

Cover Page

Project Title Pinal County Sheriff's Speed Enforcement Detail

Total Grant Funding Requested \$184,119.00

Total ERE Percentage 36

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Please upload a cover letter addressed to the Director of the Governor's Office of Highway Safety on agency letterhead. This cover letter **must** be signed by a representative of your agency authorized to commit your agency to conduct the grant should it be approved for funding.

Any proposal received without a cover letter will not be considered for funding by GOHS.

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http://egrants.azgohs.gov/_Upload/19224-2016SpeedLettertoGOHSPDF.pdf

For GOHS Office use only

Total Proposal

Jurisdiction

Select the Type of Jurisdiction:

County

Select the Type of Agency:

Law Enforcement

Fire Department / District

Non-Profit / Other

Select the County Served:

Pinal County

Proposal Summary

Proposal Summary:

Please include a summary of funding requested by program area (Alcohol, Aggressive Driving, Occupant Protection etc...).

Aggressive Driving, Speed Enforcement

The purpose of this grant will be to sustain the diligent speed enforcement efforts that have shown us so much success over the past several years. We intend to deploy additional deputies during peak hours and days of the week to work aggressive speed enforcement in areas that have been identified as problem areas.

This funding will also allow us the opportunity to continue a very successful DETERENCE and EDUCATION program. Additionally, we would use this funding towards our efforts on EDUCATION by providing DUI/Aggressive Driving education information at our local high schools to students and administrators and public events such as the State's Getting Arizona Involved in Neighborhoods (GAIN) event.

We are requesting overtime funding for sustained speed enforcement details. We are also requesting funding to purchase two (2) BMW Police motorcycles fully marked and equipped with emergency lights, siren and digital radio to replace two (2) of our older Honda police motorcycles. We are also requesting the funding to purchase a mobile light trailer to provide additional lighting on collision scenes at night to ensure proper investigations.

PCSO saw a 24% reduction in fatal collisions from 2009 numbers compared to 2008 numbers and a 47% reduction in fatal collision from 2010 numbers compared to 2007 numbers. This reduction has been a direct result of our aggressive speed enforcement, impaired driving enforcement, and public education. Unfortunately, due to the hiring freeze, Pinal County's fatal collisions spiked more than 10% from 2010 to 2015 despite our aggressive approach on speed enforcement. Our speeding citations are currently up 10% thanks for the 2016 GOHS grant funding. Without the funding provided to us by the Arizona Governor's Office of Highway Safety, we would not be able to provide the sustained county wide traffic enforcement and education that the citizens of Pinal County need in order to further reduce collisions. The funding allows deputies to work overtime on their days off so that we can aggressively provide sustained traffic education and enforcement.

Background/Problem:

Provide general characteristics of the agency, including information on population, demographics, and a description of streets and highways in the agency's jurisdiction including road mileage.

Background/Problem

Pinal County is the fastest-growing county in Arizona with over 400,000 residents (Arizona Department of Commerce revised December 4th, 2014), and the second fastest-growing county in the United States between 2000 and 2010, increasing our population by 109 percent. Pinal County attracts a great deal of tourism, as it is a popular destination for winter visitors. According to the Pinal County Visitors Bureau, over 424,178 individuals either visit or call Pinal County their home for the winter months.

In the heart of the Sun Corridor, Pinal County consists of 5,386 square miles which approximates the size of Connecticut. Of the 5,386 square miles: 25% of this is privately-owned land, 11% is Bureau of Land Management, 35% (1,900 sq. miles) is State Trust, 20% is Indian Communities, 2.5% is Parks and Monuments, and 6.5% is National Forest. There are (10) incorporated towns and cities, (16) unincorporated communities, as well as (4) Native American Reservations.

Pinal County has a diverse climate with desert floors and mountain terrain. This also leads to a diverse climate from high heat temperatures in the summer to areas of snow in the winter. Most areas are rural and it is very dark at night.

Pinal County is a spoke in a major transportation hub, just 36 miles from Phoenix and 51 miles from Tucson,

Proposal Summary

Arizona. Two major interstates, Interstate 10 and Interstate 8, run through Pinal County, as well multiple State Routes, including but not limited to: SR 77, SR 79, SR 87, SR 84 and SR 347. In addition to the interstates and highway, Pinal County has numerous other roadways. Pinal County offers travelers over 3,000 miles worth of roadways. Pinal County continues to develop major roadways in the high population density areas like San Tan, Queen Creek, Gold Canyon, and Maricopa.

According to the Arizona Department of Transportation, one of the most common driver's violations related to crashes in 2013 was "speed too fast for conditions". Deputies utilize tools such as Lidar and Radar detectors for enforcement thanks to the Arizona Governor's Office of Highway Safety.

Problem Statement:

What problem is your agency looking to solve with this grant? Provide appropriate data to support funding.

Problem Statement

During 2014, there were 2.12 persons killed each day in Arizona in motor vehicle crashes. This number is representative of one person dying every 11.33 hours. According to ADOT in 2014, the estimated economic loss caused by collisions totaled \$134,915,604 in Pinal County. During 2014, Pinal County had a total of 3,701 collisions, resulting in 38 fatalities and another 1,228 injured.

Pinal County is experiencing financial challenges commensurate with the rest of the country, resulting in budget saving measures, hiring critical positions only for office safety. Furthermore, effective June 12, 2009, Pinal County implemented it's first-ever reduction in force. In 2012, PCSO saw a 30.5% reduction in our operating budget from the fiscal year 2012/2013 budget to fiscal year 2015/2016 operating budget. We were recently advised that our 2016/2017 fiscal year budget could be cut an additional 4.50%. Yet, despite the housing market crash, the County continues to experience an increase in population and the resulting demand for services.

If one applies the UCR standard to Pinal County's current household population estimate of 400,000 residents, PCSO should have approximately 623 sworn Deputies. While seemingly large, the number is consistent with those used in other models and best practices. Unfortunately, and to the disservice of this growing central Arizona community, PCSO only has 207 sworn Deputies. Current staffing levels calculate to 0.3 PCSO sworn Deputies per 1,000 inhabitants. The lack of staffing creates a major safety concern for PCSO, as well as the residents of Pinal County. In addition, this has made it very difficult to conduct proactive traffic enforcement due to calls for service.

As a result of the increasing population and the rate at which the population increase has occurred; Pinal County continues to face severe problems. The number of vehicle-related accidents has increased by over 60% since 2004. PCSO continues to see an addition to an increasing number of impaired and aggressive drivers on the roadway. These problems continue to be magnified by the rise of traffic volume from residents who commute to and from Phoenix and Tucson on roadways that were once sufficient for the low-volume traffic of the rural county.

The continual growth of both residential and commercial areas is quickly shifting Pinal County from a rural to an urban community. This growth continues to place an extensive workload on law enforcement whose call load has increased significantly, therefore taking away the ability to be proactive in the area of traffic enforcement. With the continued support of the AZ Governor's Office of Highway Safety, PSCO can continue to provide the resources to sworn staff that are needed to be proactive in reducing the number of accidents and complaints and provide ongoing public education and enforcement against aggressive and speeding drivers to Pinal County.

Proposal Summary

If you have additional information, please upload:

Attempts to Solve Problem

Attempts to Solve Problem:

Identify past attempts to solve the problem identified in your proposal.

Attempts to solve problem

PCSO has many obstacles relating to attempts to solve the speed related problems plaguing Pinal County. In 2009, a five-Deputy Traffic Unit tasked to handle impaired driving enforcement, speed control, and investigate serious injury and fatal collisions has been created and implemented. With the help of the AZ GOHS, we have added motorcycles and have increased our Traffic Unit to 8 Deputies and 1 Traffic Sergeant. Unfortunately, with the entire county to service, these nine members are unable to significantly reduce the amount of impaired and/or speeding drivers but are working extremely hard attempting this.

PCSO partners with all law enforcement agencies, including: Ak-Chin Tribal Police Department, Apache Junction Police Department, Arizona Department of Public Safety, Casa Grande Police Department, Coolidge Police Department, Eloy Police Department, Florence Police Department, Gila River Tribal Police Department, Kearny Police Department, Mammoth Police Department, Maricopa Police Department, and Superior Police Department.

PCSO recognizes the importance of establishing and maintaining strong working relationships with the community and continues to nurture interagency partnerships. PCSO takes a leadership role in planning, organizing, and implementing the Pinal County Regional DUI Task Force. PCSO also has taken an aggressive stance to try and educate the public through earned media, training and speed enforcement. Sheriff Paul Babeu has made Traffic Enforcement and Education a priority in Pinal County!

PCSO saw a 24% reduction in fatal collisions from 2009 numbers compared to 2008 numbers and a 47% reduction in fatal collisions from 2010 numbers compared to 2007 numbers. This reduction has been a direct result of our aggressive speed enforcement, impaired driving enforcement, and public education. PCSO's Traffic Unit has trained patrol deputies to become more involved in traffic enforcement. Patrol deputies are now enforcing traffic when no calls for service are dispatched. Unfortunately due to the amount of radio calls and minimum staffing, fatal collisions are up by more than 10% from 2010 to 2015 although speeding citations have increased by 10%.

Unfortunately, without the funding provided to us by the Arizona Governor's Office of the Highway Safety we would not be able to provide the sustained county wide traffic enforcement and education that citizens of Pinal County need in order to further reduce collisions. The funding allows deputies to work on their days off so that we can aggressively provide sustained traffic education and enforcement.

 Project Objectives, Methods of Procedure, Performance Measures: Project 1

Title: Project 1

Objectives of the projects in your proposal should follow the SMART method. They should be:

S = Specific**M = Measurable****A = Action-Oriented****R = Realistic****T = Time-Framed****Project Objectives:**

The project objectives should be stated in measurable terms directly related to the identified problem, concise and deal with a specific item, realistic, with a reasonable probability of achievement and related to a specific time frame.

Project Objectives

PCSO is committed to ongoing enforcement to gain voluntary compliance and improve overall safety. PCSO has participated with the Pinal County Regional DUI Task Force to conduct targeted DUI enforcement saturation patrols throughout Pinal County. Task force activities include partnering with various other law enforcement organizations to initiate a multi-agency enforcement approach focusing various resources on DUI issues. PCSO also partners with other law enforcement agencies in Pinal County to conduct speed enforcement details.

- Conduct speed enforcement deployments throughout Pinal County. The details will be planned at a minimum on a monthly basis and will concentrate on speed and aggressive driving. Last year PCSO saw a 10% increase in fatal collisions. This year with the AZ GOHS funding, our goal is reduce it by 10%. This will be accomplished through both monthly enforcement details as listed above and additionally through public education. Public education will be done through earned media, PCSO website updates, and public speaking to students and faculty at our many high schools.
- Reduce the number of speed-related traffic fatalities and injuries by increasing enforcement efforts.
- Plan and implement sustained deployments focused on our highest collision roadways or other special events (such as graduations, Country Thunder and the Pinal County Fair) when the incidence of aggressive driving is high throughout the year.
- Plan for our Motor Officers to speak/teach students at a minimum of 2 High Schools about the Arizona traffic and DUI laws.
- In accordance with currently-established procedures, report all statistics related to speed deployments to the GOHS.

Method of Procedure:

Detail how your agency will solve the problem and meet the objectives you have set.

Method of Procedure

PCSO recognizes the importance of establishing and maintaining strong working relationships with the community and continues to nurture interagency partnerships. With that being said, PCSO continues to make Traffic Enforcement a priority!

Speeding and other dangerous driving behaviors are responsible for thousands of deaths/injuries throughout the country. Typical driving violations include following too close, unsafe/erratic lane changes, excessive speed,

 Project Objectives, Methods of Procedure, Performance Measures: Project 1

and failure to obey traffic control devices (stop signs or traffic signals). To adequately address the issues, a multi-faceted education and enforcement effort along with a public awareness campaign are necessary. The Pinal County Sheriff's Office is committed to on-going enforcement with personnel both on-duty and on overtime.

In order for Pinal County to take a proactive stance on these problems, and expand traffic enforcement and educational campaigns, it is vital that AZ GOHS and Pinal County continue to maintain a positive working relationship. We will comply with the below Project Timeline and report our accomplishments to AZ GOHS on a quarterly basis.

PROJECT TIMELINE**ACTIVITY**

Upon obtaining the Executed Contract from the Arizona Governor's Office of Highway Safety we will have it approved for acceptance by the Pinal County Board of Supervisors. This will be completed within 30 days of award notice.

PCSO will complete a News Release to statewide media indicating that we received the funding from AZ GOHS. PCSO will complete within 30 days of the Pinal County Board of Supervisors approving the acceptance of the award.

PCSO will complete monthly speed enforcement details within Pinal County. We will start within 30 days of the award acceptance. The monthly details will continue through September 2017.

PCSO will complete AZ GOHS Quarterly Reporting. Our reports will be submitted within 30 days following the end of each reporting period. The reports will report all progress completed during the specific reporting period.

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Performance Measures:

Establish measurable goals for your proposal. Example: "To decrease alcohol related fatalities 10% from the 2012 base year average of 250 to 225 by September 30, 2017." "To increase DUI arrests 10% above the 2008 base year average of 5,000 to 5,500 by September 30, 2017."

Your agency should enumerate the objectives of the project in this section. Example: "To participate in 4 DUI Task Forces by September 30, 2017." "To participate in 8 speed enforcement details by September 30, 2017."

Performance measures

1. To decrease speed related fatalities by 10% from the 2015 base year average of 11 to 10 by September 30th, 2017. This will be accomplished by participating in a minimum of 12 speed enforcement forces during this grant cycle. It will also be accomplished through public education and high school presentations.
2. To increase the number of speed citations by 10% from the 2015 base year average of 3,516 to 3,551 by September 30th, 2017. This will be accomplished by participating in a minimum of 12 Speed Enforcement Details during this grant cycle.
3. To increase our seat belt/child safety seat citations by 10% from the 2015 base year average of 139 to 155 by September 30th, 2017. This will be accomplished by participating in both DUI Task Force and Speed Enforcement Details.
4. To participate in a minimum of 12 monthly speed enforcement details by 09/30/2017.

Traffic Data Summary - Law Enforcement

Please include the following traffic data to support the identified problem in your proposal:

Description	(If Available)		
	2015	2014	2013
Sober Designated Drivers Contacted	103	186	373
TOTAL DUI ARRESTS	426	458	599
Aggravated DUI Arrests	54	112	94
Misdemeanor DUI Arrests	372	346	505
Extreme DUI Arrests (.15+)	70	58	93
DUI-Drug Arrests			
DRE Evaluations	20	140	127
Under 21 DUI Arrests	29	12	16
Minor Consumption / Possession Arrests	56	53	164
TOTAL AGENCY CITATIONS	7419	8222	8934
Criminal Speed Citations	133	913	5
Aggressive Driving Citations	5	1	0
Civil Speed Citations	3516	3426	8424
Other Citations(Except Speed)	3903	4796	0
Child Restraint Citations	68	56	82
Seat Belt Citations	71	39	52

Total Estimated Cost

Budget Item	Amount	
Personnel Services	\$73,529	
Employee Related Expenses	\$26,471	36%
Professional and Outside Services	\$0	
Travel In-State	\$0	
Travel Out-of-State	\$0	
Materials and Supplies	\$0	
Capital Outlay	\$84,119	
Total Estimated Cost	\$184,119	