

# Arizona Highway Safety Improvement Program (HSIP) Funding Opportunities

**Mona Aglan-Swick, P.E.**

ADOT Traffic Safety Section

August 9, 2023

# Agenda

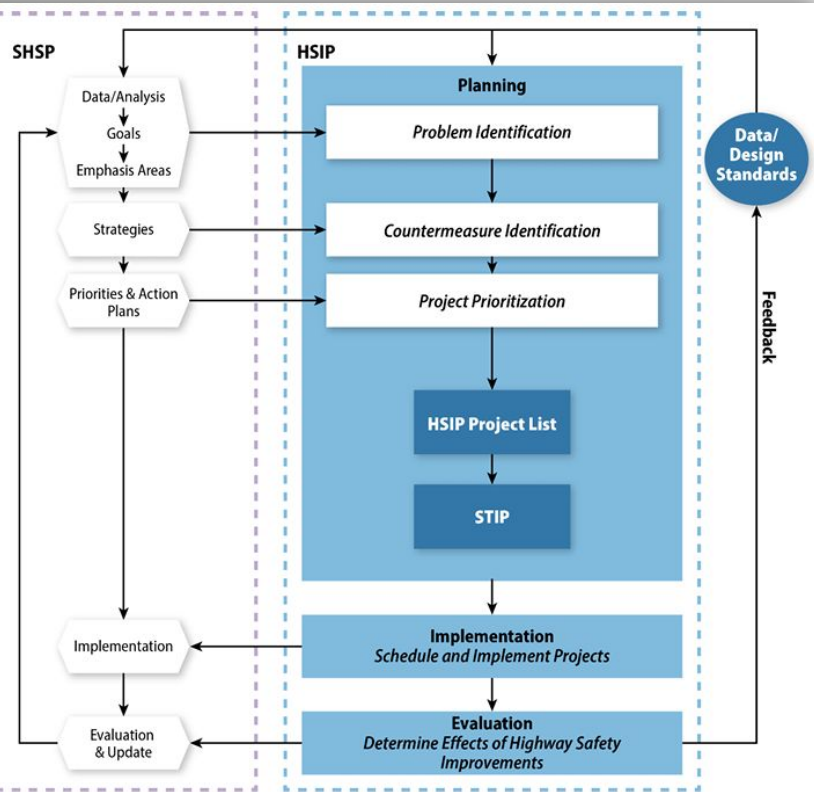
- Safety Planning and Programming
- Arizona HSIP Program Overview
- HSIP Selection Process in the Past, Present and Future

# Highway Safety Improvement Program (HSIP)

Federal-aid program with the purpose to achieve a significant reduction in **traffic fatalities and serious injuries** on all public roads, including non-State-owned roads and roads on tribal land.

- **The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.**

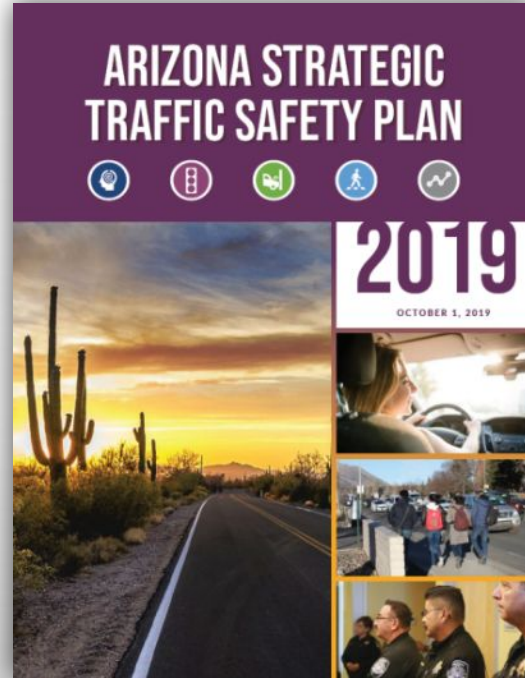
## Arizona HSIP Key Features



- Data Driven Safety Program
- Spot Improvement or Systemic
- Countermeasures must address fatal and serious injury crashes
- ALL public roads
- When an eligible project uses funds from a program apportioned under 23 U.S.C. 104 and that project is located within the boundaries of an Indian reservation, national park, or national monument, the Federal share may be 100%.

## Arizona Strategic Highway Safety Plan (SHSP)

- Sets the priorities for the state
- Includes five emphasis areas:
  - Pedestrian
  - Lane Departure
  - Intersection
  - Crash Data
  - Behavior Related



### HIGHWAY SAFETY (BEHAVIOR-RELATED)

This emphasis area relates to crashes involving speeding/reckless driving, impaired driving, distracted driving, pedestrians, lack of restraint use, and/or motorcycles. In Arizona, for the 2016-2018 period, nearly 33% of all traffic fatalities involved an impaired driver. Safety devices (helmets, seatbelts) were not used in nearly 32% of all traffic fatalities.

### INTERSECTIONS

In the United States, one-quarter of traffic fatalities and roughly half of all traffic injuries involved intersections. In Arizona, nearly 28% of all traffic fatalities, and 44% of serious injuries occurred at intersections.

### LANE DEPARTURE

A lane-departure crash is defined as a crash that occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way. In Arizona, 65% of all traffic fatalities involved lane departure.

### PEDESTRIANS

Nationally, each year, pedestrian fatalities are 16% of all traffic fatalities with approximately 5,000 pedestrian deaths. In Arizona, pedestrian fatalities are 22% of all traffic fatalities. For 2016-2018, an average of 221 pedestrians per year were killed when struck by a motor vehicle.

### SAFETY-RELATED DATA

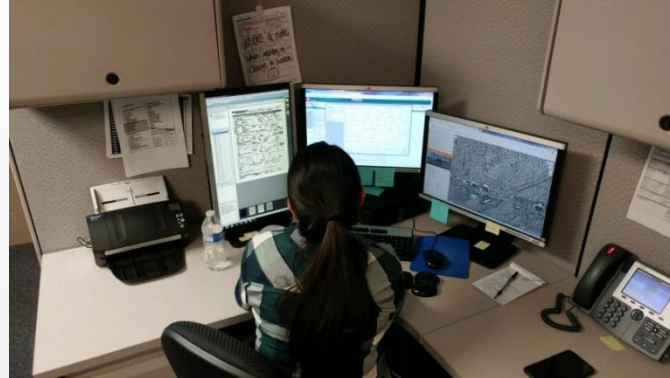
This emphasis area relates to improved safety data availability, timeliness, accuracy, and analytical processes. A primary focus is on improving processes for local agencies to submit crash data to ADOT.

# Road Safety Assessment (RSA)

- RSAs performed on crash hotspots throughout the system
- RSA teams:
  - Investigate problem
  - Develop solutions
  - Recommend countermeasures
  - Develop preliminary cost estimates for countermeasures



**ARIZONA  
MOTOR VEHICLE CRASH FACTS  
2021**



- Crash Reports
- Crash Facts
- Fatality Analysis Reporting System (FARS)

← RESEARCH & DATA

## Fatality Analysis Reporting System (FARS)

Share: [f](#) [t](#) [in](#) [✉](#)

### Detailing the Factors Behind Traffic Fatalities on our Roads

FARS is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes.

### How to Access FARS Data

Create your own fatality data run online by using the FARS Query System. Or download all FARS data from 1975 to present from the FTP Site.

- [Run a Query Using the FARS Web-Based Encyclopedia](#)
- [2010 FARS/NASS GES Standardization – Posted 12/8/2011](#)
- [FARS and GES Auxiliary Datasets Q & A – Posted 9/9/2010](#) These files will complement the standard FARS and GES files by providing new variables that have been derived from all the commonly used NCSA analytical data classifications (e.g. speeding related, race and ethnicity, etc).
- [FARS Manuals and Documentation](#)
- [Download Raw Data From FTP Site](#)
- [Trucks in Fatal Accidents \(TIFA\) and Buses in Fatal Accidents \(BIFA\)](#) The TIFA database contain records for all the medium and heavy trucks that were involved in fatal traffic crashes in the 50 states and District of Columbia. The BIFA database was similarly created for buses in fatal crashes.



ARIZONA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION SYSTEMS MANAGEMENT AND  
 OPERATIONS (TSMO) DIVISION  
 OPERATIONAL AND SAFETY GROUP  
 TRAFFIC SAFETY

2021 NETWORK SCREENING  
 OPERATIONAL STUDY REPORT

September 2022

## Annual Network Screening

Frequency analysis (hot spot) of high fatal & serious injury crash locations (SHS and Local)

- Most recent five years of data

Arizona Department of Transportation Traffic Safety Section Network Screening Pedestrian Crash Type - SHS Intersections														
Crash Type 5: Pedestrian Network: SHS				Period: 2016-2020				Query Date: 11/16/2021						
Intersections														
#	On Road / Milepost	Intersecting Street / MP	Traffic Control	ADOT District	DPS District	FHWA Region	ADOT Traffic Region	Severity - Pedestrian Crashes Only					Total Crashes	Comments
								K+A Total	Fatal (K)	Serious (A)	Minor/Poss (B/C)	PDO (O)		
1	SR-260 (MP 208.78)	Western Dr	Signalized	Northcentral	District 12	A-1	Northern	2	2	0	0	0	2	
2	SR-260 (MP 252.12)	Goodnow Rd	1-way stop	Northcentral	District 11	A-1	Northern	2	1	1	0	0	2	
3	SR-89A (MP 372.45)	Mountain Shadows Dr / Northview Rd	Signalized	Northcentral	District 12	A-1	Northern	2	0	2	0	0	2	
4	I-17 NB Frontage Rd (MP 202.41)	Osborn Rd	1-way stop	Central	Metro Central	A-4	Central	2	0	2	0	0	2	
5	I-17 NB Frontage Rd (MP 202.91)	Indian School Rd	Signalized	Central	Metro Central	A-4	Central	2	0	2	0	0	2	
6	I-10 EB on Ramp / Frontage Rd (MP 139.64)	51st Ave	Signalized	Central	Metro Central	A-4	Central	2	0	2	0	0	2	

**Notes:**  
 1) 2017 Arizona Traffic Crash Manual Definition only without intersection related check box. Any crash within 150 feet of the intersection irrespective of if the intersection related box was checked or not on the report.

Access limited to state, regional and local agencies and consultants



## CRASH MODIFICATION FACTORS CLEARINGHOUSE

ABOUT THE CLEARINGHOUSE | USING CMFs | DEVELOPING CMFs | ADDITIONAL RESOURCES

The **Crash Modification Factors Clearinghouse** provides a searchable database of CMFs along with guidance and resources on using CMFs in road safety practice.

 FREQUENT SEARCHES: [ROUNDBABOUT](#) | [SIGNAL](#) | [PEDESTRIAN](#) | [COMPLETE STREETS](#) | [TSMO](#) | [BROWSE ALL](#)


### WHAT ARE CMFs?

A crash modification factor (CMF) is used to compute the expected number of crashes after implementing a countermeasure on a road or intersection.

[LEARN MORE](#)


### NEWSLETTER

Hot off the press! The CMF Clearinghouse Update: Winter 2021 newsletter is now available. Read for the latest on the Clearinghouse's additions and activities.

[READ NOW](#)


### UPDATED RATINGS

The CMF Clearinghouse transitioned to the CMF rating criteria developed as part of the NCHRP 17-72 project for the 2nd edition of the Highway Safety Manual on February 15, 2021.

[LEARN MORE](#)

### RECEIVE THE QUARTERLY EMAIL NEWSLETTER






CMFs were last added to the clearinghouse on November 9, 2021.

# Crash Modification Factor (CMF) Clearinghouse

Up to date listing of traffic safety research by countermeasure

- Includes CMF and links to studies
- Study ratings

<https://www.cmfclearinghouse.org/>

# FHWA's Proven Safety Countermeasures

OFFICE OF SAFETY  
**Proven Safety Countermeasures**

**Pedestrian Hybrid Beacons**  
 The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian begins to cross the street outside the crosswalk to activate the beacon, which then flashes or yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop, and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.

**Safety Benefits:**  
**55%** reduction in pedestrian crashes?  
**29%** reduction in total and serious injury crashes?  
**15%** reduction in total and serious injury crashes.<sup>1</sup>

Pedestrian Hybrid Beacons installed on an urban street. Source: FHWA.

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/files/1092/0417/11844.pdf>.

1. National Center for Statistics and Analysis. (2003). *Manual of Traffic Signs and Signals*. Washington, DC: Federal Highway Administration.  
 2. Chen et al. (2012) *Effectiveness of Pedestrian Hybrid Beacons*. Department of Civil/Mechanical Engineering, MIT.  
 3. Chen et al. (2011) *Effectiveness of Pedestrian Hybrid Beacons*. Department of Civil/Mechanical Engineering, MIT.  
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OFFICE OF SAFETY  
**Proven Safety Countermeasures**

**Longitudinal Rumble Strips and Stripes**  
 Longitudinal rumble strips are raised or recessed elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane. They can be installed on the shoulder, edge line, or at or near the center line of an undivided roadway.

**Rumble stripes** are edge line or center line rumble stripes where the pavement marking is placed over the rumble strip. This can increase the visibility and durability of the pavement marking during wet, nighttime conditions, and can improve the durability of the marking on roads with snowplowing operations.

**Safety Benefits:**  
**Center Line Rumble Strips**  
**44-64%** reduction in head-on fatal and injury crashes on two-lane rural roads.<sup>1</sup>  
**Shoulder Rumble Strips**  
**13-51%** reduction in single vehicle, run-off-road fatal and injury crashes on two-lane rural roads.<sup>2</sup>

With roadway departure crashes accounting for more than half of the total roadway crashes annually in the United States, rumble strips and stripes are designed to address these crashes by alerting distracted, drowsy, or otherwise inattentive drivers who drift from their lane. They are most effective when deployed systematically. Transportation agencies should consider mixed center line rumble strips (including in passing zone strips) and mixed edge line or shoulder rumble strips with bicycle gaps for systemic safety projects, location-specific, corridor safety improvements, as well as reconstruction or resurfacing projects.

**Considerations**

- Rumble strips are relatively low-cost, and economic analysis have indicated benefit/cost ratios that exceed 100.<sup>3</sup>
- While rumble strips cannot be placed due to noise concerns, agencies may consider a design using an oscillating sine wave pattern (also known as "rumble strips") that reduces noise outside of the vehicle. However, the safety benefits of this design need more study.<sup>4</sup>

Shoulder rumble strips and center line rumble stripes are installed on the roadway. Source: Minnesota DOT.

Example of an edge line rumble strip. Source: Minnesota DOT.

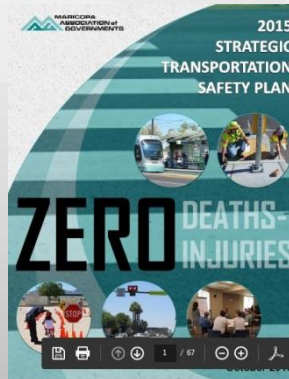
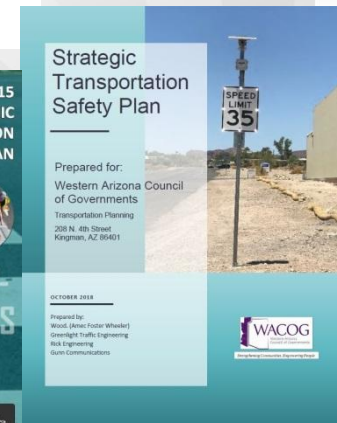
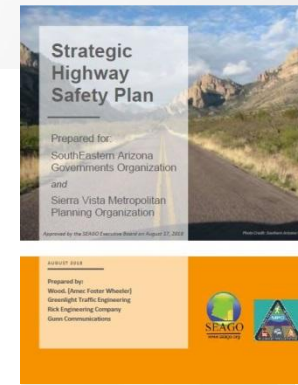
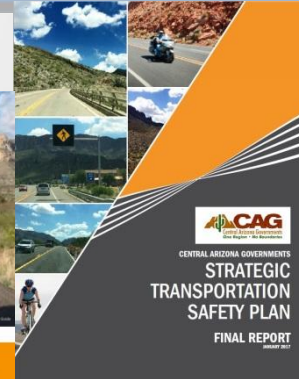
For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/files/1092/0417/11844.pdf>.

1. Thomas, S. and McMillin, R. *Decision Support Guide for the Installation of Shoulder and Center Line Rumble Strips on Rural Roadways*. Washington State Department of Transportation, 2010.  
 2. Bureau of Transportation Statistics. *Transportation Statistics Annual Report 2012*. Washington, DC: Bureau of Transportation Statistics, 2013.  
 3. Chen et al. (2011) *Effectiveness of Pedestrian Hybrid Beacons*. Department of Civil/Mechanical Engineering, MIT.  
 4. Chen et al. (2011) *Effectiveness of Pedestrian Hybrid Beacons*. Department of Civil/Mechanical Engineering, MIT.

- 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries
- Designed for all road users and all kinds of roads

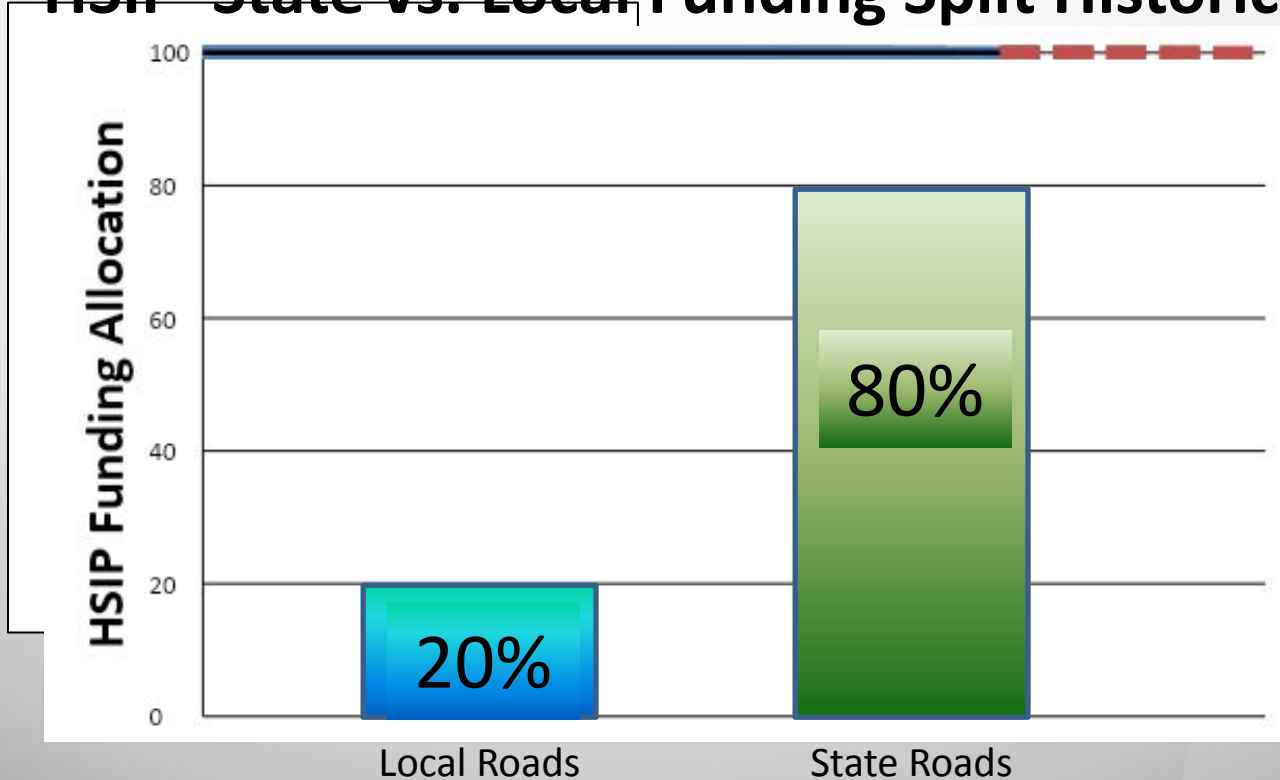
<https://highways.dot.gov/safety/proven-safety-countermeasures>

# Regional Transportation Safety Plan



Local Agency	Started	Completed	Cost estimate
CAG	2014	2016	\$340,000.00
PAG	2013	2016	\$475,750.00
City of Avondale	2015	2016	\$150,000.00
SCMPO	2014	2016	\$324,000.00
LHMPO	2014	2017	\$318,150.00
NACOG/ CYMPO/FMPO	2017	2018	\$668,760.00
WACOG	2015	2018	\$432,800.00
SEAGO/ SVMPO	2015	2018	\$350,000.00
Pinal County	2017	2019	\$222,659.00
YMPO	2014	2016	\$318,134.00
NACOG/ CYMPO/FMPO	2023	On Going	\$400,000.00
WACOG	2023	On Going	\$359,967.00
Pinal County/SCMPO	2023	On Going	\$325,499.00
SEAGO/ SVMPO	2023	On Going	\$424,178.00
<b>Total</b>			<b>\$5,109,897.00</b>

## HSIP State vs. Local Funding Split Historical



# Past Issues with 80/20 Split

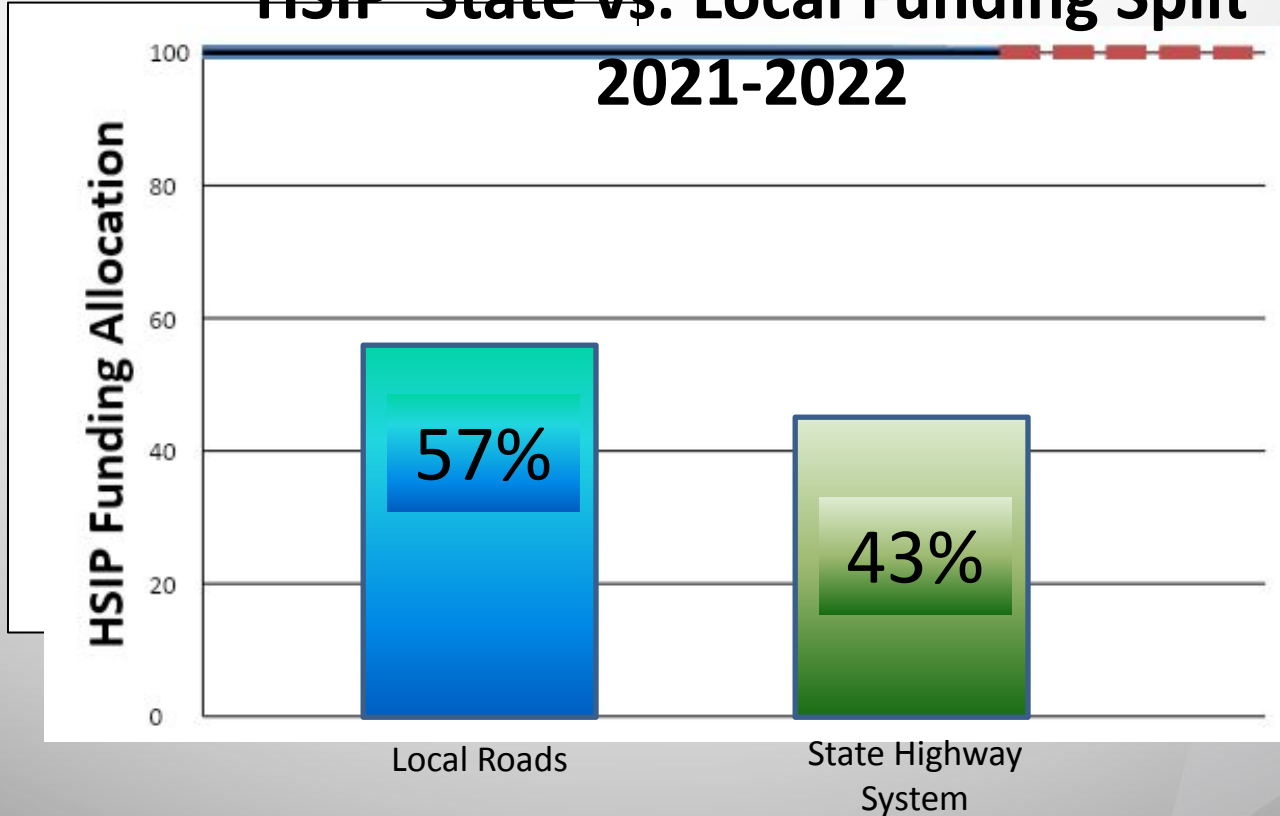
- Placed the burden to identify potential HSIP projects and to assemble the HSIP applications on MPOs and COGs
- Limited the size and scope of projects because of the small amount of yearly allocation
- Encouraged MPOs and COGs to find creative measures to “loan” their appropriation to other MPOs and COGs in order to not lose those funds and accumulate larger appropriations in out years
- Lack of personnel resources at the local level to evaluate crash data and prepare HSIP applications

# Current Practices

- In 2017, the 80/20 split was eliminated and all agencies, both local and State, applied for the available FY 19 and FY 20 HSIP funding.
- Utilizing HSIP funds, most MPOs and COGs contracted with a consultant who prepared a local Strategic Transportation Safety Plan (STSP) based on their crash data.
- Based on the STSP, the consultant then identified potential HSIP projects and prepared the HSIP applications for the local agencies to submit.
- Eligible projects are ranked by Benefit to Cost (B/C) ratio for funding availability.

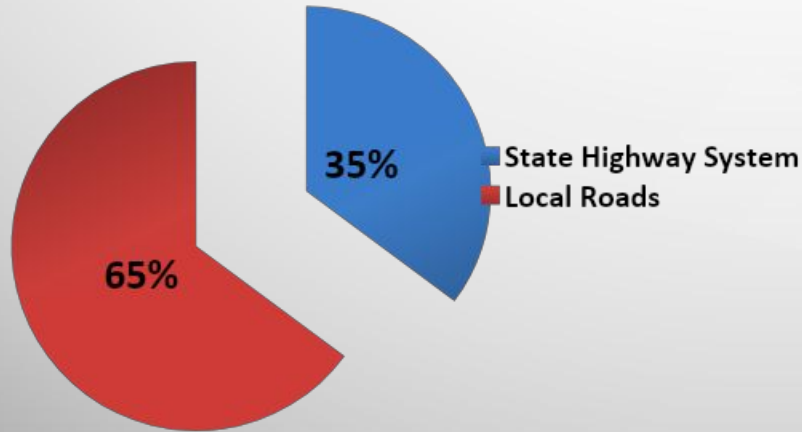
# HSIP State vs. Local Funding Split

2021-2022

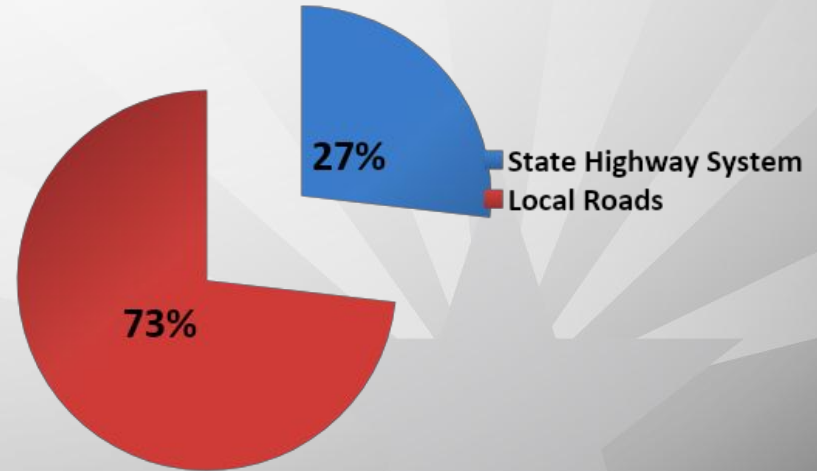


# Fatal/Serious Injury Crashes State vs. Local (2018-2022)

Fatal Crashes



Suspected Serious Injury Crashes





# Infrastructure Investment and Jobs Act (IIJA) Impact on HSIP Apportionment FY 24 – FY26

Under IIJA Highway Safety Improvement Program (HSIP) funding increased and expanded

- Increased from **\$44 million to \$57 million** per year
  - ADOT further increased funding to \$62 million/year
- Expanded to allow funding for education and enforcement programs

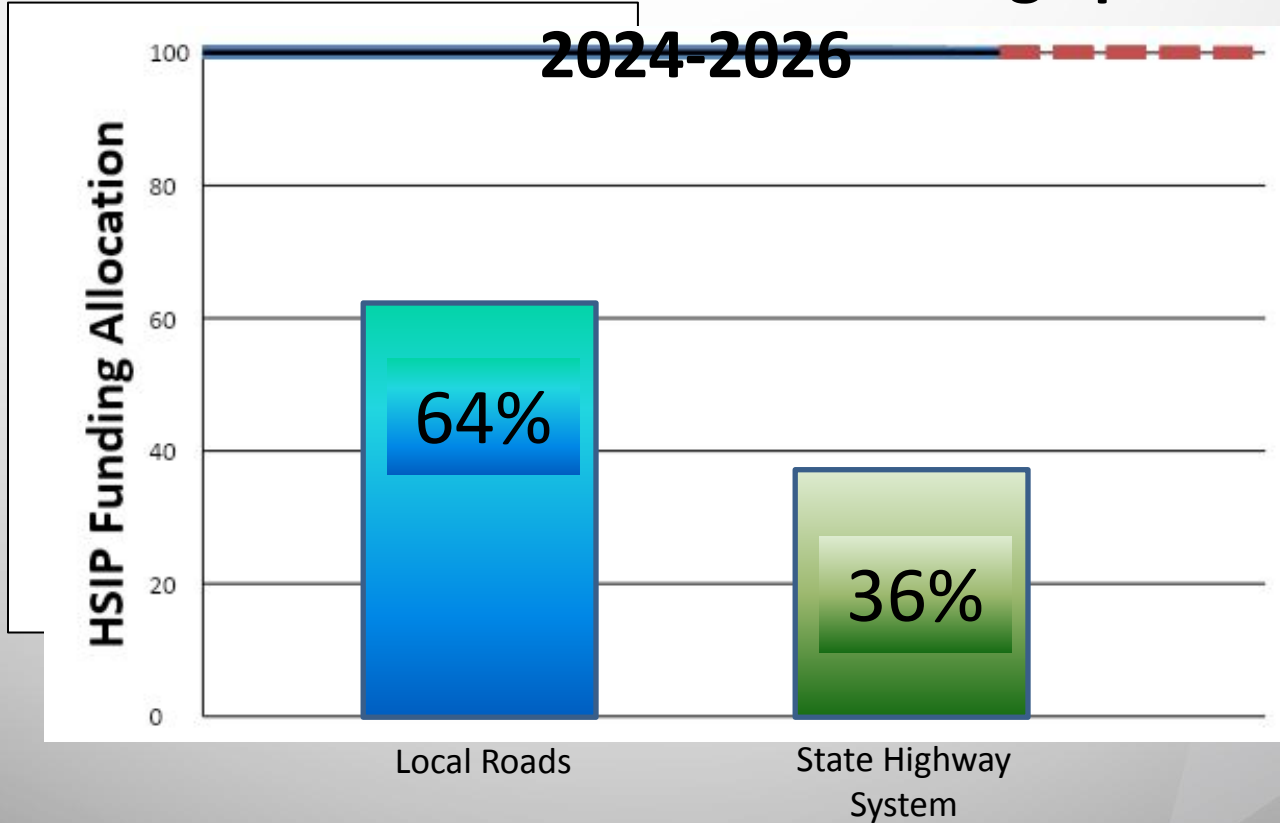
# Statutory Special Funding Requirements

**Vulnerable Road Users (VRU)**: Per 23 U.S.C. 148(g)(3), States must dedicate 15% of HSIP funding to safety projects that address VRUs if a State's number of VRU traffic fatalities is equal to or greater than 15% of the total State fatalities in a single year.

**High Risk Rural Roads (HRRR)**: Per 23 U.S.C. USC 148(a)(1) HRRRs are defined as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan" and applies if "the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available."

## Arizona Must Address Both Requirements

# HSIP State vs. Local Funding Split



# FY24 – FY26 Design/Construction Total

**\$187,415,775.00\***

**2024-2028**

Five-Year Transportation  
Facilities Construction Program

**ADOT**

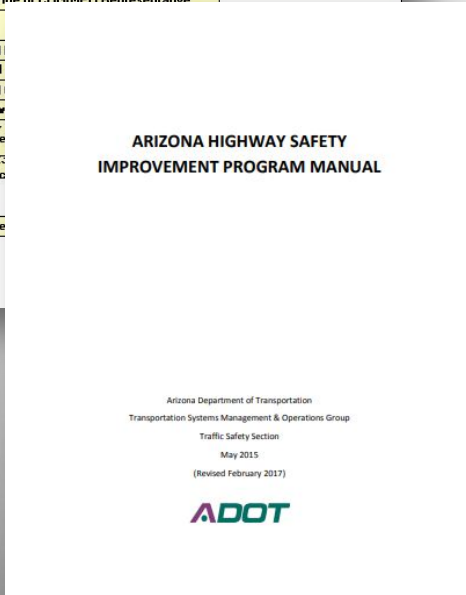


\* Does not include Local Match

# FY27-28 Draft HSIP Call for Projects

- Schedule is under review
- Call for projects January 2024
- Training Webinars
- Updated HSIP standard Work
- HSIP Safety Committee Meeting
- SuPRB, PRB, PPAC and Board approval
- STIP
- All eligibility letters issued
- TIP
- Approximately \$100 million available

Agency:		Title of Project:	
County:		COG/MPD:	
District:		Date:	
Contact:		Phone:	E-Mail:
Type of Safety Improver Spot: <input type="checkbox"/> Spot <input type="checkbox"/> Systemic <input type="checkbox"/> Systemic <input type="checkbox"/> Systemic			
Mark all that apply to your project: <input type="checkbox"/> Construction <input type="checkbox"/> Construction <input type="checkbox"/> Construction <input type="checkbox"/> Infrastructure			
Anticipated Total Cost Estimate:		\$0.00	
Anticipated dollar amount of HSIP Funding:		\$0.00	
Anticipated Dollar amount of Local Match (5.7%):		\$0.00	
Anticipated Dollar amount of Other:		\$0.00	
Funding Source: <input type="checkbox"/> 80% HSIP <input type="checkbox"/> 94.2% HSIP <input type="checkbox"/> 94.2% HSIP		Cost Estimate Tab:	
Administration of Project: Agency <input type="checkbox"/> ADOT <input type="checkbox"/>			
Name and Title of COG/MPD Representative:			



# Link for HSIP Manual & Application

## Operational Traffic & Safety



Home / Business / Operational Traffic & Safety

## Operational Traffic & Safety

The screenshot shows the ADOT website page for the Arizona Highway Safety Improvement Program. The top navigation bar includes links for About, News, Blog, FAQ, Fast Facts, and a Subscribe for updates button. The main navigation menu features HOME, PROJECTS, BUSINESS, PLANNING, CONTACT US, Traffic Conditions, and Motor Vehicle Division. The page title is "Arizona Highway Safety Improvement Program" and the breadcrumb trail is "Home / Business / Operational Traffic & Safety / Arizona Highway Safety Improvement Program". The main content area contains a description of the HSIP and a list of links to the manual, application, and various appendices.

ADOT HOME PROJECTS BUSINESS PLANNING CONTACT US Traffic Conditions Motor Vehicle Division

Home / Business / Operational Traffic & Safety / Arizona Highway Safety Improvement Program

### Arizona Highway Safety Improvement Program

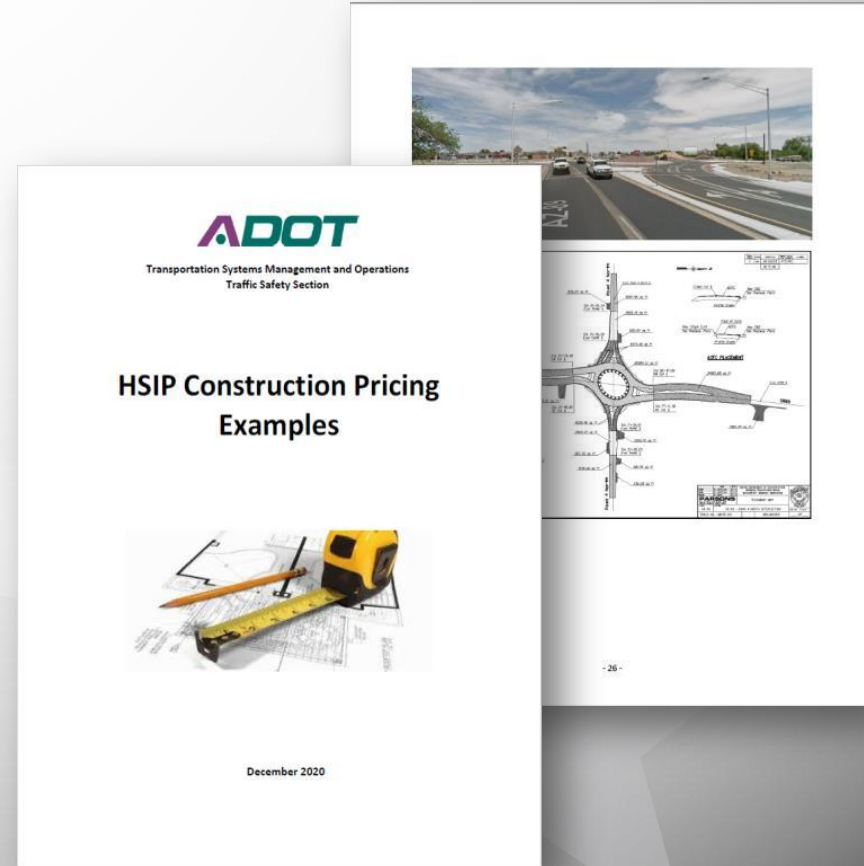
The Highway Safety Improvement Program (HSIP) works to achieve a significant reduction in traffic fatalities and serious injuries on public roads through the implementation and guidance of the SHSP.

- [Arizona Highway Safety Improvement Program \(HSIP\) Manual](#)
- [Arizona HSIP Application](#)
- [Appendix A](#)
- [Appendix B](#)
- [Appendix C](#)
- Appendix D (Under Development)
- [HSIP Construction Pricing Examples](#)
- [HSIP Checklist](#)

# Project Pricing Example

Publication includes sample federal aid projects that have been completed in the last ten years

- Includes cost ranges for comparison of safety projects
- New data added annually



# HSIP Eligibility Determination Checklist

Helps organize application and the required documents

**Operational Traffic and Safety Group, TSMO  
ADOT Traffic Safety Section  
HSIP Eligibility Determination Checklist**

Agency: \_\_\_\_\_ Date: \_\_\_\_\_  
Project Title: \_\_\_\_\_

**Eligibility Determination Requirements:**

**General Requirements:**

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Does the description of the project adequately describe the countermeasure(s) and the safety problem that it proposes to address?
<input type="checkbox"/>	<input type="checkbox"/>	Final submittal, is the cover/transmittal letter signed by appropriate individual?
<input type="checkbox"/>	<input type="checkbox"/>	For Traffic or Pedestrian Signals, is the Signal Warrant or PHB Evaluation included in the submittal?
<input type="checkbox"/>	<input type="checkbox"/>	Is there a State Location Map?
<input type="checkbox"/>	<input type="checkbox"/>	Is there a Work Limits Map?
<input type="checkbox"/>	<input type="checkbox"/>	Is the work aligned with one or more of Arizona's SHSP Emphasis Areas
<input type="checkbox"/>	<input type="checkbox"/>	Are the supporting structures in good condition, meet local or state standards and have an anticipated service life longer than the countermeasure being installed?

**Crash Requirements:**

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Is a list of K and/or A crashes provided?
<input type="checkbox"/>	<input type="checkbox"/>	Are the crashes relevant to the countermeasure or does the countermeasure have the potential to reduce the types of crashes? e.g. type of crash – left turn, countermeasure – left turn lane
<input type="checkbox"/>	<input type="checkbox"/>	Did the crashes occur within the most recent 5-year history available to the agency?
<input type="checkbox"/>	<input type="checkbox"/>	For a roadway segment countermeasure, did the crashes occur within the limits of the segment?
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

**CMF/CRF Requirements:**

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Does the proposed project countermeasure have a CMF in the FHWA CMA Clearinghouse?
<input type="checkbox"/>	<input type="checkbox"/>	Is the CMF identified by CMF ID Number?

<input type="checkbox"/>	<input type="checkbox"/>	Is the CMF appropriate for the countermeasure identified? e.g., Crash Type, Crash Severity, Area, etc.
<input type="checkbox"/>	<input type="checkbox"/>	If a CCRF is used, are the calculations shown either in the cover letter or B/C analysis Tab?
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

**B/C Ratio Analysis Requirements:**

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Is the B/C ratio equal to or greater than 2.5?
<input type="checkbox"/>	<input type="checkbox"/>	For multiple countermeasures, is there a B/C ratio analysis for each countermeasure with each having a B/C equal to or greater than 2.5 and an overall combined B/C ratio analysis?
<input type="checkbox"/>	<input type="checkbox"/>	For multiple locations, is there a B/C ratio analysis for each countermeasure with each having a B/C equal to or greater than 2.5 and an overall combined B/C ratio analysis?
<input type="checkbox"/>	<input type="checkbox"/>	Does the 5 year crash average match the number of K & A crashes identified?
<input type="checkbox"/>	<input type="checkbox"/>	If multiple countermeasures or crash locations, are the number of crashes used in the 5-year average only the types of crashes impacted by the countermeasure or crashes that occurred at that location?
<input type="checkbox"/>	<input type="checkbox"/>	Does the CRF(s) or CCRF(s) percentage match the percentage identified in the cover letter and CRF ID?
<input type="checkbox"/>	<input type="checkbox"/>	Is the CMF properly used in the B/C ratio analysis? i.e. Crash Severity both K & A or only K or A?
<input type="checkbox"/>	<input type="checkbox"/>	Are the "Unit Costs" the correct costs for the year of the application?
<input type="checkbox"/>	<input type="checkbox"/>	Is the "Project Life" correct? (Appendix D)
<input type="checkbox"/>	<input type="checkbox"/>	Is there a yearly "Maintenance Cost" included?
<input type="checkbox"/>	<input type="checkbox"/>	

**Cost Estimate Requirements:**

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Is the countermeasure correctly identified at 100%, 94.3% or 94.34% (Interstate) HSIP funded?
<input type="checkbox"/>	<input type="checkbox"/>	Is the cost estimate on the correct cost estimate TAB? Local vs State
<input type="checkbox"/>	<input type="checkbox"/>	Does the cost estimate include funding for ADOT time? i.e. Environmental, ROW, etc.
<input type="checkbox"/>	<input type="checkbox"/>	Does the cost estimate include funding for a consultant's design fee?
<input type="checkbox"/>	<input type="checkbox"/>	Does the construction cost estimate have a high level breakout and is not a lump sum submittal?
<input type="checkbox"/>	<input type="checkbox"/>	Has PMG or LPA reviewed this cost estimate?
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	





# Questions?



# Thank you!

**Mona Aglan-Swick, P.E.**

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