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Project Title MPD Speed and Traffic Enforcement

Total Grant Funding Requested \$54,178.00

Total ERE Percentage 11

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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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Total Proposal

Jurisdiction

Select the Type of Jurisdiction:

City

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...).

Maricopa Police Department is seeking funds for overtime and equipment for traffic/speed enforcement. MPD is requesting 50 hours of overtime. The OT is estimated at \$2,863 (\$57.25 * 50 hrs). The ERE is estimated at 11% of \$2,863. The other funds being requested are for equipment needs: 4 LIDARs, 4 Golden Eagle II Dual Antennas, and 1 Police Motorcycle. The LIDARs are estimated to cost \$3,500/per unit. The Golden Eagle II Dual Antenna is estimated to cost \$2,500/unit. The quote received for the Police Motorcycle has an estimated cost of \$32,000 with MPD requesting \$27,000 of that through this proposal.

The funding requests from the Maricopa Police Department meet the Police Traffic Services/Speed Control Programs funded through the Governor's Office of Highway Safety. MPD continues to focus on traffic laws. In 2015, 778 speeding and 121 citations for failure to stop for a red light were issued. The Governor's Office grants in Maricopa have been an effective means to increase traffic enforcement measures. MPD requests speed measuring devices and software/hardware through this grant to increase its effectiveness in issuing citations timely and accurate.

According to the National Highway Traffic Safety Administration and a study completed of municipal speed enforcement programs reported traffic enforcement stops conducted during the study resulted in more than 2,000 arrests for offenses ranging from assault to misdemeanor and felony warrants. Municipal speed enforcement programs can have positive effects on public opinion, traffic safety, and crime. The benefits obtained during the current study include:

- Increasing public awareness and support for the special law enforcement programs.
- Reducing the incidence of speeding and speed related crashes.
- Apprehending individuals who were wanted for outstanding warrants, or who were observed conducting illegal activity, as a consequence of routine traffic enforcement stops.
- Deterring individuals from committing crimes in the vicinity of the enforcement effort.

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.

The City of Maricopa is located in central Arizona within Pinal County, 35 miles south of Phoenix and 20 miles northwest of Casa Grande. The climate varies between 66 and 100 degrees, with low humidity and 90% sunshine. The City is on flat terrain in the Sonoran Desert with native vegetation of the Colorado scrub. A labor study completed by the Economic Development Department in 2009 shows the average household in Maricopa is 2.7 persons with more than 75% having a household income of \$50,000 or higher. Nearly 48.7% of residents have a bachelor's or graduate degree. 2010 Census lists the largest minority groups as Hispanic at 24.7% then 9.7% African Americans, 4.1% Asian and 1.9% Native Americans. Families make up 73% of households in Maricopa City. Within these families, 2,839 students are enrolled at the six (6) through twelve (12) grade levels. 31.7% of the population is under the age of 19, which is more than 50% higher than the State.

The City of Maricopa incorporated in 2003 due to a surge of development, primarily housing, from the year 2000 on. Maricopa's population has grown from 1040 to over 43,000 in 2010. This growth has effectively transformed the area from an agricultural area to a city environment. Maricopa owns and maintains 517 miles of roads. The majority of trips are made on 2 highways and a series of section line roads. The primary road within City limits is John Wayne Parkway (SR347), a 4 lane ADOT maintained road, traversing Maricopa in a

Proposal Summary

north-south alignment. Other major roads include Maricopa-Casa Grande Highway, & SR 238. This rapid change had presented a number of strategic and logistical challenges, which the City had addressed admirably. Some of those challenges include how to effectively deal with a mounting increase in traffic volume, which logically brings with it increases in traffic congestion and traffic violations (including impaired driving and speed related offenses). Traffic counts shows SR 347 experiences 50,000 trips per day. Prior to July 2007, traffic enforcement in Maricopa was handled by Pinal County Sheriff's Office (PCSO). The rapid growth of the area, however, overwhelmed the amount of law enforcement resources that PCSO had dedicated to the area and the decision was made to form a city police department.

The Maricopa Police Department (MPD) began taking calls for service on July 1, 2007. The staffing at this point included a Chief, Assistant Chief, four sergeants, one detective, eight patrol officers and two traffic officers. The Department grew rapidly and began covering swing shift on October 1, 2007, and graveyard shift on Jan 1, 2008. Currently the Department has 66 sworn employees.

Problem Statement:

What problem is your agency looking to solve with this grant? Provide appropriate data to support funding. Speeding and excessive speed increases the likelihood of crashing and the risk of severe injury in a crash. The National Safety Council reported speed is involved in about one out of three fatal crashes. It is the third leading contributing factor to traffic crashes. Vehicle accidents are the leading cause of death for teens in the United States. The same vehicle accidents (teenage driver) account for 36% of all deaths in this age group according to the Centers for Disease Control. Each year over 5,000 teens (age 16 to 20) die due to fatal injuries caused in car accidents. About 400,000 drivers (age 16 to 20) will be seriously injured. For each mile driven, teen drivers (ages 16 to 19) are about four times more likely than other drivers to crash. With 31% of the City of Maricopa's population being under the age of 19, it is a major priority for MPD to ensure the safety of those individuals. In 2015 the Maricopa Police Department issued 778 traffic citations, had 0 speed related fatalities and 28 speed related injuries. With the addition of the equipment and OT requested, MPD intends to improve the safety of the community especially the teenage driver that are so vulnerable.

The Maricopa Police Department previously had a dedicated traffic unit. However, due to attrition of officers, restructuring of the department and an internal audit, the traffic unit has been absorbed into patrol to meet the needs of the department. All enforcement activities must be done in a patrol function or through special details when monies are available. This makes the task of monitoring speed and traffic that much more difficult for MPD.

According to FBI statistics on state law enforcement agencies, the average staffing level for Arizona law enforcement agencies (in 2007) was 1.8 officers per 1000 population. The estimate for Maricopa's population per the 2010 census was 43,482 residents. Using the average staffing level as a baseline, Maricopa Police Department should be staffed with 78 sworn officers, rather than the 66 currently employed. These figures indicate the Department should increase its staffing levels by 18% or 12 officers. With MPD's staffing at a level lower than recommended, MPD is looking at technology to improve its ability to enforce speed and traffic laws. Currently, MPD has 11 operable RADAR units. The additional LIDARs, Golden Eagle II Dual Antennas, and motorcycle will help meet the needs of MPD. The expansion of technology deployment in the MPD fleet that the additional units will provide is vital in improving the safety of the community. Without the proper equipment, MPD is limited in its means to protect the public when it comes to motorists, pedestrian and bicycle users in the community. Traffic safety is a growing concern for MPD with the population continuing to grow. This is especially true when speeding continues to be a challenge to address with its limited resources.

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.

The following actions have been undertaken to help department efficiency and effectiveness with traffic enforcement:

- MPD continuously works with the traffic engineer to analyze and evaluate traffic control devices, to help detect areas needing improvement.
- In 2011 MPD worked with the City's Transit Coordinator and School District, to improve traffic flow and traffic patterns around schools. Several changes were implemented successfully.
- MPD received a grant from Target and Blue to start up a small Bike Patrol Unit in fall 2012 allowing some traffic enforcement in school zones and monitoring in park areas for drug and alcohol use by minors.
- In 2012, the officer assigned to the Traffic Unit previously assigned to an unmarked aggressive driver vehicle was moved back to a motorcycle, allowing more time to effectively perform traffic enforcement in school zones. This allowed MPD to open the unmarked aggressive driver vehicle up to officers assigned to Patrol squads, so the vehicle could be used on all shifts.
- Overtime funding previously from GOHS for speed and red light running has allowed officers to dedicate more time to traffic enforcement duties.
- MPD actively participates in the Pinal County Regional DUI Task Force.
- Distribute handheld radars and lidars to officers causing additional wear and tear on unities shortening the equipment's lifespan.
- In 2009 discussions took place in regard to reducing the amount of data required of officers to be entered for civil traffic ticket. Procedural changes arising from this discussion cut the time needed to enter ticket data.
- Ticket data entry into Spillman has primarily been taken over by volunteers. Only tickets related to an actual report are entered by officers.
- Maricopa Police Department was awarded a grant by the Department of Homeland Security for the Spillman Field Reporting Module for 55 Officers which includes scanners. These scanners are currently being implemented into the field scan the bar codes and pre-fill forms to ensure data integrity.

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.

The goals of the Maricopa Police Department are to: improve the ability of officers to enforce speed and traffic regulations specifically targeting those violations that increase the likelihood of collisions and their resultant injuries; effectively engage in DUI enforcement; and to efficiently and accurately issue citations.

The first objective is to utilize overtime to provide officers more opportunities to undertake selective traffic enforcement details that target dangerous traffic violations and utilize LIDARs and mounted RADAR units. (e.g.: speeding, red light running, stop sign violations).

The second objective is to utilize overtime to effectively and efficiency engage with DUI Enforcement activities to increase the ability of MPD to monitor motorists to not only gauge speed and traffic violations, but to remove more impaired drivers off the road.

The third objective is increase the efficiency and effectiveness of MPD to issue citations through the use of improved technologies.

Method of Procedure:

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

Develop selective traffic enforcement projects that will provide highly visible patrols within the community.

Provide training to officers on the efficient use of LIDARs and Golden Eagle II Dual Antennas to increase their ability to detect speed violations.

Develop comprehensive community traffic safety prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, focusing specific attention to those who engage in high risk behaviors.

Develop public information and educational campaigns to raise awareness specific to Arizona's goals and objectives in reducing fatalities and collisions.

To work closely with community based organizations, community coalitions to promote traffic safety programs and anti-substance abuse initiatives at both neighborhood and community level.

Participate in multi-agency task forces, specifically the statewide Arizona DUI Task Forces.

Performance Measures:

Establish measurable goals for your proposal. Example: "To decrease alcohol related fatalities 10% from the

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

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.”

By September 30, 2017, work a minimum of 10 directed traffic enforcement overtime shifts, with a primary focus on speed and/or red light running violations. An overtime shift will consist of one officer working a minimum of 4 hours of directed enforcement. Grant statistic sheets will be completed for each of the shifts works

By September 30, 2017, increase or maintain speed citations by 10% from the 2015 calendar base year total of 778. By September 30, 2017, reduce or maintain the total number of injury related collisions by 10% from calendar year 2015 of 28.

By September 30, 2017, provide educational materials to the residents and visitors of Maricopa through various forms to include brochures, earned media and local cable access channel information as measured by number and types of materials distributed.

By September 30, 2017, provide educational materials to the residents and visitors of Maricopa through various forms to include brochures, earned media and local cable access channel information as measured by number and types of materials distributed.

By November 30, 2016 procure and deploy the BMW R1200 Police Motorcycle.

Traffic Data Summary - Law Enforcement

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

| Description | (If Available) | 2014 | 2013 |
|--|----------------|-------------|-------------|
| | 2015 | | |
| Sober Designated Drivers Contacted | | 10 | 128 |
| TOTAL DUI ARRESTS | 0 | 150 | 179 |
| Aggravated DUI Arrests | | 32 | 37 |
| Misdemeanor DUI Arrests | | 118 | 142 |
| Extreme DUI Arrests (.15+) | | 50 | 82 |
| DUI-Drug Arrests | | 31 | 29 |
| DRE Evaluations | | 32 | 32 |
| Under 21 DUI Arrests | | 4 | 8 |
| Minor Consumption / Possession Arrests | | 112 | 96 |
| TOTAL AGENCY CITATIONS | | 3530 | 3327 |
| Criminal Speed Citations | | 9 | 54 |
| Aggressive Driving Citations | | 2 | 13 |
| Civil Speed Citations | | 1039 | 1158 |
| Other Citations(Except Speed) | | 2480 | 1945 |
| Child Restraint Citations | | 36 | 19 |
| Seat Belt Citations | | 34 | 43 |

Personnel Services

Description

Overtime is being requested to support the additional shifts and details under the Speed and Traffic Enforcement proposal. The amount being requested is estimated by taking the Lead Sergeant's OT rate (\$57.25) times 50 hours.

Overtime: $\$57.25 * 50 = \$2,863$

The ERE estimate is composed of Social Security (6.20%), Medicare (1.45%) and Workers Compensation (3.35%).

ERE: $6.20\% + 1.45\% + 3.35\% = 11.00\%$

ERE Total: $11.00\% * \$2,863 = \315

Total Request = OT (\$2,863) + ERE (\$315) = \$3,178

Personnel Services:

Employee Related Expenses:

| Description | Requested Amount | ERE % | ERE Amount | Overtime Amount |
|--|------------------|-------|--------------|-----------------|
| Officer OT - Speed and Traffic Enforcement | \$3,178 | 11% | \$315 | \$2,863 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| | | % | \$0 | \$0 |
| Total: | \$3,178 | | \$315 | \$2,863 |

Professional and Outside Services

Description
No Request for Professional and Outside Services Costs

| Description | Amount |
|-------------|--------|
|-------------|--------|

Total \$0

Travel

Description

No Request for Travel Costs

Travel In-State:

| Description | Transportation | Lodging | Per Diem | Misc | Amount |
|---------------|----------------|---------|----------|------|------------|
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| Total: | | | | | \$0 |

Travel Out-of-State:

| Description | Transportation | Lodging | Per Diem | Misc | Amount |
|---------------|----------------|---------|----------|------|------------|
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| Total: | | | | | \$0 |

Materials and Supplies

Description

No Request for Materials and Supplies Costs.

| Description | Quantity | Price Per Unit | Tax | Shipping | Amount |
|-------------|--------------|----------------|-----|----------|------------|
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | | | | | \$0 |
| | Total | | | | \$0 |

Total Estimated Cost

| Budget Item | Amount | |
|-----------------------------------|-----------------|-----|
| Personnel Services | \$2,863 | |
| Employee Related Expenses | \$315 | 11% |
| Professional and Outside Services | \$0 | |
| Travel In-State | \$0 | |
| Travel Out-of-State | \$0 | |
| Materials and Supplies | \$0 | |
| Capital Outlay | \$51,000 | |
| Total Estimated Cost | \$54,178 | |