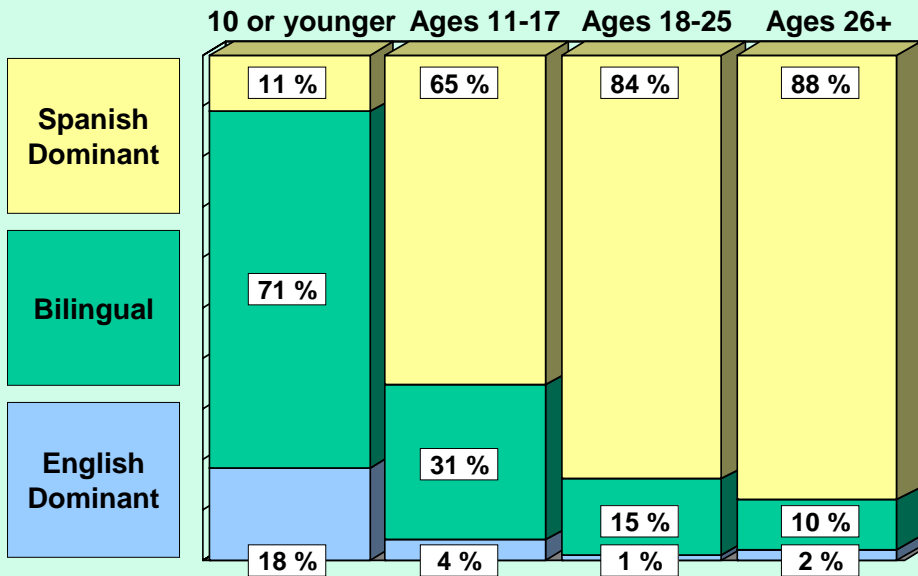
Source: Project Sites. U.S. Census Bureau

Primary Language Among Latinos by Generation in the United States



Source: Pew Hispanic Center/Kaiser Family Foundation National Survey of Latinos, December 2002.

Primary Language Among Foreign-born Latinos, by Age at Immigration to the United States



Source: Pew Hispanic Center/Kaiser Family Foundation National Survey of Latinos, December 2002.