

UTAH SAFETY LEADERSHIP TEAM

The Utah Department of Public Safety's Highway Safety Office is an active partner in the Utah Safety Leadership Team, a diverse group representing various Utah highway safety organizations and agencies. This team meets regularly to implement and update a comprehensive and coordinated approach to improving highway safety in Utah.

The Utah Comprehensive Safety Plan (UCSP) was created using the Integrated Safety Management Process, which identifies problem areas using crash data, and proceeds to a fully integrated safety action plan. The goal of the team is to reduce the overall crash rate in Utah, which will result in a decrease in the number of injuries and fatalities. The UCSP focuses on high yield or payoff strategies and serves as a guidance document for individual agencies to develop goals, strategies and performance plans.

The Highway Safety Office used the UCSP to develop the Highway Safety Plan for FFY 2007, and aims to continue its tradition of large achievements on a relatively small budget through local and statewide traffic safety programs and continuing safety partnerships.

Moving Toward Zero Fatalities

UTAH HIGHWAY SAFETY PLAN FEDERAL FISCAL YEAR 2007

STATE OF UTAH DEPARTMENT OF PUBLIC SAFETY HIGHWAY SAFETY OFFICE

"Our mission is to develop, promote and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries and fatalities on Utah's roadways."

EXECUTIVE SUMMARY

The Utah Department of Public Safety's Highway Safety Office (HSO) is pleased to present the FFY 2007 Highway Safety Plan (HSP). This plan is focused on supporting various highway safety programs in Utah that continue to measurably impact the improvement of the traffic environment.

The occupant protection program continues its aggressive schedule in conjunction with the national "Click It Or Ticket" campaign. Seat belt usage continues to rise in Utah with survey results reporting 88.6% usage in 2006, an impressive 13% conversion rate from 2005. Drivers age 16-34, especially male, will once again be the primary target for this program in 2007.

Alcohol programs will receive a substantial boost with the increased federal funding level as a result of SAFETEA-LU. This includes a high visibility media campaign, increased level of DUI saturation patrols, support of a statewide impaired driving checkpoint program, and use of the new federal program identifier logo, "Drunk Driving. Over The Limit. Under Arrest."

The increasing trend of motorcycle injuries and fatalities has spurred a high visibility media campaign targeting both motorists and motorcyclists, and encouraging riders to take a motorcycle safety course.

Increased federal funding to improve the timeliness, completeness, accuracy and accessibility of traffic records will also be utilized, with focus on implementing the "collected once, used by many" enterprise system.

Funding sources projected for FFY 2007 include NHTSA's Sections 402 (general Highway Safety Program), 405 (Occupant Protection), 408 (Traffic Safety Information Systems Improvement), 410 (Alcohol-Impaired Driving Prevention), 2010 (Motorcyclist Safety), and 157 and 163 Incentive funds. Other funding sources include state programs such as DUF (a program distributing alcohol impound and reinstatement fees to locals) and EASY (Eliminating Alcohol Sales to Youth), two statewide enforcement and compliance programs, and federal sources such as the Office of Juvenile Justice and the Utah Department of Transportation's Enhancement Fund.

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OVERVIEW OF PLANNING PROCESS

The highway safety planning process in Utah tends to be cyclical and ongoing, and the Highway Safety Office (HSO) staff is likely to be working on previous, current and upcoming Highway Safety Plans (HSP) simultaneously. The planning calendar below illustrates the HSP cycle:

- January: Review by program management staff of current and previous year's programs and discussion of future focus areas.
- February: Analyze Utah-specific crash data and prepare the Highway Safety Office's Strategic Plan with specific performance goals.
- March: Estimate federal funding amounts as part of the planning process, and solicit input from partner agencies and key stakeholders on program direction.
- April: Request project proposals (due May 15) to address performance goals.
- May: Review new and continuing project proposals and evaluate alignment with HSO performance goals.
- June: Identify desired projects while keeping within the predicted funding levels.
- July: Prepare, review, print and submit a draft Highway Safety Plan (with integral Performance Plan) to the NHTSA Regional Office for input.
- August: Make changes and final additions to the Highway Safety Plan.
- September: Submit the final Highway Safety Plan to NHTSA for approval.
- October: Implement projects by soliciting project contracts, sending formal approval to proceed and specifying grant amounts.
- November: Request "closeout" documents from previous year HSP projects, and begin collecting information for the Annual Report.
- December: Prepare, review, print and submit the Annual Report to NHTSA.

While this calendar reflects a straightforward and logical planning process, a variety of intervening and often unpredictable factors at both the federal and state level may result in the interruption of the planning process or necessitate a change in focus areas. During the past few years, the uncertainty of funding levels and areas proved especially challenging. However, the multi-year transportation funding bill has given a measure of stability and predictability to the funding question.

To assist the reader in understanding Utah's Highway Safety Plan development processes better, each major step is detailed in the following sections.

Data Analysis

Data collection is an important first step in the process of developing the Performance Plan. It requires extensive research and the use of statistical reports and information from many sources, including:

- ◆ Fatal Analysis Reporting System (FARS)
- ◆ Utah's Annual Crash Summary
- ◆ Utah's Central Accident Reporting System (CARS)
- ◆ Driver License Division's Driver Tracking System
- ◆ Occupant Protection Observational Study Statistical Analysis Reports
- ◆ NHTSA-Supplied statistical information
- ◆ Other governmental and safety organizations' information and data

This information is then analyzed and used to establish a historical trend line covering at least the previous five years, and often up to ten years, of available crash data. With this data, the performance planning process moves to the problem identification aspect.

Problem Identification

Using the information from the data analysis process, the trend in each of the NHTSA and GHSA-suggested performance measures is evaluated for the strength or weakness of probability factors. Also, the data is further scrutinized and analyzed to determine other influencing factors such as urban and rural areas, young and older drivers, and non-behavioral factors such as weather and road construction. A collaboration of key highway safety stakeholders in the state also helps to focus the resources of multiple agencies and organizations on the identified problems. Key stakeholders include:

- ◆ Utah Department of Transportation
- ◆ Utah Department of Health
- ◆ Utah Highway Patrol
- ◆ SAFEKIDS Coalition
- ◆ Regional and local health and law enforcement agencies
- ◆ Various non-profit highway safety organizations and coalitions

As a result of this process, the program management staff finalizes the specific problems that it desires to address in the HSP.

Performance Goals

The performance goals and measures for identified problem or focus areas are established using the following steps:

- ◆ Review the problem areas identified during the analysis process
- ◆ Examine national performance goals and crash statistics
- ◆ Study and review Utah's programs, legislation and other variables
- ◆ Consider the environment in surrounding states and any impact on Utah
- ◆ Examine other environmental issues such as population growth, economic conditions, etc.
- ◆ Collaborate with other key stakeholders to identify strategies in setting goals
- ◆ Establish realistic performance goals and measures

With the performance goals and measures established, the project proposal and selection process begins.

Project Selection

The project selection process begins with a request to various agencies and organizations to submit proposals for projects that will address the established HSO performance goals and measures, or one that addresses a local highway safety problem. After the deadline for proposals has passed, the program management team meets to discuss the merits of each proposal and how it supports the Performance Plan. The criteria used to select projects includes the following elements:

- ◆ Does the proposal respond to the clearly identified problem?
- ◆ Is it likely to have an impact?
- ◆ Is there a level of confidence in the project personnel?
- ◆ Are the objectives clearly stated?
- ◆ Is the evaluation plan adequate?
- ◆ Is the budget realistic and cost effective?
- ◆ Is this a single year or multiple year project?

After all of the proposals are reviewed, they are ranked from most to least desirable, accepted as funding levels permit, and detailed in the appropriate focus area within the Highway Safety Plan.

Monitoring and Technical Assistance

Two aspects of performance planning often overlooked are monitoring and technical assistance. The HSO staff monitors projects on a continuous basis with close contact and interaction with the project staff. Each year at least 20% of all projects with awards under \$20,000 are selected randomly for inclusion on the "on-site monitoring" list, which also includes all projects with budgets of \$20,000 and above. This list is distributed to the program management staff who then schedule the visits.

Technical assistance covers a broad scope of activities, many of which occur on an as-needed basis. However, the HSO staff does plan a wide variety of technical assistance activities including safe community training, data analysis assistance, purchasing assistance, and project management, reporting and monitoring training for the project director.

Annual Report

After the end of the federal fiscal year, each project is required to submit a final report detailing the accomplishments during the year. This information is used to form an evaluation and reporting document referred to as the Annual Report. This report typically focuses on the successes of the various projects and highlights the most visible and active projects.

Some projects may be less successful due to a variety of factors such as personnel changes, etc. A more critical review of each program area is conducted and serves dual functions as the final phase of the current year HSP process, and as the kickoff point to begin the process for the next HSP.

Highway Safety Plan

The end product of this performance planning process is the annual Highway Safety Plan which details the projects the HSO plans to implement to meet performance goals and measures. The individual project listings include a description of the project, the funding source, and the HSO program manager who will oversee the project. Also, the project year indication will assist the reader to understand the duration of the collaboration between the project agency and the HSO (if five or more years, the indication is "ongoing"). The reader is invited to begin reviewing the Highway Safety Plan beginning on the next page.

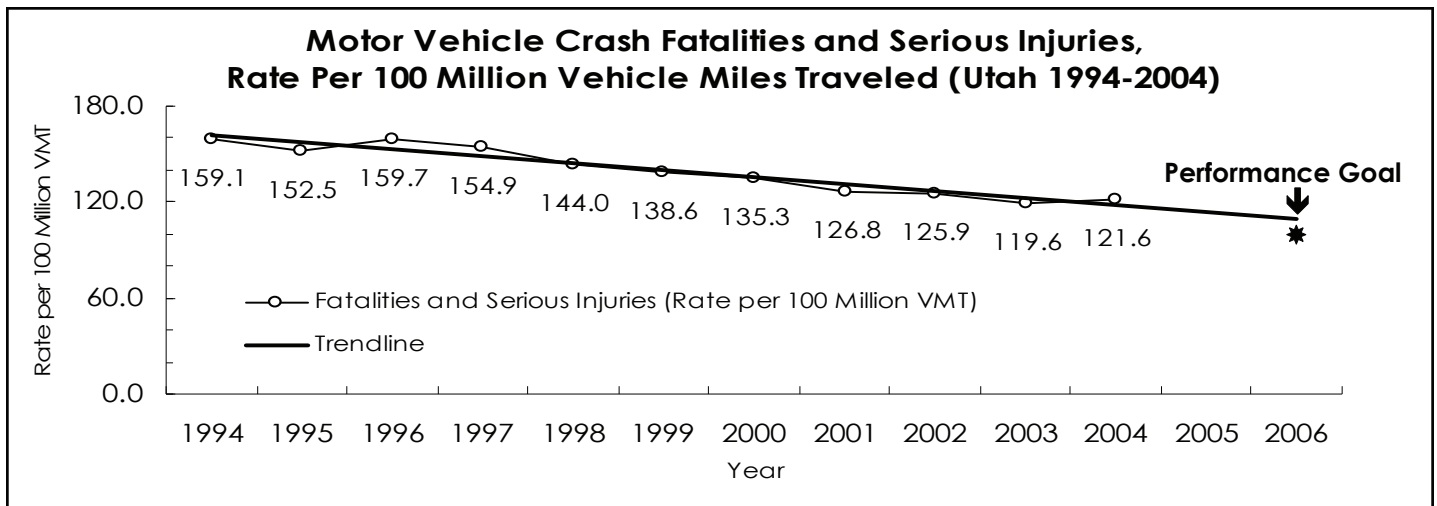
POLICE TRAFFIC SERVICES PROGRAM

Performance Goal:

Provide police traffic services support to reduce the traffic fatality and serious injury rate in Utah.

Performance Measure:

Continue the favorable trend by demonstrating a reduction in the motor vehicle crash fatalities and serious injuries rate per 100 million vehicle miles traveled from 119.6 in CY 2003 to 106.6 in CY 2006.



Action Plan:

- Continue support of local law enforcement agencies by funding at least five speed monitor trailers, six mobile vision cameras, and 15 radar/lidar units as funding permits.
- Provide specialized training to motorcycle officers and instructors as needed.
- Supply 14 LED Pursuit Emergency Systems for UHP motors.

Justification:

- The motor vehicle crash fatalities and serious injuries rate increased slightly from 2003 to 2004, prompting the UHP to set more aggressive goals in reducing the number of crashes on Utah's highways.
- The need for increased enforcement continues to be a budget constraint, especially with regard to a sustained high profile speed corridor campaign.
- While the majority of all crashes occur in urban areas of the state, the majority of fatal crashes occurred in rural areas. Equipment requests will be considered to address this disparity and attempt to assist with statewide enforcement of speed, aggressive driving, DUI, and other traffic safety laws.
- Many law enforcement agencies, both in urban and rural areas, suffer from budget limits on technical assistance and training, equipment, and personnel and have come to value the HSO's expertise and assistance in providing training, equipment, and overtime funding for selective traffic enforcement.

Other Partnering Agencies:

- Most of the larger law enforcement agencies in the more populated areas are able to self-fund the purchase of traffic safety equipment and personnel.
- The Utah Highway Patrol uses DUI reinstatement and impound funds to assist many smaller police agencies with impaired driving enforcement training and equipment, and overtime enforcement shifts.
- UDOT uses its portion of 163 incentive funds for safety projects initiated by the Traffic and Safety Division.

Police Traffic Services Projects

PT07-01-01 TRAFFIC SERVICES & EQUIPMENT (TED)
FUNDING SOURCE: 402
PROJECT YEAR: ONGOING

Many local law enforcement agencies lack the resources to devote to technical assistance, equipment, information, and personnel. In order to give their communities the protection they need, funding will be used to provide overtime shifts for selective traffic enforcement, equipment (I.E., such as speed trailer monitors, radars, lasers, in-car video surveillance cameras and portable breath testers), training, and public information and educational supplies. Requesting agencies will be required to provide problem identification along with an action plan to address their traffic safety problems. Each major equipment purchase will be preceded by an approval request to the NHTSA Rocky Mountain Region Office.

PT07-01-03 DUI REINSTATEMENT (DAVE)
FUNDING SOURCE: STATE MATCH
PROJECT YEAR: ONGOING

There are approximately 14,000 arrests related to driving under the influence of alcohol each year in Utah. In many cases, the violator's driving privilege is sanctioned as specified in Utah statute. To reinstate driving privileges after the sanction period is over, specific fees set in statute must be paid by the violator. These reinstatement fees are then used to provide equipment, training and overtime DUI enforcement shifts to law enforcement agencies statewide, and to ultimately remove impaired drivers from the roads.

PT07-01-04 SALT LAKE MULTI-AGENCY TASK FORCE (TED)
FUNDING SOURCE: 410 (J8)
PROJECT YEAR: ONGOING

The Salt Lake Multi-Agency Task Force is a coalition of law enforcement representatives from agencies throughout the Salt Lake Valley area that meet and discuss current traffic safety problems in their communities. This networking promotes participation and cooperative efforts through traffic safety programs such as the "Click It Or Ticket" and "Drunk Driving. Over The Limit. Under Arrest." law enforcement mobilizations. Funding for this project provides for training sessions and other support regarding traffic safety issues and cooperative enforcement blitzes.

PT07-01-05 DUI IMPOUND FUND (TED)
FUNDING SOURCE: STATE MATCH FOR 402
PROJECT YEAR: ONGOING

In Utah, approximately 14,000 arrests are made annually that are related to driving under the influence of alcohol. The violator's vehicle is impounded, in many cases, when specified in Utah statute. The impound fees collected when the person retrieves the vehicle are used to fund overtime shifts for enforcing DUI laws at law enforcement agencies statewide, and to ultimately remove impaired drivers from the roads. The overtime DUI enforcement shifts are a sustained year-round enforcement effort to reduce impaired driving, with increased frequency during high visibility periods such as holidays and national campaigns.

PT07-01-06 **MOTORCYCLE EQUIPMENT & TRAINING (KERI)**
FUNDING SOURCE: **2010 (K6) and 402**
PROJECT YEAR: **ONGOING**

Following too close, failure to yield, and speed violations are the three leading causes of accidents, all of which are components of aggressive and reckless driving. The Utah Highway Patrol (UHP) Motor Squad's primary job is to enforce motor vehicle laws and target aggressive drivers. The goals of the Motor Squad are to provide a safe driving environment for all drivers by enforcing traffic laws and targeting aggressive drivers, and provide the necessary motor training for other law enforcement agencies in the state. This will be achieved by providing motor officers for traffic enforcement during major statewide events and celebrations, working traffic blitzes and special enforcement efforts, providing three basic motor classes for statewide police agencies, and offering one motorcycle instructor course during the year. Grant funds will also be used to replace worn motorcycle gear and purchase necessary equipment in order to maintain and adhere to the Motorcycle Safety Foundation's (MSF) recommendations and guidelines for appropriate protective gear and equipment.

PT07-01-07 **NORTHWESTERN INSTITUTE (TED)**
FUNDING SOURCE: **157 INCENTIVE**
PROJECT YEAR: **ONGOING**

As the population of Utah grows, traffic crashes and fatalities continue to occur on a regular basis. To document the crash scene and handle the ensuing investigation, law enforcement personnel require proper training. Although many police agencies have formed Major Accident Investigation Teams (MAIT) to investigate these crashes, they lack the training necessary to investigate these major incidents. This project will provide funding to bring expert instructors to Utah from Northwestern University to provide training to 50 officers, with a priority place for those from jurisdictions in a high crash rate area. Upon completion of the training, each officer will become certified as a Traffic Reconstructionist and an expert witness for their respective agency.

PT07-01-08 **UHP SAFETY PROJECT (MARK)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **ONGOING**

The Utah Highway Patrol desires to provide its members with the equipment and services needed to enhance officer safety and effectiveness. The Section 163 funding is used to provide minor safety equipment, such as in-car video cameras, radar guns, etc. This project may also fund programming intended to increase the timeliness and accuracy of electronically generated traffic records, and enhance programs such as crash investigation, data collection and impaired driving enforcement.

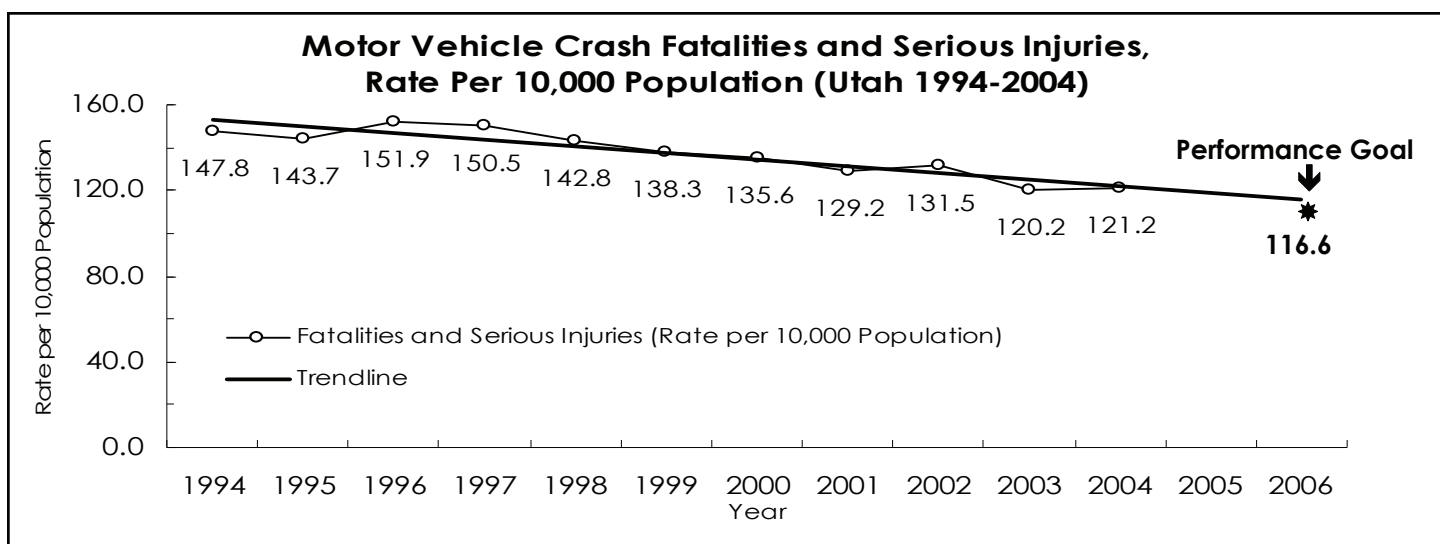
COMMUNITY TRAFFIC SAFETY PROGRAM

Performance Goal:

Work with community traffic safety programs in participating counties to continue the downward trend of Utah's traffic-related fatality and serious injury rate.

Performance Measure:

Continue the favorable trend by demonstrating a reduction in the motor vehicle crash fatalities and serious injuries rate per 10,000 population to 116.6 in CY 2006.



Action Plan:

- Select from submitted proposals 12 Safe Community Projects that demonstrate a need for assistance, and that will cover many or all highway safety focus areas.
- Provide specialized training and networking opportunities to project coordinators and HSO staff.
- Outreach Utah's largest minority population with highway safety information by supporting a Hispanic Traffic Safety Program.

Justification:

- Safe Community Projects cover the general spectrum of highway safety program focus areas, and serve as a cornerstone of local interaction by providing personal interaction with the public, and provide a "face" for the traffic crash injury prevention program.

Other Partnering Agencies:

- The state and local health departments support this focus area with in-kind services and supplies.
- Colleges and universities use student organization and state funding to provide information on traffic safety issues.
- The Utah Department of Transportation supports community programs with 163 .08 funding.

Community Traffic Safety Projects

CP07-02-01 DAVIS COUNTY SAFE COMMUNITY PROGRAM (KRISTY)
FUNDING SOURCE: 402
PROJECT YEAR: FOURTH

Davis County is the third most populated of Utah's 29 counties. Statistics show that Davis County had one of the highest percentages (33.0%) of crashes involving a teenage driver in 2004, with only one other county having a higher injury-crash rate among teen drivers. In addition, other primary traffic safety issues facing the county include alcohol and seat belt use among young drivers, and pedestrian and child passenger safety. The project will work to reduce traffic injuries and fatalities through activities and education designed to raise awareness and change behavior among the target population (youth under age 18). Activities will include safety belt use surveys and comprehensive high school campaigns, youth alcohol outreach, pedestrian and bicycle programs, booster seat and car seat promotions and educational activities. Program income will be acquired through fees charged to attend the car seat safety class for parents. The income will be used to purchase child safety seats to distribute to class attendees. A portion of the funding will be used to provide a position that is dedicated specifically to this continuing highway safety project.

CP07-02-02 TRI-COUNTY SAFE COMMUNITY PROGRAM (TERI)
FUNDING SOURCE: 402
PROJECT YEAR: ONGOING

The Uintah Basin encompasses Daggett, Duchesne and Uintah counties and covers approximately 10,000 square miles in the northeastern corner of Utah. Included within its boundaries are the Uintah and Ouray Indian Reservations. The tri-county population in 2004 was 42,305 and is estimated to grow at an alarming rate due to the huge oilfield boom that is occurring. The Tri-County area has a high number of low-income families. According to the US Census Bureau, the Tri-County area's poverty level was at 13.5%. Recently, a large influx of temporary workers have moved to the area as part of the increased oil and gas exploration, and have brought their families. This rapid growth in families has resulted in a need for more child passenger safety assistance. The Tri-County Health Department (TCHD) provides educational materials and training to parents, day-care staff, pre-school staff, local hospital obstetric department, and any other organization interested in traffic safety programs. To assist with the increasing number of children in the community, TCHD has four certified car seat technicians who provide training and educational services for child safety seats, and also offer fitting services for bicycle helmets. On average, over 200 car seats are checked each year. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-03 WEBER-MORGAN SAFE COMMUNITY PROGRAM (TERI)
FUNDING SOURCE: 402
PROJECT YEAR: ONGOING

The Weber-Morgan Health Department, headquartered in Ogden, Utah, serves a combined population of 217,796. The Weber-Morgan Safe Community Coalition was formed in 1997, with more than 30 safety advocates attending meetings throughout the year. Weber County has a significant youth problem with many young people making poor life choices including drug and alcohol use. The Safe Community Coalition has worked together in creating long-term environment changes and identifying key improvements vital to child safety. The Safe Community project will continue to conduct occupant safety restraint observations, seat belt safety campaigns focused on teens, conduct pre and post seat belt surveys, conduct seat belt safety and anti-alcohol campaigns at Weber State University, provide presentations, and maintain a low-cost supply of bicycle helmets and car seats. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-04 **BEAR RIVER SAFE COMMUNITY PROGRAM (TERI)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

Box Elder County is the new target community for the program this year. With a population of 44,000, Box Elder is a rural county located in the northwest corner of Utah, and covers an area of 5,614 square miles. According to the 2003 Utah Rural Seat Belt Observations, Box Elder County has an estimated seat belt use rate of 66.2%. The Bear River Health Department and the Bear River SAFE KIDS Coalition are positioned to implement an effective Safe Communities program in Box Elder County. The program intends to reduce the risk for unintentional traffic related injuries by mobilizing the community, improving infrastructure, and changing driver, passenger, and pedestrian behaviors. The objectives build on the existing community resources and the capacity developed during the past several years, through the Brigham City Traffic Safety project. The planned activities consist of data collection and analysis elements, coalition building components, educational projects, media and local public awareness promotions, and frequent program evaluation.

CP07-02-05 **SUMMIT COUNTY SAFE COMMUNITY PROGRAM (TERI)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

In the past, the Summit County Health Department has had a primary focus on injury prevention to increase booster seat/child safety seat use. Though community norms are starting to change and parents are putting their children in seat belts, there is still a lot to be done as far as making sure that children are properly restrained. Summit County has two target elementary schools for education and has established regular Child Safety Seat/Booster Seat inspections. The seatbelt usage among the teen population is low, and it is important to increase programs in this area. The goal for Summit County is to enhance and expand high school seat belt usage campaigns, improve coordination efforts with local law enforcement agencies, and to continue momentum established with booster seat education and installation programs. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-06 **TOOELE COUNTY SAFE COMMUNITY PROGRAM (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **FIRST**

Tooele County has a large percentage of commuters, and an observed seat belt use of only 81% among adult drivers, and only 62% among teen drivers. In addition, the county had the highest rate (1.3) of fatal alcohol and other drug-related crashes per 100 million VMT. The project will work to reduce traffic-related injury and death rates for all ages through increasing safety belt and child safety seat use, promoting the use of bicycle and scooter helmets, improving pedestrian safety, and increasing awareness of the dangers of drinking and driving. The primary target group will be 14-18 year-olds, with emphasis on teen alcohol and seat belt issues. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-07 **UTAH COUNTY SAFE COMMUNITY PROGRAM (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

Motor vehicle crashes are the leading cause of unintentional deaths in Utah County. Statistics show that teenage drivers were involved in 30.2% of all injury crashes in the county in 2004. In addition, only 14.4% of elementary school children were observed wearing bicycle helmets, and only 73% of motorists were observed wearing safety belts in 2003. The goal of the project will be to increase helmet use along with the proper and consistent use of safety restraints among teens and children, while outreaching to all members of the community with the traffic safety messages such as pedestrian and bicycle safety. This will be accomplished through education and increased awareness by conducting various activities and campaigns that outreach the target population. A portion of the funding will be used to provide a position that is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-08 **SOUTH JORDAN SAFE COMMUNITY PROGRAM (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **FOURTH**

South Jordan City is a rapidly growing community in the Salt Lake Valley with increased traffic flow. Statistics show that 47% of the city population is under the age of 18 years. In addition, a 2004 study showed that only 77.8% of drivers were wearing safety belts. The project will work to decrease traffic related deaths and injuries by increasing the use of safety restraints and bicycle helmets, promoting traffic calming, and improving pedestrian safety and DUI enforcement education. Program income will be acquired through fees charged to attend the car seat safety class. Income will be used to purchase safety seats for needy parents who attend the class. The project will also purchase four portable radar units to help aggressively enforce traffic laws and help prevent crash-related death and injury. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-09 **TAYLORSVILLE SAFE COMMUNITY PROGRAM (TERI)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

Taylorsville City has several major traffic corridors that intersect within the community. They carry large volumes of commuter traffic and create a substantial impact on the traffic patterns and public safety of the city. The traffic has impacted public safety as it involves vehicular, pedestrian and bicycle traffic. The goal of the traffic safety program is to develop a partnership between the citizens of Taylorsville (Public Safety Committee) and the police department to identify and implement programs which strengthen bonds and assist in mitigating the negative impact of traffic along the primary roadways within the city to include residential locations. Programs include educating the public about community safety focusing on traffic safety, seatbelt usage, bicycle safety and underage drinking. The project will involve creating and implementing strategies for reducing pedestrian and vehicle accidents, coordinating a media campaign, and hosting seminars and health education programs for the community. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-10 **WASATCH COUNTY SAFE COMMUNITY PROGRAM (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

The motor vehicle-related death rate in Wasatch County is nearly three times higher than the statewide rate. In addition, traffic crashes are the leading cause of death and disability for children and adults ages 1 to 44 in the county. The project aims to promote health and safety by preventing unintentional injuries and fatalities through increasing knowledge of and support for pedestrian, bicycle, and traffic safety in Wasatch County. Increasing seat belt, child safety seat, and helmet usage among the target population will be a key objective of the project. Program income will be acquired through fees charged to attend the car seat safety class for parents. The income will be used to purchase child safety seats to distribute to class attendees. A portion of the funding will be used to provide staff support for the project.

CP07-02-11 **HISPANIC OUTREACH PROJECT (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

The 2000 Utah Census reported that nearly 9% of the state's population is Hispanic/Latino. Through effective communication and targeted educational efforts, the Utah Latino Community Information and Education Center (LCIEC) will work to increase safety belt and child safety seat use, deter impaired driving, educate the community about traffic laws and increase awareness of pedestrian and bicycle safety issues. The methods used to outreach and educate the Hispanic communities throughout Utah will include the distribution of relevant educational materials, the production of Spanish-language radio and television program and public service announcements, the promotion of a telephone information line and various traffic safety activities. The LCIEC will use a portion of the funding to support two part-time positions that are dedicated specifically to this continuing highway safety project.

CP07-02-12 **CACHE COUNTY SAFE COMMUNITY PROJECT (TERI)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

Cache County is located in the north central region of Utah. With a population of 91,391, Cache County has a mix of urban and rural communities. Logan City (population 42,725) is the largest city in the county and serves as an economic hub for several small rural communities. The population of ethnic minorities in Cache County has increased 225 percent in the past ten years, with the Hispanic/Latino community the fastest growing. The Cache County Safe Community Program intends to reduce the risk for traffic related injuries by mobilizing the community, improving infrastructure, and changing driver, passenger, and pedestrian behaviors. The objectives build on the existing community resources and the capacity developed during the past three years through the Cache County safety campaigns such as "Click It Or Ticket." While the primary focus of the program has been on child passenger safety, it also addresses traffic safety issues, bike and pedestrian safety, and adult seat belt use. Any project income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP07-02-13 **LOCAL COMMUNITY RESOURCES (MARK)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **FIRST**

Each year the Highway Safety Office receives requests for assistance from agencies and organizations which may not be covered by a specific focus area project. This project assists with expenses incurred for highway safety programs and activities by providing funding for training/workshops, travel expenses, supplies, operations, equipment, personnel, contractual services, and developing and distributing educational materials.

CP07-02-14 **PERSONNEL (DAVE)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

This project funds HSO personnel who oversee, coordinate and assist the Community Traffic Safety Programs, special highway safety projects, and provide support services to all HSO programs and projects. Staff fully or partially funded may include the HSO director, the deputy director, a finance officer, five program managers, an administrative secretary, one program coordinator, one instructor, and two office support personnel.

CP07-02-15 **TECHNOLOGY TRANSFER (MARK)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

Each year the Highway Safety Office incurs many expenses as part of the daily operations of the office. This project assists with expenses incurred for highway safety programs and activities by providing funding for training/workshops, travel expenses, supplies, operations, equipment, personnel, contractual services, and developing and distributing educational materials.

CP07-02-16 **UDOT COMMUNITY OUTREACH (HULL)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **SECOND**

This effort utilizes the state's Triple A Baseball Team, the Salt Lake Bees, to provide safety information to the public. The program focuses on creating enhanced traffic safety awareness by providing resources to the team to conduct safety events at the baseball park during the baseball season. This is a continuing effort that has been well received by the community and the team, and provides a partnership with the Utah Highway Safety Office for additional safety events with the team.

CP07-02-17 **UDOT HISPANIC COMMUNITY OUTREACH (HULL)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **SECOND**

This program involves developing a communication plan to reach the growing Hispanic community in Utah. The effort is directed at creating educational Spanish-language materials, and utilizing local Hispanic radio and television stations to disperse safety information.

ALCOHOL PROGRAM

Performance Goal:

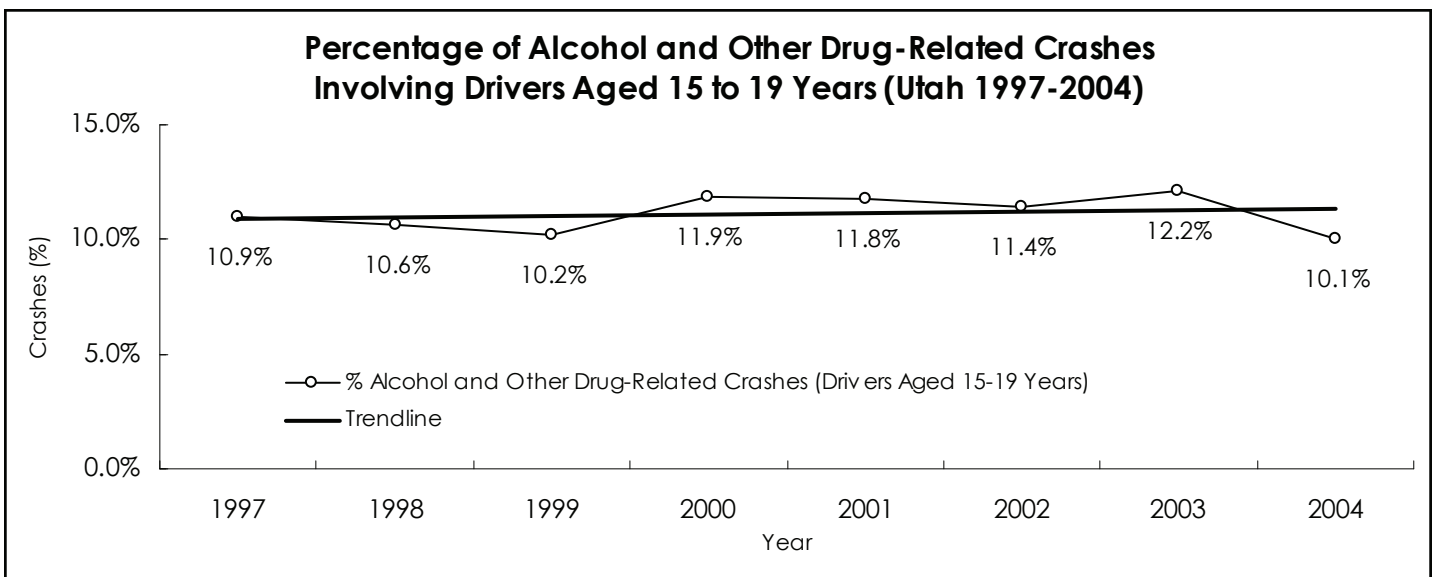
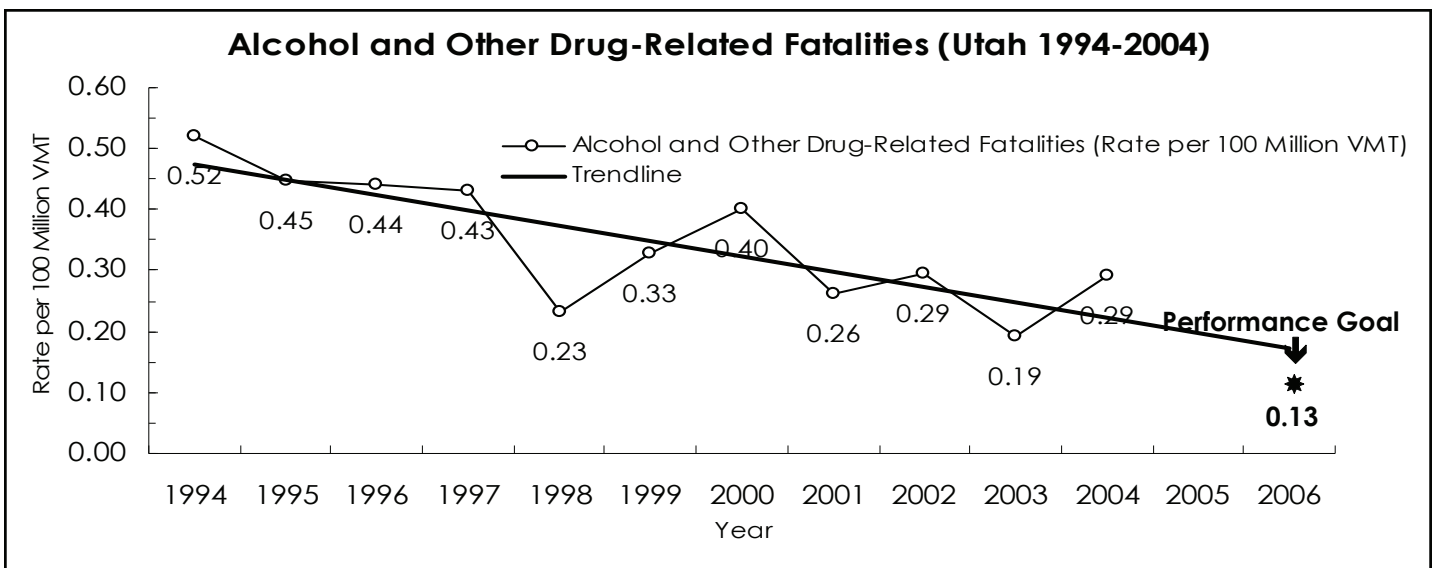
Through continued support of prevention, educational and enforcement programs, sustain the reduction trend in the alcohol-related fatality and serious injury rates.

Performance Measures:

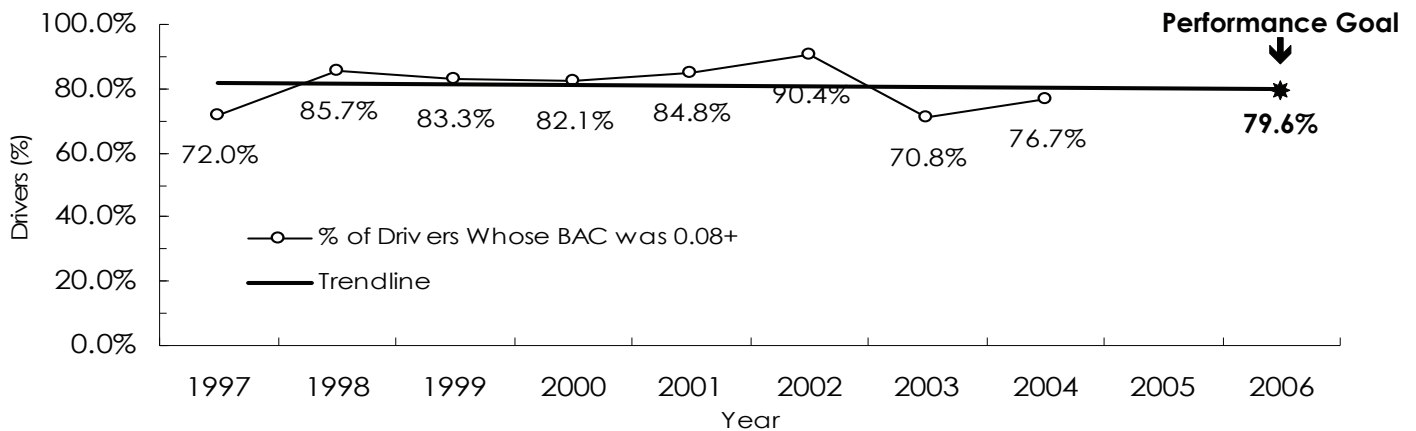
Continue the favorable trend by demonstrating a reduction in the alcohol and other drug-related traffic fatalities rate per 100 million vehicle miles traveled to 0.13 in CY 2006.

Reduce the upward trend of alcohol and other drug-related crashes involving drivers aged 15-19 years to 8.5% in CY 2006.

Continue the favorable downward trend with a reduction of the percent of drivers involved in fatal alcohol/drug crashes to 79.6%.



Percentage of Drivers Involved in Fatal Alcohol and Other Drug-Related Crashes Whose BAC was 0.08 or Higher (Utah 1997-2004)



Action Plan:

- Provide specialized and updated training for law enforcement officers regarding new laws.
- Conduct DUI enforcement mobilizations and provide overtime shift funding in conjunction with national campaigns.
- Fund high school and college campus programs for alcohol/drug prevention.
- Continue collaborative efforts with safety and prevention partners to educate children and adults regarding the dangers of impaired driving and underage drinking.
- Adopt the new NHTSA branding slogan, "Drunk Driving. Over the Limit. Under Arrest" for alcohol enforcement campaigns.
- Support the Traffic Safety Resource Prosecutor position and related training.

Justification:

- The percentage of alcohol-related traffic fatalities increased in 2004.
- Alcohol continues to be a significant factor in motor vehicle crashes in Utah.
- Socio-norming media and enforcement programs need years of sustained visibility to show the desired changes.

Other Partnering Agencies:

- The Utah Department of Public Safety supports the alcohol program with state funds from DUI administrative and impound fees, administrative Per Se hearings, and the extensive "Eliminating Alcohol Sales to Youth" (EASY) program.
- The Utah Department of Transportation provides 163 .08 BAC Incentive funds to support projects.
- The Utah Prosecutors Association and the Attorney General's Office provide support for the Traffic Safety Resource Prosecutor.
- Colleges and universities use student group and other funds to support impaired driving prevention education programs.
- MADD and the Utah Auto Dealers Association provide support for impaired driving prevention.

Alcohol Projects

AL07-03-01 **YOUTH SUPPORT (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

There are over 130 public and private high schools in Utah, many in rural areas, and 12 colleges and universities. Each year brings a new group of students who need traffic safety information and education. This project will fund a variety of programs to provide high school and college students with traffic safety education. It will largely focus on graduation celebrations, which keep graduating students in an alcohol and drug-free environment on graduation night. Select student representatives and their advisors will be sent to attend the National Student Safety Program annual conference to network with students throughout the nation, and to learn and implement traffic safety programs for students in Utah communities. This project will also supply equipment, such as portable breath testers, for youth alcohol enforcement.

AL07-03-02 **ALCOHOL PROGRAMS PUBLIC INFORMATION & EDUCATION (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

In Utah over 14,000 impaired drivers and approximately 1,200 underage drinking drivers (15 – 20 years of age) are arrested every year. This project will educate the public about the dangers of impaired driving through utilization of the following NHTSA national campaign messages; *"Drunk Driving. Over the Limit. Under Arrest"* when stepped up enforcement is being deployed; *"Friends/Fans Don't Let Friends/Fans Drive Drunk"* and *"Buzzed Driving is Drunk Driving"* to communicate and encourage social responsibility year round; and *"Zero Tolerance"* for underage drinking campaigns. This project provides information, education, and brochures to the community regarding impaired driving. Special emphasis is placed on educating the public about the risks, penalties and consequences of DUI violations.

AL07-03-03 **PER SE HEARINGS (DAVE)**
FUNDING SOURCE: **STATE MATCH FOR J8/K8**
PROJECT YEAR: **ONGOING**

In Utah there are approximately 14,000 arrests made annually that are related to driving under the influence of alcohol. In such cases, the person's driving privilege is sanctioned as specified in Utah statute. Each person is afforded the opportunity for an administrative hearing so an impartial third party (a hearing officer) may review the circumstances of the arrest. To provide this opportunity statewide, the Driver License Division administrative hearing/driver improvement program employs a chief hearing officer to oversee the program and 14 full-time and 18 part-time hearing officers. Hearing subjects include DUI-related arrests, auto homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

AL07-03-04 **BOYS & GIRLS CLUBS (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **FIRST**

Many children between the ages of 16-18 attend the Weber-Davis Counties Boys & Girls Club as an after-school and summer school program, and this includes often hard-to-reach minority and low income groups. This project will provide age-appropriate programming regarding underage drinking/substance abuse, including mentoring. It will provide an ongoing education effort regarding the risks of participating in unsafe or illegal behaviors by regularly involving law enforcement officials, and other subject matter experts, in workshops regarding underage drinking. The Weber-Davis Counties Boys & Girls Club offers activities in both Weber and Davis counties.

AL07-03-05 **UHP DRE/PHLEBOTOMY PROGRAM (TED)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

This project provides funding to administer and provide ongoing Drug Recognition Expert training to all law enforcement agencies in the state of Utah. This program allows police officers to be trained in the recognition of illegal and abused drugs, which helps in the detection of individuals committing DUI offenses. This project will help train new officers, and help to keep other officers certified, through annual training courses and conferences. This project will also fund a Phlebotomy Program, which the Utah Highway Patrol will coordinate. The phlebotomy program allows officers to have a quicker response time and faster turnaround times for blood results since these tests can be conducted in the field. This project would provide the resources for more efficient training and allow officers to go beyond their EMT or First Responder training. The phlebotomy portion of the project is expected to be self-sufficient by the end of FFY 2007.

AL07-03-06 **CAMPUS PROGRAMS (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

This project supports the USSAP (Utah Students for Substance Abuse Prevention) consortium at eleven of Utah's colleges and universities. The college-age population is a critical group to educate in the areas of alcohol abuse and driving under the influence, as traffic related crashes are one of the major causes of death for this group. The consortium meets quarterly for training, public information and education workshops, and at a yearly conference to coordinate and update existing programs. The focus includes alcohol and drug prevention campaigns as they are related to traffic safety and impaired driving and underage drinking.

AL07-03-07 **DIXIE YOUTH SERVICES (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

The "Back on Track" program is an educational program that was designed to give youth "at-risk" a chance to learn why not to use alcohol/drugs. This project assists in funding a juvenile referral system from the juvenile courts for youth between the ages of 11-18 who have been cited for an alcohol/drug violation in Washington, Iron and Beaver Counties. This project will purchase educational materials and hire an administrative coordinator for the project that will oversee the program. The focus includes alcohol and drug use, and includes training, education and workshops specifically for "at-risk" students.

AL07-03-08 **IMPAIRED DRIVING MEDIA CONTRACTOR (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **FIRST**

Media offers a very effective way to deliver and add credibility to messages when they report on impaired driving enforcement and mobilization activities. This project will secure the services of a public relations agency to assist with activities and media efforts related to alcohol programs. The agency will produce radio and television spots, as well as billboards/busboards with the following HSO media efforts: "Drunk Driving. Over the Limit. Under Arrest" when stepped up enforcement is being deployed; "Friends/Fans Don't Let Friends/Fans Drive Drunk"; and "Buzzed Driving is Drunk Driving" to communicate and encourage social responsibility year round; and "Zero Tolerance" for underage drinking campaigns.

AL07-03-09 **SOUTHWEST PREVENTION PROJECT (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

In the 2005 SHARP (Student Health and Risk Prevention) Statewide Survey, alcohol use scored the highest among all other abused substances in the five-county area of Beaver, Kane, Garfield, Washington and Iron Counties. In Washington County alone, the high school rate for everyday alcohol use is 35%, and the middle school rate for everyday use is 16%. Funding for this project will assist in the development and production of educational materials for distribution and training. The Southwest Prevention Center partners with all area schools to provide them with traffic safety activities, best practices, and to implement prevention programs. The focal point of the activities funded by the HSO will be educational forums regarding alcohol use, impaired driving, and underage drinking.

AL07-03-10 **ALCOHOL PROGRAM MANAGEMENT (DAVE)**
FUNDING SOURCE: **410 (K8/J8)**
PROJECT YEAR: **ONGOING**

This project funds HSO personnel who oversee, coordinate, assist, and provide support services for the Alcohol Programs projects such as DUI saturation patrols and checkpoints, underage drinking surveillance and retail compliance, and high school and college campus education programs. Staff fully or partially funded may include the HSO director, a finance officer, a program manager, and a law enforcement liaison.

AL07-03-11 **TECHNOLOGY TRANSFER (MARK)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **ONGOING**

Each year the Highway Safety Office receives requests for assistance from agencies and organizations for training or a fixed deliverable which may not be covered by a specific project. This project assists with expenses incurred for alcohol-related highway safety programs and activities by providing funding for training/workshops, travel expenses, supplies, operations, minor equipment, personnel, contractual services, and developing and distributing educational materials.

AL07-03-12 **COPS, CLUBS, AND DABC (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **THIRD**

This project assists the Utah Highway Patrol - Alcohol Enforcement Team in identifying "problem" bars that over-serve alcohol to their patrons. This project provides overtime shifts for law enforcement officers and Driver License Division staff to review DUI reports to determine the location of where the subject had been drinking, and if it was at a Department of Alcoholic Beverage Control (DABC) licensed establishment. The data is used to identify and target establishments for SIP OP (Serving Intoxicated Persons), and CUB OP (Covert Underage Buyers) operations. The team collaborates with DABC to train owners, managers and employees of clubs about enforcement efforts to control DUI. Training is also provided to law enforcement agencies about conducting SIP and CUB operations.

AL07-03-13 **IMPAIRED DRIVING ENFORCEMENT (TERI)**
FUNDING SOURCE: **410 (J8/K8)**
PROJECT YEAR: **SECOND**

Studies show that highly visible enforcement campaigns deter impaired driving. This project provides overtime shifts to law enforcement officers during the NHTSA media campaigns and selective enforcement mobilizations throughout targeted peaks during the year. The HSO will conduct "Drunk Driving. Over the Limit. Under Arrest" high visibility enforcement campaign/saturation patrol during August/September and a high visibility saturation patrol during December/January.

AL07-03-14 **TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **SECOND**

Utah is a diverse state with county populations ranging from Salt Lake County's almost one million residents to Daggett County with just over 900 residents. The Traffic Safety Resource Prosecutor (TSRP) will provide critical support to prosecutors statewide to effectively prosecute traffic safety violations. The TSRP will assess, develop and provide training for prosecutors, and offer technical assistance and legal research. The TSRP will also meet regularly with local law enforcement to answer questions, and receive suggestions, while fostering effective law enforcement/prosecutor cooperation. The major focus areas will include impaired driving and underage drinking, and other focus areas will be added as the project develops.

AL07-03-15 **COMBINED ENFORCEMENT (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **SECOND**

NHTSA reports that young males, ages 21 to 34, are most likely to be involved in automobile crashes, to drive while impaired and to be among those least likely to wear their safety belts. The HSO will conduct one combined enforcement campaign in an effort to reduce alcohol/drug-impaired driving and to increase the use of safety belts and child safety seats in Utah. To promote safety belt use and safe and sober driving through a statewide media and public information effort, sustained enforcement activities for alcohol/drug and safety belt laws will be conducted during November/December 2006 using "*Drunk Driving. Over the Limit. Under Arrest*" and "*Click It Or Ticket*" messaging. Overtime shifts will be funded for saturation patrols with law enforcement agencies in targeted communities.

AL07-03-16 **TRACE (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **SECOND**

The TRACE (Targeting Responsibility for Alcohol Connected Emergencies) project involves following up on severe injury, fatality and underage alcohol-related crashes to determine where the alcohol involved was obtained, and to charge whoever is responsible. This project will provide overtime for the Alcohol Enforcement Team to investigate an incident where someone may have illegally bought or was over-served alcohol, and that caused a severe injury or fatality, or was provided to someone underage. Investigating officers pursue a line of questioning to identify where the alcohol was purchased or served, and collect evidence that may indicate where the alcohol was obtained. Such evidence may include false identification, receipts, bags, labels, matches and statements of witnesses.

AL07-03-17 **ALCOHOL ENFORCEMENT CHECKPOINTS (TERI)**
FUNDING SOURCE: **410 (K8)**
PROJECT YEAR: **SECOND**

Sobriety checkpoints act as deterrents to drivers who drink or use drugs, increase the perceived risk of arrest to those who drive impaired, and remind the general public that impaired driving is a crime. This project provides overtime shifts to law enforcement officers to support a series of high visibility, special enforcement sobriety checkpoints, preceded by press releases and the distribution of educational information targeted at increasing public awareness of the program. It also provides financial support to purchase minor equipment needed to enable law enforcement to run an efficient checkpoint. Both adult impaired drivers and youth underage alcohol enforcement will be targeted, specifically during peak drinking times such as holidays and graduation.

AL07-03-18 **UDOT TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **SECOND**

This project utilizes pass-through funds provided by the Utah Department of Transportation to support the Traffic Safety Resource Prosecutor (TSRP). This funding will continue to provide critical support to prosecutors statewide to effectively prosecute traffic safety violations. The TSRP will assess, develop and provide training for prosecutors, and offer technical assistance and legal research. The TSRP will also meet regularly with local law enforcement to answer questions and receive suggestions, while fostering effective law enforcement/prosecutor cooperation. The major focus areas will include impaired driving and underage drinking, and other focus areas will be added as the project develops

AL07-03-19 **ELIMINATING ALCOHOL SALES TO YOUTH (EASY) (TERI)**
FUNDING SOURCE: **STATE MATCH FOR J8/K8**
PROJECT YEAR: **FIRST**

The EASY program will combine a media campaign and compliance checks targeted at reducing or eliminating the sale of alcohol to underage purchasers in off-premise retail sales locations statewide. This project covers the compliance check portion of the EASY program with state funding, and provides up to four compliance checks each year for every retail off-premise location in the state.

OCCUPANT PROTECTION PROGRAM

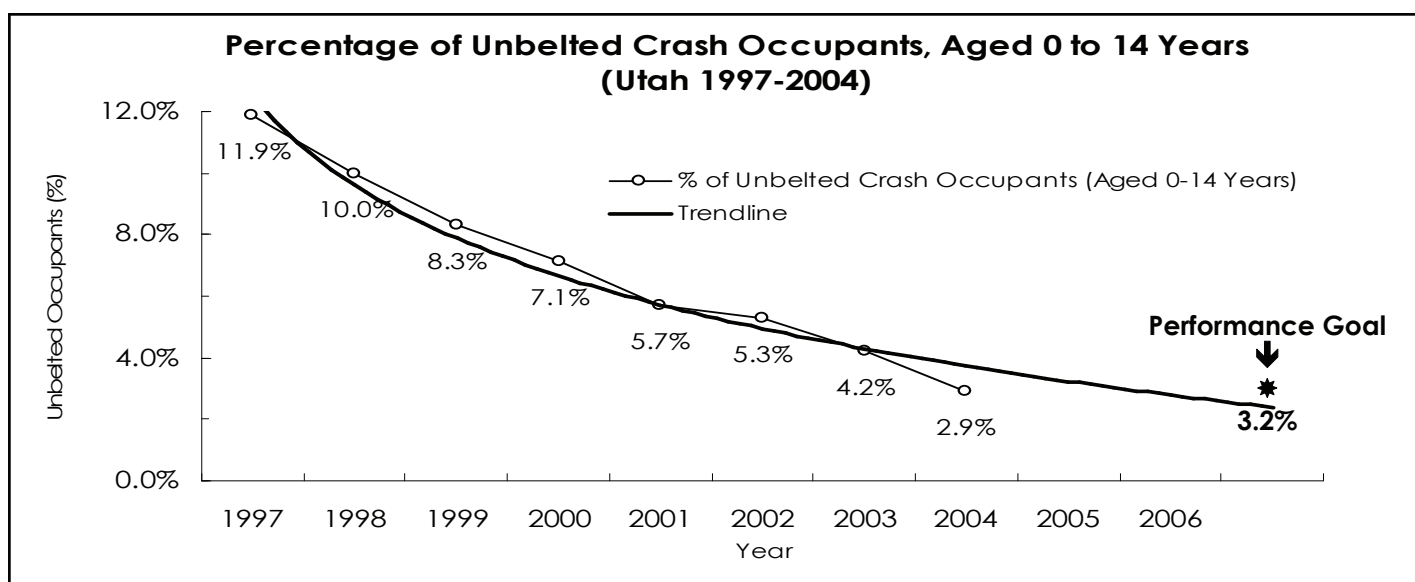
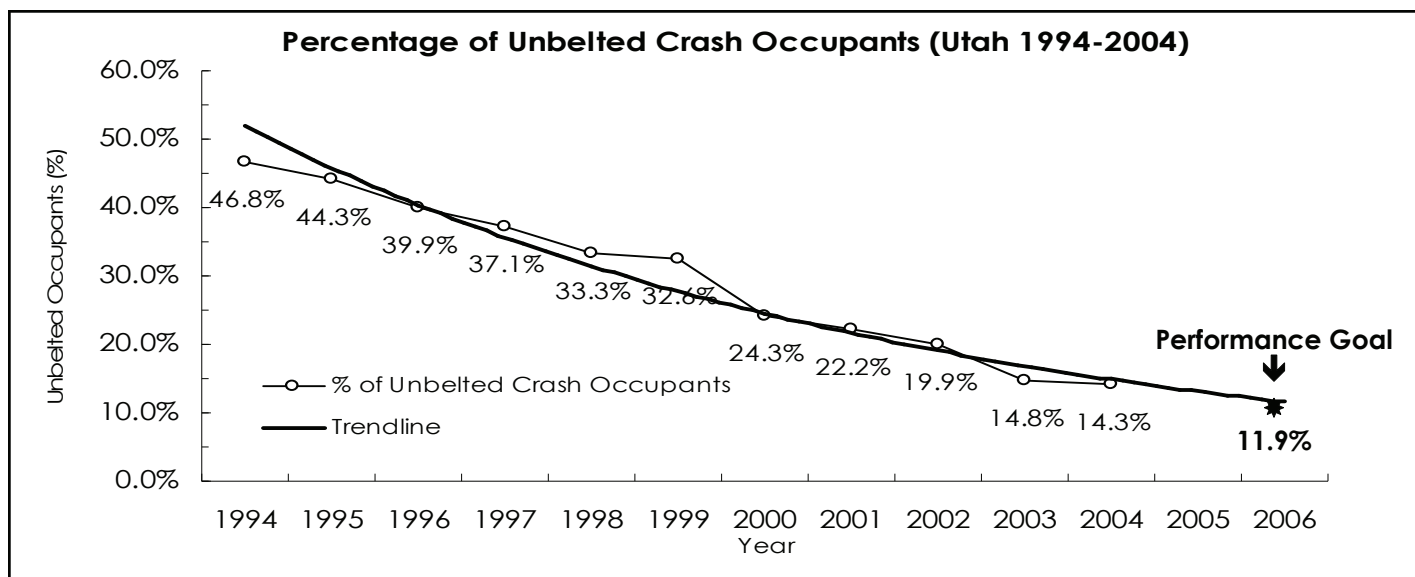
Performance Goal:

Sustain the favorable conversion trend of unbelted drivers and unrestrained children through continued support of prevention, educational and enforcement programs.

Performance Measures:

Continue the favorable trend by demonstrating a reduction in the percentage of unbelted crash occupants to 11.9% in CY 2006.

Continue the favorable trend by demonstrating a reduction in the percentage of unbelted crash occupants aged 0-14 years to 3.2% in CY 2006.



Action Plan:

- Conduct a “Click It Or Ticket” enforcement effort and provide overtime shift funding to law enforcement statewide.
- Continue collaborative efforts with Safe Community Partners to educate children and adults regarding child safety seats, safety belts and air bags.
- Conduct and support car seat checkpoint clinics across the state.
- Conduct three NHTSA Standardized CPS Technician Courses in CY 2007.
- Conduct one Child Passenger Safety Technician Renewal Course in CY 2007.
- Conduct a statewide Safety Belt Observational Survey in June 2007, including a rural seat belt usage study.

Justification:

- Although safety belt use has increased during the past several years (from 86.9% in 2005 to 88.6% in 2006), the failure to buckle up still contributes to more fatalities than any other traffic safety-related behavior.
- According to data obtained during safety seat inspection clinics conducted throughout the state, child safety seat misuse continues to exceed 90%.
- Child safety seat use among children has increased from 87.7% in 2004 to 92.9% in 2006; however, there is still a large number of children ages 5-10 who ride in an adult-sized safety belt or totally unrestrained. The 2006 study showed that while 94.8% of children ages 0-4 ride in child safety seats, only 87.0% of children ages 5-10 years ride restrained.
- Research proves that the fear of getting a ticket is the best way to try to reach Utahns who are still riding unbuckled. The “Click It Or Ticket” campaign will use this method to help increase seat belt use. Through this campaign and other partnering efforts, teen drivers will be targeted, as the highest percentage of unbelted crash occupants were aged 15 to 19 years.

Other Partnering Agencies:

- The Utah SAFE KIDS Coalition supports and helps fund 14 coalition Chapters throughout Utah and provides car seat checkpoints, presentations, parent classes and trainings.
- The Primary Children's Medical Center Child Advocacy program oversees and conducts various occupant protection programs to improve the safe transport of children.
- The Utah Safety Council has taken on the lead role of working with businesses statewide to promote occupant protection and other traffic safety issues.
- The Utah Highway Patrol supports this program with a PI&E section of over 15 officers who provide traffic safety information to classes, organizations and safety fairs statewide.
- State and local health departments support this program with in-kind and other support.

Occupant Protection Projects

OP07-04-01 **OCCUPANT PROTECTION PROGRAM COORDINATOR (KRISTY)**
FUNDING SOURCE: **402**
FUNDING YEAR: **ONGOING**

This project funds a partial program coordinator who will oversee and manage various occupant protection and traffic safety programs, campaigns and activities, including the national mobilization “Click It Or Ticket” Campaign. This staff member also assists with the annual Safety Belt Observational Survey, manages various car seat programs, and provides assistance and support to local occupant protection projects.

OP07-04-02 **UTAH SAFEKIDS CAMPAIGN COORDINATOR (KRISTY)**
FUNDING SOURCE: **402**
FUNDING YEAR: **ONGOING**

Unintentional injury from motor vehicle crashes remains the leading cause of death in Utah for children ages 1-14 years. Sadly, 2001 studies conducted by local health departments reported that only 27% of children ages 4-8 years were observed using booster seats. This project will continue to work toward reducing the percentage of unbelted crash occupants aged 0-14 years. The project will partially fund a Utah Department of Health staff member who will support the Safe Kids Campaign and its 13 local coalitions and chapters by coordinating and overseeing all activities. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP07-04-03 **UTAH COUNTY CPS PROGRAM (KERI)**
FUNDING SOURCE: **405 (K2)**
PROGRAM YEAR: **ONGOING**

Utah County has more children per capita than any other county in the United States. Currently, Utah County's child safety seat misuse rate is 97 percent, significantly higher than the national misuse rate of 80 percent. Many parents are not aware of the importance of using car seat and booster seats (booster seat use is 21 percent). The goal of this project is to increase child passenger safety awareness through education, and in turn decrease the car seat misuse rate. This goal will be obtained through offering car seat classes and car seat checkpoints to the community, providing low cost car seats, and monitoring car seat usage by conducting pre- and post-car seat and booster seat observational surveys. Program income may be acquired through donations made for child safety seats. The donated funds will be used to purchase more child safety seats to help sustain the program. A portion of the funding will be used to supplement a position that is dedicated specifically to this continuing highway safety project.

OP07-04-04 **UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)**
FUNDING SOURCE: **402**
PROGRAM YEAR: **ONGOING**

Funds will be used for the Buckle Up For Love program, Traffic Safety Video Library, the Network of Employers for Traffic Safety (NETS) program, and to help support a position at the Utah Safety Council. The Safety Council will also develop and purchase educational materials, maintain a traffic safety video library, host seminars and workshops, and conduct the Occupational Safety Belt Award program. All activities will promote the proper and consistent use of safety restraint systems among child passengers, as well as adults and young drivers. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP07-04-05 **UHP PUBLIC INFORMATION & EDUCATION (KRISTY)**
FUNDING SOURCE: **405 (K2)**
PROGRAM YEAR: **ONGOING**

This Utah Highway Patrol Public Information and Education program works to promote all aspects of traffic safety statewide. The UHP will purchase educational materials, videos, and other tools to be used at presentations and community events throughout the state. The project will outreach youth through the school system and will target teenage drivers and passengers who are at higher risk of being killed or injured in a motor vehicle crash. The project will emphasize child safety seat use, safety belt use among adults, and air bag safety. In addition, education will be provided on aggressive driving, drowsy driving, impaired driving, and pedestrian and bicycle safety, among other safety issues.

OP07-04-06 PUBLIC INFORMATION & EDUCATION (KRISTY)
FUNDING SOURCE: 402
PROGRAM YEAR: ONGOING

This project will educate, promote and support occupant protection programs and activities statewide by providing technical assistance, educational materials and supplies to requestors and key stakeholders. Materials will be used to help increase the proper and consistent use of safety belts, child safety seats, and air bags. The HSO will develop at least one new educational material during the project period; print and distribute materials to local communities; conduct car seat checkpoints; and purchase and distribute child safety seats to low-income families through checkpoints and special events.

OP07-04-07 PROGRAM MATERIALS & CPS TRAINING (KRISTY)
FUNDING SOURCE: 405 (J2/K2)
PROGRAM YEAR: ONGOING

While Utah's safety belt use rate continues to rise, further increases in the rate remains a priority of the HSO, as failure to buckle up contributes to more fatalities than any other traffic safety related behavior. The project will work to provide education, training, and resources in an effort to decrease motor vehicle related death and injury. A minimum of three CPS Standardized Training workshops, one recertification classes, and one refresher/update workshops will be conducted. In addition, a Transporting Children with Special Needs Training will be conducted. Support will include providing local advocacy agencies with child safety seats for distribution to low-income families. Educational materials and incentives will be purchased, and support provided to develop new occupant protection brochures, videos, and information materials. The national enforcement mobilization for the "Click It Or Ticket" campaign will be supported by purchasing resources and materials, and overtime hours may be provided to conduct selective safety belt enforcement.

OP07-04-08 SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)
FUNDING SOURCE: 402
PROGRAM YEAR: ONGOING

Utah will conduct its annual NHTSA-approved statewide Safety Belt Observational Survey in June 2007. Study results will be utilized to evaluate programs statewide and to compare with national and regional seat belt use rates. In addition, a rural safety belt survey will be conducted in 10 counties that are not included in the NHTSA-approved survey. Results will be published in an annual study and distributed throughout the state and country.

OP07-04-09 SALT LAKE VALLEY CPS PROGRAM (KERI)
FUNDING SOURCE: 405 (K2)
PROGRAM YEAR: ONGONG

Salt Lake County is the most populated county in the state with almost one million residents and has the highest motor vehicle crash rate in the state. The goal of this project is to provide education through one-on-one training to parents regarding proper use of car seats, provide low cost car seats to families in need, targeting the Latino community, and evaluate the program effectiveness by conducting a survey of the families the program serves. The project coordinator will work closely with the Hispanic community to determine their needs and conduct car seat checkpoints and training within the Latino community. Car seat checkpoints will also be conducted within other areas of the county where one-on-one training will be made available to county residents.

OP07-04-10 **WEBER-MORGAN CHILDREN FIRST, SAFETY ALWAYS (TERI)**
FUNDING SOURCE: **405 (K2)**
PROGRAM YEAR: **ONGOING**

The Weber-Morgan Health Department, headquartered in Ogden, Utah, serves a combined population of 217,796. Many families in the Weber and Morgan Counties are putting their children at risk when they transport them improperly seated or unrestrained. There are many reasons for this disregard of child restraints in Weber and Morgan Counties. This program has chosen to focus efforts on two important areas: 1) Some parents are unable to afford a child restraint; and 2) a lack of knowledge exists about how to properly install and use a child restraint. Target populations are those most "at-risk", and include low-income, rural, and Hispanic families. The goal of the program is to reduce the number of children injured or killed in motor vehicle crashes by providing individuals in Weber and Morgan counties with the information and resources they will need to properly use a child safety restraint. Another goal of the program is to present the Children First, Safety Always Program to three additional local Justice Courts, inviting the courts to refer offenders to receive the education they need in order to reduce future offenses, and to enhance the safety of children that are transported by these offenders.

OP07-04-11 **PCMC SPECIAL NEEDS CPS PROGRAM (KRISTY)**
FUNDING SOURCE: **405 (K2)**
PROGRAM YEAR: **ONGOING**

Primary Children's Medical Center (PCMC) sees the vast majority of children in Utah who have been in serious accidents, who are critically ill, or who have special health care needs. PCMC serves a diverse population of families residing in five states. As children are discharged from the hospital, it is an essential service to have a Child Passenger Safety Technician available to assist with safe transportation issues. A portion of the project funding will be used to provide a part-time CPS technician position. PCMC will continue to maintain a CPS Hotline, provide an on-site child safety seat inspection station, and offer resources and assistance to families of children with special health care needs. Program income may be received through donations for child safety seats that will then be used to purchase more seats to help sustain the program.

OP07-04-12 **TRAFFIC SAFETY OUTREACH (KRISTY)**
FUNDING SOURCE: **STATE MATCH FOR 157 INCENTIVE**
PROJECT YEAR: **ONGOING**

The Utah Highway Patrol (UHP) has a statewide public information and education group with over 15 PI&E officers, a dedicated Hispanic Community specialist, and a sergeant to oversee the program. This PI&E group provides representation at community events such as fairs, school classes and even new-car-owner orientations at car dealerships. They interact with the public on traffic safety issues such as seat belt and child safety seat use, impaired driving education, speeding, and aggressive driving. The goal is to gain compliance with state traffic laws by voluntary participation rather than enforcement-induced compliance.

OP07-04-13 **OCCUPANT PROTECTION OUTREACH (KRISTY)**
FUNDING SOURCE: **STATE MATCH FOR K2/J2**
PROJECT YEAR: **ONGOING**

The Utah Highway Patrol (UHP) has a statewide public information and education group with over 15 PI&E officers, a dedicated Hispanic Community specialist, and a sergeant to oversee the program. This PI&E group provides representation at community events such as fairs, school classes and even new-car-owner orientations at car dealerships. They interact with the public on traffic safety issues with special focus on seat belt and child safety seat use. The goal is to gain compliance with state traffic laws by voluntary participation rather than enforcement-induced compliance.

OP07-04-14 **DAVIS COUNTY CPS PROGRAM (KERI)**
FUNDING SOURCE: **405 (K2)**
PROJECT YEAR: **SECOND**

Davis County is the third most populated county in Utah and is the fastest growing of the four major urban communities along the Wasatch Front. Child passenger safety is a major traffic safety issue and concern for county residents who seek to use available fitting station resources. This project helps to provide families who request a car seat inspection the opportunity to have a trained technician inspect their car seat. Grant funds will also provide "at-risk" families in need with a child safety seat. Activities will include conducting fitting stations at Young Chevrolet, conducting car seat checkpoints in the community, providing needed child safety seats and supplies, promoting child passenger safety through community presentations and public awareness campaigns, and assist CPS technicians with training opportunities to maintain certification and promote technician retention. Program income may be acquired through donations made for child safety seats. The income will be used to purchase child safety seats to help sustain the program.

OP07-04-15 **CEDAR CITY CPS PROGRAM (KRISTY)**
FUNDING SOURCE: **405 (K2)**
PROJECT YEAR: **SECOND**

Iron County has the third highest population growth rates in the state. In addition, a 2003 study showed that the safety belt use rate was only 61.3%, which was 24% below the statewide NHTSA-approved 2003 study. The county has an active traffic safety task force with limited resources to maintain their local car seat programs for local families. Through highway safety funding, the Iron County SAFE KIDS Chapter will improve the education of all parents with children ages 0-14 years in an effort to reduce traffic-related death and injury. The project will work to distribute child safety seats to needy families, provide car seat checkpoints in the community and establish an active fitting station. All program income earned from the sale of low-cost car seats will be used to help support the traffic safety activities.

OP07-04-16 **BUCKLE UP IN YOUR TRUCK CAMPAIGN (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **FIRST**

National studies report that of those who still fail to buckle up, most are young males who drive pickup trucks, and live in rural areas. In Utah, 39.2% of people killed in a traffic crash were riding in a light truck, which is 9.6% above the national average. In addition, when compared to all age groups, children ages 15-19 years old comprised the largest number of deaths in Utah as a result of a motor vehicle crash. The Emergency Medical Services for Children (EMSC) program and its 40 coordinators will work to decrease the morbidity and mortality of children by conducting the "Buckle Up in your Truck" program. The program will outreach 50% of the state's high schools with the buckle up message and will conduct key activities aimed at increasing safety belt use among the target population. A portion of the funding will be used to contract with a program coordinator and pay honorariums for local coordinators who conduct the program in their area.

OP07-04-17 **CLICK IT OR TICKET (STEP SUPPORT) (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

This project will fund the high-visibility enforcement component of the “*Click It Or Ticket*” campaign in May and June 2007. Funds will be used to pay for approximately 8,000 overtime hours, which will be provided to the local governments and the Utah Highway Patrol throughout the state who participate in the 2-week mobilization. The majority of the available overtime hours will be awarded to agencies in the 6 target counties (Cache, Davis, Salt Lake, Utah, Washington, Weber) where at least 85% of the population lives. Enforcement efforts will target safety belt and child safety seat non-use, as well as other traffic violations such as impaired driving, speed, and aggressive driving.

OP07-04-18 **MEDIA CONTRACTOR (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

Secure the services of an agency to assist with the “*Click It Or Ticket*” campaign's media plan. This will include public relations activities, campaign development and production costs, and media efforts. The agency will produce television and radio spots, as well as billboards/busboards, and assist the HSO with all media outreach related to the campaign.

TRAFFIC RECORDS PROGRAM

Performance Goal:

Improve the collection, analysis and dissemination process to reduce the Annual Utah Crash Summary publication date from twelve months to eight months after the end of the calendar year.

Performance Measure:

Distribute the 2006 Utah Crash Summary no later than September 1, 2007.

Action Plan:

- Continue activities related to implementation of the new Police Accident Report including training and a relevant instruction manual.
- Support the Utah Traffic Records Advisory Committee (UTRAC) in completing and implementing a new Strategic Plan for traffic records systems.

Justification:

- Multidisciplinary representation from agencies representing the six core data systems of Utah's Traffic Records System provides an opportunity for collaboration and progress in the area of traffic records. To this end, Utah will continue to facilitate the efforts of the Utah Traffic Records Advisory Committee, as well as facilitate the implementation of Utah's Traffic Safety Information Systems Strategic Plan.
- Currently, a nine-month delay exists in the availability of Utah crash data for analysis. This is particularly problematic in two areas: accurate highway safety problem identification; and effective program planning. Utah's goal is to have crash data available to members of the traffic safety community within 90 days of the crash event by FFY2009.
- It is Utah's desire to have timely, accurate, complete, uniform, integrated and accessible traffic safety data. The projects funded will strive toward this goal, and will utilize the "store once, use many times" philosophy in hopes of improving the decision-making ability of the traffic safety community and ultimately reducing motor vehicle injuries and fatalities.

Other Partnering Agencies:

- Many stakeholder Utah agencies are supporting this focus area including the Department of Technology Services, Department of Public Safety, Department of Transportation, Department of Health, Administrative Office of the Courts, and the State Tax Commission.

Traffic Records Projects

TR07-05-01	UTAH CRASH SUMMARY (AMY)
FUNDING SOURCE:	402 and 408 (K9)
PROJECT YEAR:	ONGOING

Funds will be used to gather, enter, and analyze traffic crash data by contracting with a part-time research analyst, who will format and prepare the data for final publication. The Annual Utah Crash Summary will be made available via the internet for 2005 and previous years. County-specific fact sheets for 2005 will be produced as requested, and data supplied for research and information purposes to students, state and local agencies, and the public. The findings in the Annual Utah Crash Summary are used to plan and administer the Highway Safety Program, promote injury prevention programs and foster highway safety awareness.

TR07-05-02 **VITAL RECORDS DATA IMPROVEMENT (MARILEE)**
FUNDING SOURCE: **408 (K9)**
PROJECT YEAR: **FIRST**

The Utah Medical Examiner's Office collects toxicology and demographic data on persons killed in motor vehicle crashes, and these are critical to understanding elements associated with fatal crashes. However, this data is not typically available to Utah's Fatality Analysis Reporting System (FARS) Analyst, as well as other members of the traffic safety community. This results in incomplete FARS data, and inhibits Utah's ability to study alcohol and drug-related crashes. Currently, Utah's FARS Analyst receives approximately 40% of the toxicology data, and the race/ethnicity data is missing completely. This project will work to improve the completeness and accuracy of blood alcohol and drug results, as well as race/ethnicity data by establishing a method for the Medical Examiner's Office to electronically share the toxicology and demographic data with the FARS Analyst and other authorized members of the traffic safety community. Activities will include assessing the data storage methods employed by the Medical Examiner's Office, developing protocols and data specifications to share that information, and identify authorized agencies that the information will be shared with. Funding may involve the award of a programming contract, and possible purchase of equipment. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-03 **LOCAL CRASH ANALYSIS (MARILEE)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

The Local Technical Assistance Program (LTAP) at Utah State University, has developed a royalty free GIS mapping program that contains functionality useful in the analysis of crashes (MapWindows). In order to take advantage of this program, modules need to be developed specific to local crash analysis and local GIS roadway files attributed to make crash analysis possible. These county roadways are being inspected for uniform application of standards for installation of Traffic Control Devices, crash locations based on locals experience and what can be gleaned from crash data that does exist (FARS, Locals experience, UDOT data for Federal Aid Routes). In addition to the above program, the Road Safety Audit program is being supported by FHWA and involves an independent review of locations with safety concerns, conducted by a Fatal Crash review committee that will attempt to identify locations for a more in-depth analysis of crash histories in these particular locations. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-04 **FATAL ANALYSIS REPORTING SYSTEM (FARS) (MARILEE)**
FUNDINGS SOURCE: **FARS**
PROJECT YEAR: **ONGOING**

This project provides for the collection and research of information related to Utah traffic fatalities, and interpreting and analyzing this crash data. Information is entered into the FARS data base and provided to requestors such as the news media or other governmental agencies regarding Utah traffic fatalities and statistics. This project funds personnel including a FARS Supervisor, a FARS Analyst, and Financial Officer.

TR07-05-05 **CENTRALIZED CRASH REPOSITORY (AMY)**
FUNDING SOURCE: **408 (K9)**
PROJECT YEAR: **FIRST**

Timely accessibility to quality crash data is of paramount importance to the efforts of Utah's traffic safety community in contributing to the reduction of injuries and death associated with motor vehicle crashes. Unfortunately, there is currently a nine-month delay in the availability of crash data. Storing crash data in three disparate crash repositories contributes to this delay. The purpose of this project is to provide accurate, complete and uniform crash data to members of the traffic safety community within 90 days of the crash event by creating a Centralized Crash Repository at the Utah Department of Public Safety that allows authorized agencies to enter, retrieve, report and analyze crash information. Other activities will include performing a gap analysis, developing software and database specifications, and field training. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-06 **ENTERPRISE LEVEL REPORTING SYSTEM (AMY)**
FUNDING SOURCE: **408 (K9)**
PROJECT YEAR: **FIRST**

Information pertinent to seeing the “big picture” of motor vehicle crashes in Utah is housed at the Utah Department of Public Safety, Administrative Office of the Courts, Utah Department of Transportation, and the Utah Department of Health. Currently, this information is not linked, and each of these agencies can only see the “small pieces” contained in their own separate systems. This project will entail the research and purchase of an enterprise level reporting tool that will enable the real-time linking and reporting of crash information that is stored in separate databases. This project will also involve establishing access to databases, and training agencies on the use of this tool. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-07 **GEOCODING SERVICE WITH ACCURATE ROADS DATA (AMY)**
FUNDING SOURCE: **408 (K9)**
PROJECT YEAR: **FIRST**

Historically, accurate location referencing of crashes and emergency medical service incidents has been problematic. In the last several years, Utah’s Automated Geographic Reference Center (AGRC) has acquired software, hardware and expertise necessary to provide a solution to this problem. This project will utilize AGRC’s expertise to impact not only the accuracy of crash and EMS referencing, but also the completeness, uniformity and accessibility of the location data. Through partnership with the Utah Department of Public Safety, Utah Department of Transportation, and the Utah Department of Health, AGRC will improve and expand the Utah Transportation Data Model, build web services to provide functionality to data users, and develop a feedback service to aid in the ongoing maintenance and improvement of the master dataset. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-08 **COURT WEB SERVICES (AMY)**
FUNDING SOURCE: **408 (K9)**
PROJECT YEAR: **FIRST**

Developing the ability to electronically transfer citation information from the Department of Public Safety’s Mobile Data Collection System Repository to the Administrative Office of the Courts has been an important milestone in recent years. However, delays exist in obtaining and processing electronic citation information, errors in the data that do not pass court edits are not detected until long after the officer has written the citation, and there is currently no electronic process in place that allows the citation information to be returned to the officer for correction. This project will impact the timeliness and accuracy of electronically filed citation data by providing a means for law enforcement agencies to submit data via web services for validation and processing. Through implementation of these web services, data errors would be detected in “real time,” and the resulting rejection notification would allow for timely feedback correction and resubmission. Activities include purchasing a server and software for the court web services system, training court IT staff in web services development, and design and development of the court web services system. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-09 **CORIS ELECTRONIC CITATION PROGRAM IMPROVEMENTS (AMY)**
FUNDING SOURCE: **408 (K9)**
PROJECT YEAR: **FIRST**

Unfortunately, over 50 percent of electronic citations are filed in the Utah Administrative Office of the Courts CORIS database with the incorrect prosecutor. This project will impact the accuracy of electronically filed citation data by enabling each court to designate its own default prosecutor. Activities will include CORIS database changes and maintenance screen changes to improve the adjudication process. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-10 OFFICER DATA STORAGE WITHIN CORIS (AMY)
FUNDING SOURCE: 408 (K9)
PROJECT YEAR: FIRST

Missing or incorrect officer data within the Utah Administrative Office of the Courts CORIS database causes delays or postponements to hearing dates when officers cannot be directly contacted regarding cases where they must appear. In some instances, failure to notify an officer results in the officers failure to appear, and may result in dismissal of the court case. This project will impact the completeness and quality of data contained in the CORIS database by improving the capture of correct officer data in a timely fashion. Activities will include redeveloping the CORIS database structure in the area of law enforcement officer information and software modifications. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-11 REAL-TIME DATA LOOKUP (AMY)
FUNDING SOURCE: 408 (K9)
PROJECT YEAR: FIRST

The electronic interface that exists between Utah's Department of Public Safety (DPS) and the Administrative Office of the Courts allows court clerks to obtain driver license data pertinent to court cases. However, the current query process is slow and inefficient. This project will impact the timeliness and completeness of the courts data by improving the current interface, and by adding the ability for court clerks to obtain more complete information about the defendant. Activities will include modifying the courts XAWARE software that interfaces with DPS, and building an interface that will allow court clerks to query driver license data based on the Offense Tracking Number. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-12 EMS PRE-HOSPITAL DATA REPORTING (AMY)
FUNDING SOURCE: 408 (K9)
PROJECT YEAR: FIRST

The Bureau of EMS (BEMS) collects data from every emergency medical response by EMS agencies licensed or designated to operate within the state of Utah. The current BEMS reporting system is a DOS-based application that has become antiquated, and is in need of redesign. This project will entail the development, deployment, and user training of National Emergency Medical Services Information System (NEMSIS) compliant field software, and implementation of a web-enabled portal for uploading data to the state health and crash injury databases. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR07-05-13 UTRAC COORDINATOR (AMY)
FUNDING SOURCE: 408 (K9)
PROJECT YEAR: FIRST

Title 23, Section 408 of SAFETEA-LU prescribes a State Traffic Safety Information Systems Improvement Program to be implemented within each State. The program calls for extensive coordination of safety data systems within the state across data systems and across agencies, requires the development and maintenance of a comprehensive Traffic Safety Information Systems Strategic Plan, and requires the formation of a Utah Traffic Records Advisory Committee (UTRAC) to assist in overseeing these efforts. These funds will be used to hire a UTRAC Coordinator who will be responsible for the development, implementation, monitoring and coordination of Utah's Traffic Safety Information Systems Strategic Plan, the operation of the Utah Traffic Records Advisory Committee, and the support and coordination of UTRAC's technical and working committees.

EMERGENCY MEDICAL SERVICES PROGRAM

Performance Goal:

To deliver non-threatening, medically-based, educational highway safety programs taught by trained emergency care professionals to Utah's youth.

Performance Measure:

Provide training sessions to all presenters of ENCARE programs in Utah.

Action Plan:

- Support the statewide educational campaign "Emergency Room Nurses Care" (ENCARE)

Emergency Medical Services Projects

EM07-06-01 ENCARE (MARILEE)
FUNDING SOURCE: 410 (K8)
PROJECT YEAR: ONGOING

In Utah, young drivers represent a disproportionately high percentage of both fatal and injury crashes. Motor vehicle crashes are the leading cause of death among Americans ages 1-44. In the emergency departments of this country, many of the traumas seen are preventable. The goal of this project is to deliver non-threatening, medically-based, educational highway safety programs taught by trained emergency care professionals to Utah's youth. Each new educator will attend a seven hour training session or five hours of on-the-job education training to prepare to present the ENCARE programs and teach facts about highway safety issues with emphasis on impaired driving. Educators will present an average of 25-30 presentations per month.

PEDESTRIAN & BICYCLE PROGRAM

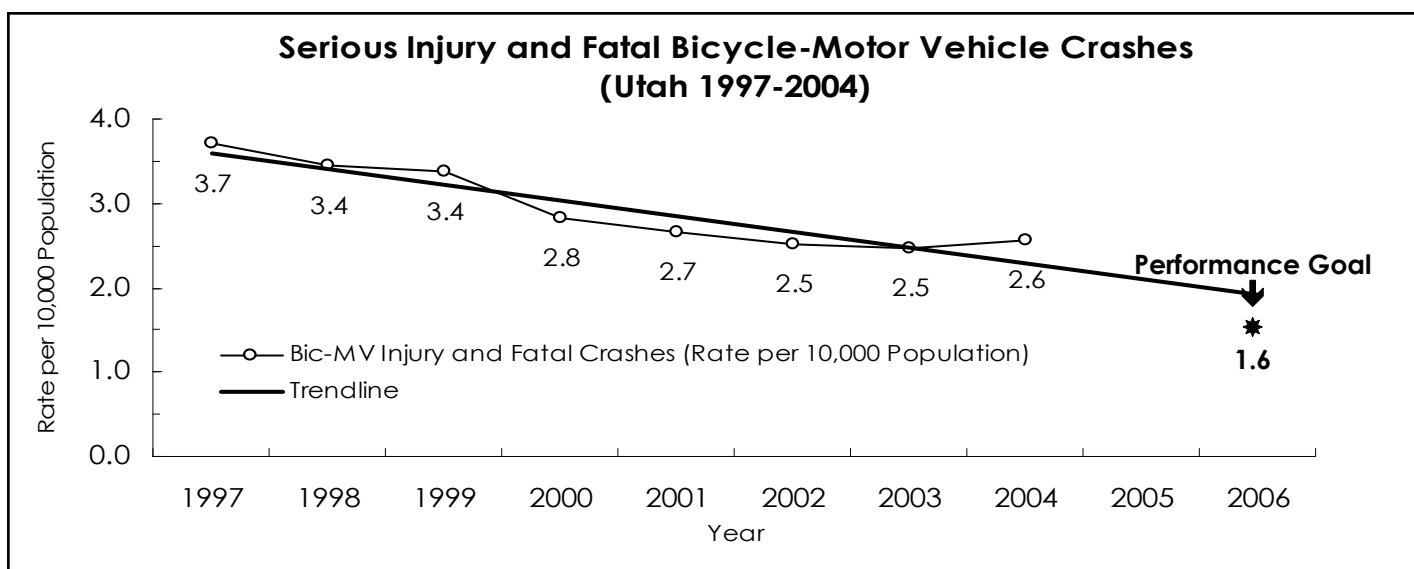
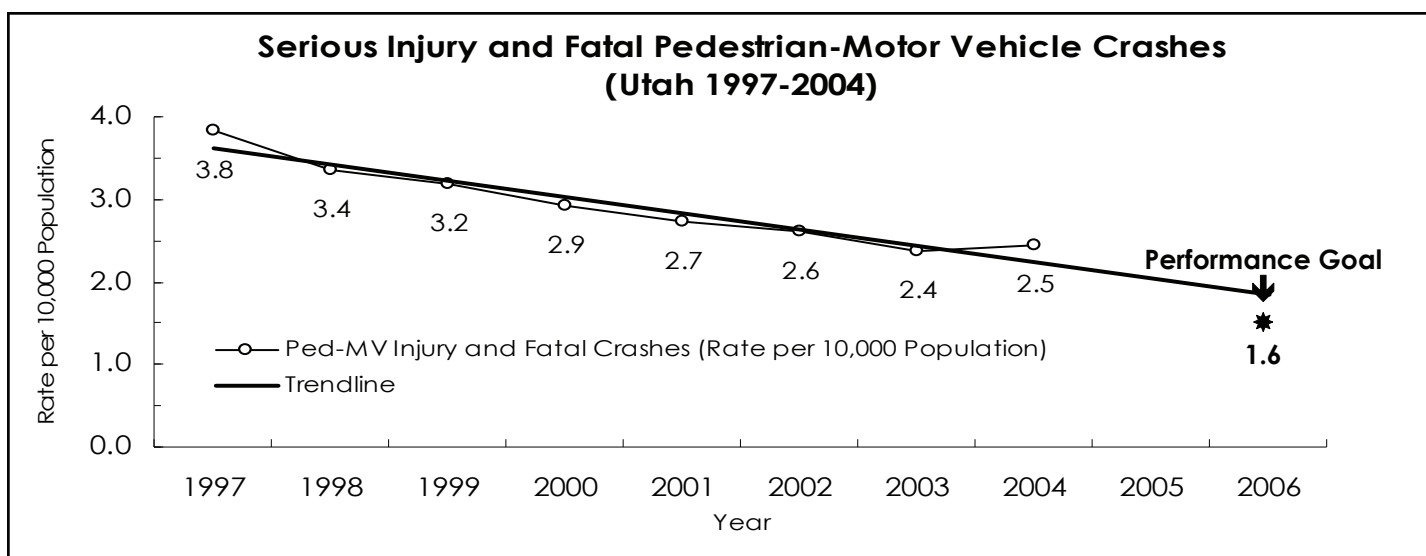
Performance Goal:

With continued support of prevention, educational and enforcement programs, continue the downward trend in the reduction of pedestrian and bicyclist traffic fatality and serious injury rates.

Performance Measure:

Continue the favorable trend by demonstrating a reduction in the serious injury and fatal pedestrian-motor vehicle crash rate per 10,000 population to 1.6 in CY 2006.

Continue the favorable trend by demonstrating a reduction in the serious injury and fatal bicycle-motor vehicle crash rate per 10,000 population to 1.6 in CY 2006.



Action Plan:

- Continue fostering the partnership on pedestrian and bicycle projects and campaigns with the Utah Department of Health and the Utah Department of Transportation.
- Continue to establish branding for the “Share The Road” identifier with bicycle programs, and increase the public awareness of bicycle laws and bicyclist concerns.
- Implement the three-year Pedestrian Safety, Media and Enforcement Campaign if the grant proposal is successful.

Justification:

- Pedestrian deaths comprise about 10% of Utah traffic fatalities.
- Bicyclist injury and fatal incidents continue to receive high media attention.

Other Partnering Agencies:

- The Utah Department of Transportation has awarded Transportation Enhancement Funds and uses 163 .08 BAC funds to support pedestrian and bicyclist safety projects.
- The Utah Department of Health provides in-kind and materials support for this focus area.
- Primary Children’s Medical Center provides additional support for the “Spot The Tot” program.

Pedestrian & Bicycle Projects

PS07-07-01 PEDESTRIAN & BICYCLE COORDINATOR (KERI)
FUNDING SOURCE: 402
FUNDING YEAR: ONGOING

Utah is a state known for its outdoor recreation opportunities where many people enjoy the state's scenic landscape and city skylines on bicycle and foot. However, nearly all pedestrians and bicyclists sustain serious injury in a crash as compared to motor vehicle occupants. The Pedestrian and Bicycle Coordinator plans, coordinates and provides technical assistance for pedestrian and bicycle activities involving local and regional health and law enforcement agencies statewide, and other community and safety organizations. Project focus includes reducing the serious injury and fatality rate, with emphasis on the 5 to 19 year old age group. The coordinator will act as the state “expert” on pedestrian and bicycle issues and conduct the Annual Bicycle Helmet Usage Observational Survey. This project also provides educational materials and supplies to requestors to encourage, promote and support pedestrian and bicycle programs and activities statewide. Support is also offered to programs or projects that show promise for reducing the pedestrian and bicycle serious injury and fatality rates, and includes support of various bicycle rodeo programs. If unfunded, the position and traffic safety programs would be eliminated.

PS07-07-04 SPOT THE TOT (KERI)
FUNDING SOURCE: 157 INCENTIVE
FUNDING YEAR: SECOND

Between 1997 and 2003, more than 20 Utah children were killed and more than 415 were seriously injured by “back overs”. In 2004 alone, 10 children were killed. The “Spot The Tot” media campaign will help increase awareness of this preventable tragedy through public information and education. This project will implement an educational program to increase awareness of driveway and parking lot “back over” dangers. Educational materials will be developed with detail on the dangers, and will provide ideas and materials for best practices. The project will use earned and paid media to reach the target group and will develop educational and informational broadcast messages.

PS07-07-05 **SHARE THE ROAD BICYCLE SIGNS (HULL)**
FUNDING SOURCE: **UDOT 163. 08 BAC**
FUNDING YEAR: **SECOND**

Funding is being used to produce “*Share the Road*” signs for local communities and national parks to promote the concept of sharing the road with bicyclists. Smaller communities typically do not have signing budgets to address these issues. Signs will be provided to the local communities and they will provide the installation.

PS07-07-06 **THREE-YEAR PEDESTRIAN SAFETY CAMPAIGN (KERI)**
FUNDING SOURCE: **UDOT TRANSPORTATION ENHANCEMENT FUNDS**
PROJECT YEAR: **FIRST**

Each year about ten percent of the total fatalities related to motor vehicle crashes in Utah are pedestrians. This project is a three-year sustained statewide effort to educate pedestrians and motorists about safer ways to interact while using the public roadways. The campaign will have two major tiers, a media component and an enforcement component. The media component will cover almost 30 months, and include an aggressive radio, billboard and possibly a bus board campaign. The enforcement aspect will occur during the second year, will involve 20 law enforcement agencies in identified problem areas in the state and will provide specialized training to assist the officers in identifying both pedestrian and motorist violations.

ROADWAY SAFETY PROGRAM

Performance Goal:

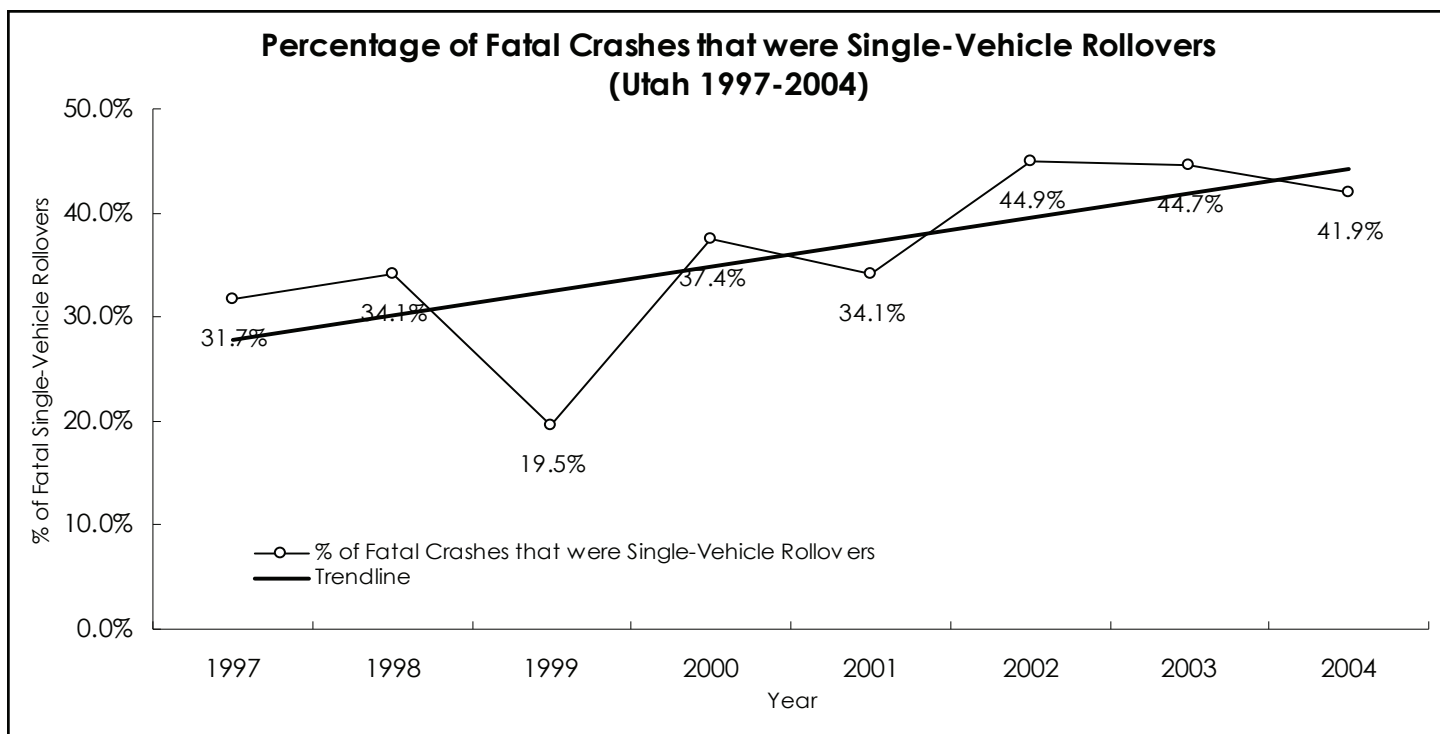
Support prevention, educational and enforcement programs to reduce the single-vehicle rollover fatality and serious injury rate.

Performance Measure:

Reduce the upward trend in the percentage of fatal crashes that were single-vehicle rollovers to 40% in CY 2006.

Action Plan:

- Continue support of fatigued driving education programs with special focus on young drivers.



Justification:

- Fatigue is a factor in at least 10% of Utah traffic fatalities and likely more.
- Railroad crossing education continues to be a need, especially with the large number of unregulated crossings in Utah.
- Aggressive driving and speeding continue to be a problem on State Route 6 and other roads.

Other Partnering Agencies:

- Utah Department of Transportation provides 163 .08 BAC funds for these projects.

Roadway Safety Projects

RS07-08-01 **OPERATION LIFESAVERS (MARILEE)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

Nationally, there were 368 fatalities, and 1,071 injuries at railgrade crossings in 2004. The Operation Lifesavers program will work to address railroad, trucking industry, and transit traffic safety issues. This project will work to reduce railgrade injuries and fatalities through education, enforcement of traffic laws, and engineering research awareness programs. Activities will include distribution of educational materials at Safety Fairs statewide.

RS07-08-02 **FATIGUED DRIVING PREVENTION PROGRAM (KRISTY)**
FUNDING SOURCE: **402**
PROJECT YEAR: **SECOND**

Fatigued or drowsy driving is a major contributing factor to the number of fatal and overall crashes in Utah. In Utah, in 2004, 32 people died and 563 were injured as a result of someone falling asleep at the wheel. In addition, a 2006 telephone survey showed that 40% of Utah drivers (about 642,000 people) say they have fallen asleep or nodded off while driving and that "driving while severely sleepy or drowsy" is just as concerning as "drinking and driving" and "running red lights" with regards to the respondents' personal safety and the safety of their families. The Sleep Smart. Drive Smart. task force will work to reduce fatigue-related motor vehicle crashes in an effort to reduce the upward trend in the percentage of fatal crashes that were single vehicle roll-overs. The program will involve improved public information and education, increased roadway signage, placement of media advertisements and young driver and public outreach efforts.

RS07-08-03 **ADOPT A HIGH SCHOOL**
FUNDING SOURCE: **157 INCENTIVE**
PROJECT YEAR: **FIRST**

Drivers 15 to 18 years of age are over-represented nationally, and in Utah, in motor vehicle crashes. To outreach this age group during their first driving years, when habits and perceptions are formed, the Utah Highway Patrol has committed to "adopting" high schools statewide. A UHP officer will approach the school administration and propose a program to have closer interaction with the students and faculty regarding law enforcement and traffic safety issues. The goal is to provide the students with a person who can assist them in understanding the reasons behind traffic laws, offer a view from a law enforcement standpoint, and assist them in making personal choices that promote traffic safety and injury prevention.

RS07-08-04 **AGGRESSIVE DRIVING EDUCATION & ENFORCEMENT (TED)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

State Road 6 continues to be one of Utah's deadliest highways for traffic fatalities. This stretch of roadway through Utah and Carbon Counties has a history of major traffic crashes and fatalities due to lack of law enforcement presence. Motorists and commercial vehicle drivers continue to speed and commit other traffic violations that result in aggressive driver behavior. This project provides the funding to allow the Utah Highway Patrol to conduct selective overtime enforcement on this highway in an effort to eliminate aggressive driver violations and to become more visible. This enforcement effort has made a difference since its inception, as referenced by past statistics and comments received from the general public. The education portion of this project will allow officers to provide safety lectures to various community and business groups along with targeting the high schools in these counties.

RS07-08-06 **UDOT FATIGUED DRIVING MEDIA CONTRACTOR (KRISTY)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **SECOND**

Secure the services of an agency to assist with public relations activities and media efforts related to the 'Sleep Smart. Drive Smart.' campaign. The agency will develop and produce all paid media spots as well as campaign materials. Materials will be used to combat fatigued driving related fatalities and injuries. Funds for this project were provided by the Utah Department of Transportation through the 163.08 incentive award.

RS07-08-07 **UDOT ZERO FATALITIES CAMPAIGN (HULL)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **SECOND**

This campaign is intended to raise the awareness of the public and develop an operational philosophy within the state's safety organizations of the benefits of establishing a goal to achieve zero fatalities. The effort is focused on an educational advertising campaign about the dangers of certain driving behaviors. It will also attempt to develop a cultural change in the community. This culture change applies to the 4 E's of safety: Engineering, Enforcement, Education and Emergency Services. Funds for this project were provided by the Utah Department of Transportation through the 163.08 incentive award.

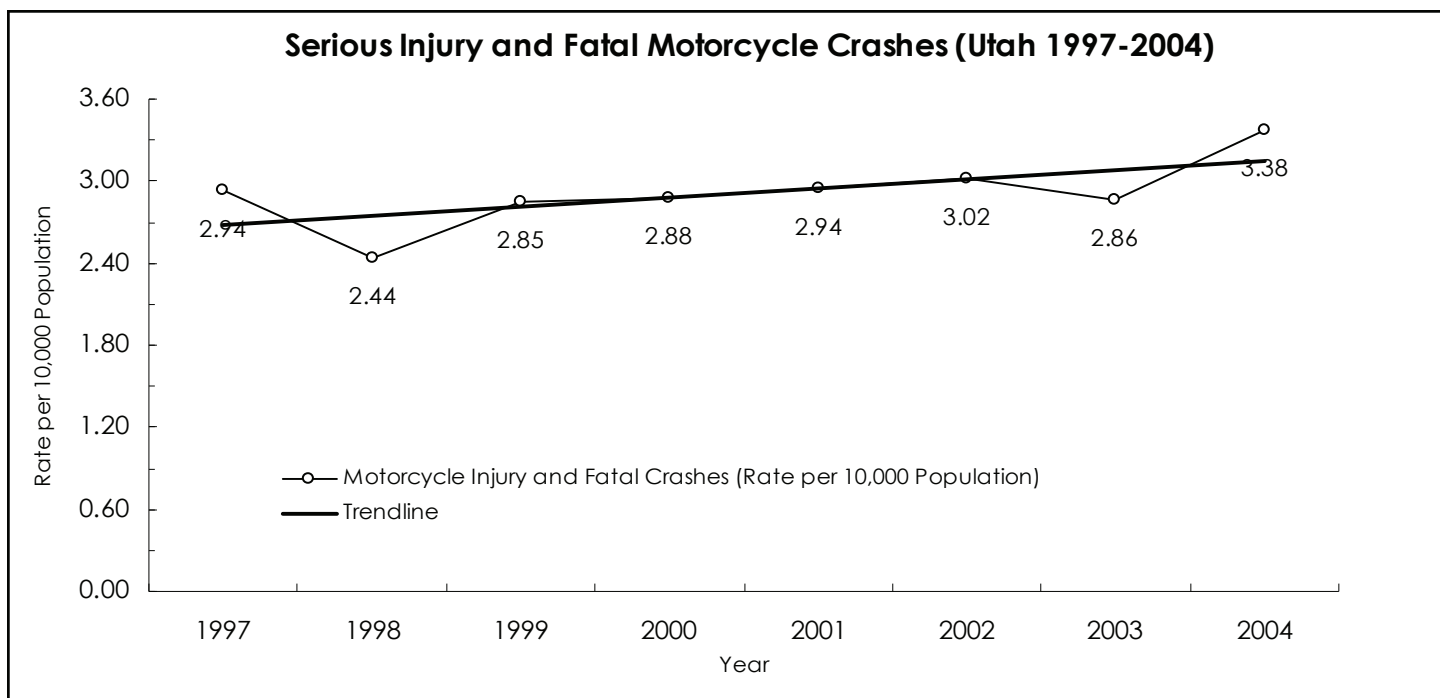
MOTORCYCLE SAFETY PROGRAM

Performance Goal:

Support training and educational programs to reduce the upward trend in the motorcyclist traffic fatality and serious injury rate.

Performance Measure:

Reduce the upward trend in the serious injury and fatal motorcycle crash rate per 10,000 population to 2.85 in CY 2006.



Action Plan:

- Establish branding for the "Share The Road" identifier with motorcycle programs, and increase the public awareness of motorcyclist concerns.
- Continue partnership with the Driver License Division and the Utah Chapter of ABATE to distribute educational materials, and expand partnerships to other motorcycle and highway safety organizations.
- Participate on the Governor's Motorcycle Safety Advisory Committee as requested.
- Conduct a motorcycle safety awareness campaign in conjunction with a vintage motorcycle event.
- Establish a motorcycle safety page for the HSO web page.

Justification:

- Increase in motorcyclist injury and fatal crashes in 2004.
- The number of recreational riders increases each year.
- The number of riders is predicted to increase due to increasing gasoline costs.

Other Partnering Agencies:

- Utah Department of Public Safety oversees the Rider Education Program to provide training to motorcyclists.
- The Utah Highway Patrol provides training for motorcycle officers in law enforcement agencies statewide.
- The Governor's Motorcycle Safety Advisory Committee provides input and support for this focus area.

Motorcycle Safety Projects

MC07-09-01 MOTORCYCLE SAFETY PI&E (KERI)
FUNDING SOURCE: 2010 (K6)
PROJECT YEAR: ONGOING

The rate of motorcycle injuries and fatalities has increased both nationwide and statewide during the last decade. In Utah, the rate of motorcycle crashes is increasing each year with nearly a 20% increase in total motorcycle crashes from 2003 to 2004. The goal of this project is to increase motorcycle safety awareness and educate motor vehicle drivers to share the road with motorcyclists. This will be achieved through participating in Motorcycle Safety Awareness Month, conducting a press event, and supporting campaign partners. This project provides support including technical assistance, educational materials and supplies to encourage, promote and support motorcycle safety programs and activities statewide. "Mini-grant" support is also offered to programs or projects that show promise for creating motorcycle safety awareness, providing education and promoting the "Share the Road" campaign.

MC07-09-02 MOTORCYCLE MEDIA CONTRACTOR (KERI)
FUNDING SOURCE: 2010 (K6)
PROJECT YEAR: ONE

In an effort to decrease the rate of motorcycle injuries and fatalities in Utah and to effectively create motorcycle safety awareness, a motorcycle safety media campaign will be implemented. The media contractor will develop themes and artwork for this campaign, and assist with all facets of developing a well-rounded Motorcycle Safety Awareness campaign.

MC07-09-03 MOTORCYCLE RIDER EDUCATION PROGRAM (STROMBERG)
FUNDING SOURCE: STATE MATCH FOR K6
PROJECT YEAR: ONGOING

The Motorcycle Rider Education Program has been in effect since 1994, with a program-specific coordinator appointed by the Commissioner of Public Safety. This program administers rider training programs for beginning and experienced riders, and also an instructor training course. The courses are available statewide, and specifically in the counties where over 75% of motorcycles are registered in the state. The standards for all the training courses meet or exceed those set by the Motorcycle Safety Foundation (MSF). All instructors in the Utah program are MSF-certified. This program is funded with monies collected from motorcycle vehicle registrations, and motorcycle endorsement fees collected as part of the driver licensing process.

PLANNING & ADMINISTRATION PROGRAM

Performance Goal:

Continue the effective Highway Safety Program in Utah through partnerships and participation with groups and coalitions focusing on highway safety issues, and by encouraging professional development of HSO staff members.

Performance Measures:

Afford each staff member the opportunity to attend at least one professional development function related to their area of expertise or job-enrichment.

Provide justification to increase the state match portion (10% of Section 402 monies, about \$174,000) to take full advantage of the matching federal P&A funds.

Successful alignment of goals and measures of success of the HSO Strategic Plan and the annual Highway Safety Plan (HSP).

Action Plan:

- Encourage professional development of staff members by assuring each staff member is afforded at least one opportunity to attend training or another function with the goal of enhancing professional development.
- Continue to champion reasons to increase the state match portion to maximize the utilization of federal planning and administration monies.
- Continue to foster program manager, UHP, UDOT and UDOH participation to unite the goals and measures of success in the HSO Strategic Plan so they also meet the NHTSA requirements for the annual Utah HSP.
- Participate as part of the Utah Safety Leadership Team and the updating of the "Utah Comprehensive Safety Plan."

Planning & Administration Projects

PA07-10-01 **PLANNING & ADMINISTRATION (DAVE)**
FUNDING SOURCE: **402**
PROJECT YEAR: **ONGOING**

This project provides planning, administration and direction for the Highway Safety Program in Utah. Each year, the HSO studies and analyzes state and national crash data to identify trends, emerging problem areas, and to measure the success of previous efforts. State and federal resources are analyzed to address the identified problems, and all of this information is used when creating the annual Highway Safety Plan for Utah. Support is provided for project development including technical assistance, resource allocation, monitoring and reporting. Staff fully or partially funded may include the director, deputy director, a finance officer, five program managers, and an administrative secretary.

PA07-10-02 **PLANNING & ADMINISTRATION (DAVE)**
FUNDING SOURCE: **STATE MATCH**
PROJECT YEAR: **ONGOING**

This state match portion compliments the federal funds in providing planning and administration and provides direction for the highway safety program in Utah. In addition, this state match portion is used for expenses not allowable for federal funds such as some specialized staff training and development, and includes purchases such as office furniture.

PA07-10-03 **PLANNING & ADMINISTRATION (DAVE)**
FUNDING SOURCE: **STATE MATCH (EASY)**
PROJECT YEAR: **FIRST**

This state match portion compliments the federal funds in providing planning and administration and provides direction for the Highway Safety Program in Utah, especially involving alcohol and youth programs. In addition, this state match portion is used for expenses not allowable for federal funds such as some specialized staff training and development, and includes purchases such as office furniture.

PAID MEDIA PROGRAM

Performance Goal:

Increase both public recognition of highway safety-specific campaigns through branding, and to increase public awareness of traffic safety issues and concerns.

Performance Measure:

Support the various highway safety focus areas with sustained media messages.

Provide over 5,000 sustained highway safety radio "spot" messages throughout the state in FFY 2007.

Action Plan:

- Schedule at least 5,000 sustained highway safety radio "spot" messages throughout the state in FFY 2007, including all focus areas and including speeding, aggressive driving, bicycle safety, inclement weather, etc.
- Provide a year long, sustained media campaign to educate the public on the dangers of underage alcohol consumption, and the social implications of early alcohol addiction.
- Continue an aggressive "Click It Or Ticket" media campaign in conjunction with the national efforts.
- Establish the new alcohol identifier "Drunk Driving. Over The Limit. Under Arrest." with the public using the "Click It Or Ticket" media methodology.
- Continue the sustained fatigued driving prevention media campaign, "Sleep Smart. Drive Smart."
- Start a 30-month, sustained radio, billboard and busboard campaign on pedestrian safety, in conjunction with earned media from press releases and enforcement blitzes.
- Continue to establish the "Share The Road" identifier for motorcycle safety and education including using radio, billboard and busboard sources.
- Continue the "Spot The Tot" media campaign to raise awareness of the driveway "back over" danger for children.

Justification:

- Sustained paid and earned media continue to demonstrate measurable results in establishing branding with the public.
- Creative messages are more effective at penetrating the "white noise" atmosphere of media over saturation.

TENTATIVE MEDIA SCHEDULE

TOPIC	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
"Click It Or Ticket"	█	█	█					█	█			
Child Safety Seats/Booster Seats	█			█	█							█
"Drunk Driving. Over The Limit. Under Arrest."	█	█	█								█	█
Other Impaired Driving	█						█			█		
Underage Drinking	█	█	█	█	█	█	█	█	█	█	█	█
Motorcycle Safety	█					█	█	█	█	█	█	█
Bicycle Safety							█	█	█	█	█	█
Pedestrian Safety	█	█	█	█	█	█	█	█	█	█	█	█
Fatigued Driving	█	█	█	█	█	█	█	█	█	█	█	█
Speeding/Aggressive Driving								█		█		█
Slow Down, Move Over		█	█	█	█	█	█					
Inclement Weather		█	█	█	█	█	█					
Spot the Tot							█	█	█	█		

Other Partnering Agencies:

- Utah Department of Transportation
- Department of Alcohol Beverage Control
- Primary Children’s Medical Center
- Governor's Motorcycle Safety Advisory Committee

Paid Media Projects

PM07-11-01 HIGHWAY SAFETY RADIO CAMPAIGN (KRISTY)
FUNDING SOURCE: 402
PROJECT YEAR: THIRD

The HSO will work with the Salt Lake Radio Broadcaster’s Association (SLRBA) to place monthly non-commercial sustaining announcements promoting 14 traffic safety issues. The Salt Lake Radio Broadcasters Association is a non-profit corporation and is affiliated with a total of 37 local radio stations and several Spanish-language stations. The SLRBA will provide a deliverables package of 30- and 60-second radio messages and 10-second promotional copy messages that precede special events. The HSO will write and produce the announcements with the assistance of the association. Each month different traffic safety messages will be selected and will coordinate with national and state campaigns.

PM07-11-02 CLICK IT OR TICKET—PAID MEDIA (KRISTY)
FUNDING SOURCE: 402
PROJECT YEAR: ONGOING

Fund all paid media associated with the high-visibility “Click It Or Ticket” campaign and related national efforts. All paid media efforts will be proposed to and approved by the National Highway Traffic Safety Administration when required.

PM07-11-03 MOTORCYCLE MEDIA CAMPAIGN (KERI)
FUNDING SOURCE: 2010 (K6)
PROJECT YEAR: FIRST

In an effort to decrease the rate of motorcycle injuries and fatalities in Utah, and to effectively create motorcycle safety awareness, a motorcycle media campaign will be implemented. This project will fund all paid media related to motorcycle safety and the “Share the Road - Start Seeing Motorcycles” public awareness campaign. Radio spots, billboards and other media messages will be placed during the year when motorists and motorcycles are heavily traveling the roads and highways.

PM07-11-04 SPOT THE TOT MEDIA CAMPAIGN (KERI)
FUNDING SOURCE: 157 INCENTIVE
PROJECT YEAR: SECOND

Between 1997 and 2003, more than 20 Utah children were killed and more than 415 were seriously injured by “back overs”. In 2004 alone, ten children were killed. The “Spot The Tot” media campaign will help increase awareness of this preventable tragedy through public information and education. This project will implement an educational media program to increase awareness of driveway and parking lot “back over” dangers. Media materials will be developed with details on the dangers, and to provide ideas and materials for best practices. The project will use earned and paid media to reach the target group and will develop educational and informational broadcast messages.

PM07-11-05 **UDOT—FATIGUED DRIVING PREVENTION MEDIA CAMPAIGN (KRISTY)**
FUNDING SOURCE: **163 .08 BAC**
PROJECT YEAR: **SECOND**

This project will fund paid media activities related to the fatigued driving prevention program, “*Sleep Smart, Drive Smart.*” Media may include the purchase and placement of television, radio and outdoor advertisements promoting awareness of falling asleep at the wheel. Funds for this project will be provided by the Utah Department of Transportation through the 163.08 incentive award.

PM07-11-06 **IMPAIRED DRIVING MEDIA CAMPAIGN (TERI)**
FUNDING SOURCE: **410 (K8PM)**
PROJECT YEAR: **FIRST**

This project will implement an educational/public awareness program that will inform the public about the dangers, risks and consequences of driving impaired. The project will utilize the NHTSA national campaign messages including “*Drunk Driving. Over the Limit. Under Arrest*” when stepped up enforcement is being deployed, “*Friends/Fans Don’t Let Friends/Fans Drive Drunk*” and “*Buzzed Driving is Drunk Driving*” that communicate and encourage social responsibility year round and “*Zero Tolerance*” for underage drinking. This project will utilize earned and paid media to reach its target group.

PM07-11-07 **EASY MEDIA CAMPAIGN (DABC)**
FUNDING SOURCE: **STATE MATCH**
PROJECT YEAR: **FIRST**

The Eliminating Alcohol Sales to Youth (EASY) program will use a combination media and compliance check format to reduce or eliminate the sale of alcohol to underage purchasers in off-premise retail sales locations statewide. This project will provide an extensive and sustained year long media campaign to educate the public about concerns and health risks of underage drinking. The program will conduct pre and post campaign surveys to assess changes in social standards regarding youth alcohol issues.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12. Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- A) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the

actions that will be taken against employees for violation of such prohibition;

- B) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) the grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- C) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (A).
- D) Notifying the employee in the statement required by paragraph (A) that, as a condition of employment under the grant, the employee will:
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- E) Notifying the agency within ten days after receiving notice under subparagraph (D)(2) from an employee or otherwise receiving actual notice of such conviction.
- F) Taking one of the following actions within 30 days of receiving notice under subparagraph (D)(2) with respect to any employee who is so convicted:
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- G) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (A) through (F) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any

person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant,

person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification,

such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals

is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Federal Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Scott T. Duncan, Commissioner
Utah Department of Public Safety
Governor's Representative for Highway Safety

Date