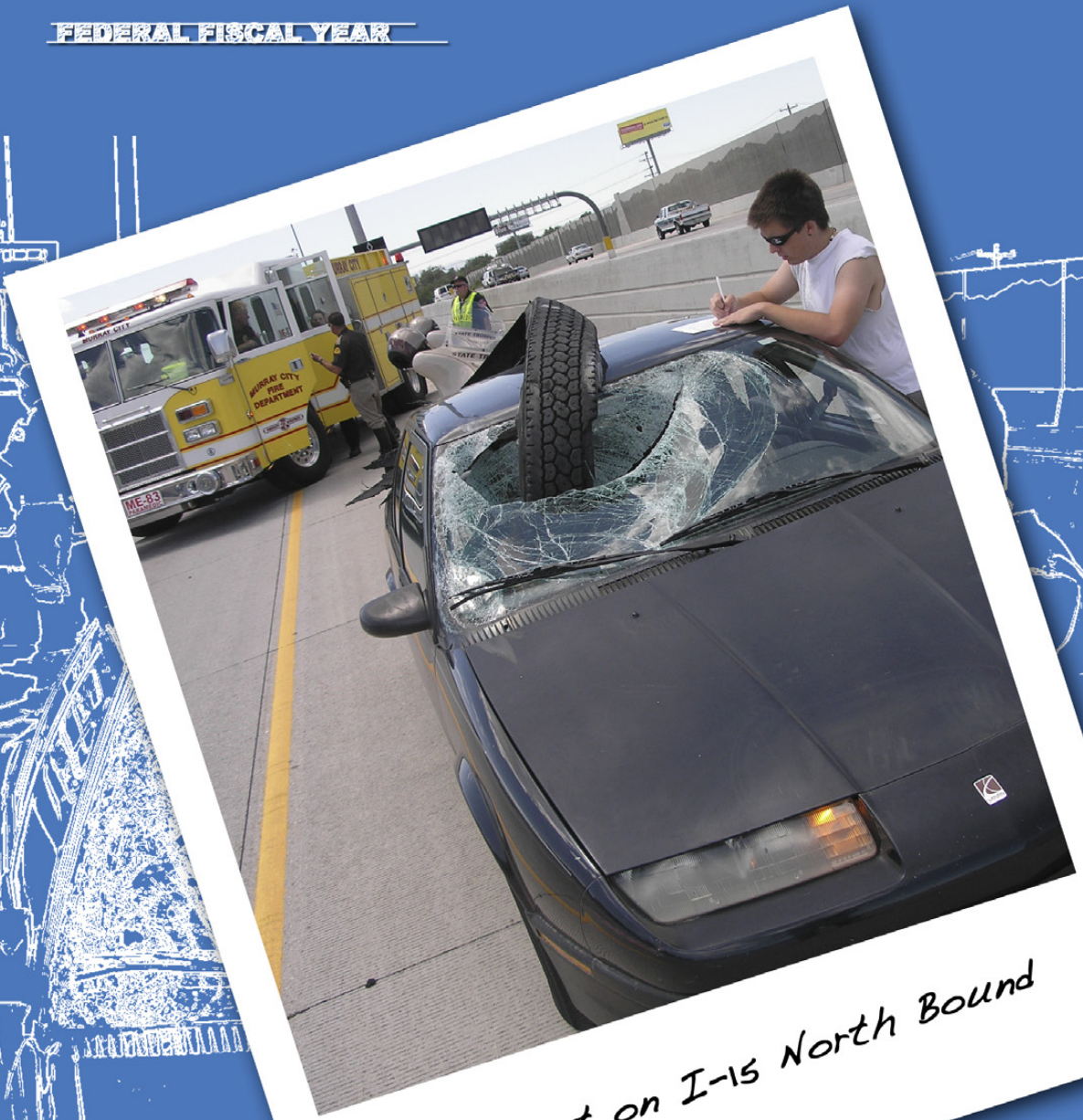


2012 HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR



Accident on I-15 North Bound



State of Utah
Department of Public Safety

**STATE OF UTAH
DEPARTMENT OF PUBLIC SAFETY
HIGHWAY SAFETY OFFICE**

EXECUTIVE SUMMARY & INTRODUCTION

Our Mission

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

The emotional impact on victims, family and friends as a result of a motor vehicle crash is immeasurable, often lasting a lifetime, and motor vehicle crashes continue to be a primary cause of death and injury in Utah. However, the statewide economic loss due to traffic crashes is tangible. In Utah, the loss is estimated at 1.6 billion dollars each year and includes the cost of emergency response services, medical care, legal expenses, property damage, and lost work productivity. The monetary impact also has a negative effect on Utah's economic recovery by driving up the cost of health, disability and property insurance, benefits such as workers' compensation, Social Security, and even local taxes to provide police, fire and emergency medical services.

The federal Highway Safety Act of 1966 established an organizational structure and funding stream to create a highway safety office in each state, and continues to be a core funding source to provide the resources which allows Utah to implement a uniform statewide highway safety program and to assist local communities. Initially, the Section 402 program focused on 18 standards, and each state's activities were directed principally toward achieving state and local compliance with these standards. Over time, the highway safety programs in the 50 states matured and the Act was amended to provide more flexibility in implementing the program, one which could be tailored to the unique needs in each state.

The Highway Safety Office in Utah was created in 1967 and housed within the Utah Department of Public Safety where it continues today. The Utah Public Safety Commissioner, who also serves as the Governor's Representative for Highway Safety, has appointed a Highway Safety Director who oversees the day-to-day administration of the program and works to implement the Governor's and Commissioner's vision for traffic safety in Utah. The Highway Safety Office has 17 full-time employees including program managers and coordinators who oversee focus program areas, law enforcement officers who provide liaison with law enforcement agencies statewide, and clerical, fiscal and other support staff.

The Highway Safety Program in Utah continues to gather and analyze traffic fatality and injury data, and uses those statistics to gauge the program's success. The most recent data shows that traffic fatalities in Utah are continuing a ten year downward trend, from 373 in 2000 to 236 in 2010. This 37% reduction is especially noteworthy as Utah's population increased over 20% in that same time period.

The top priority areas for Utah's Highway Safety Program continue to be impaired driving prevention, occupant protection and speed management, and each has its own unique challenge. Utah has had

Our Vision

Utah's world-class roadway system allows residents and visitors to travel the State in virtual safety. Motorists, motorcyclists, bicyclists and pedestrians are an integral part of the transportation system, each blending into our smooth and safe traveling environment. With traffic fatalities approaching zero, residents are now enjoying expanded opportunities for jobs, more diverse places to live, increased recreational opportunities, and valued time with their families."

one of the lowest rates of alcohol-related traffic deaths in the nation for over ten years, and it is easy to become complacent regarding impaired driving prevention with this record. However, Utah plans to continue working to lead the nation with the lowest rate, and to drive it even lower. Seat belt use in the rural and frontier areas of the State continues to be much lower than the urban areas, and Utah plans to direct more resources toward innovative and grassroots efforts to increase seat belt use and reduce the number of traffic crashes involving an unrestrained occupant. Speeding is the leading cause of fatal traffic crashes in Utah. The wide open spaces, and the long distances between cities and towns in the rural and frontier areas, are an inviting lure to violate speed limits. Utah law enforcement agencies are using sustained speed enforcement to curtail speed-related crashes in their jurisdictions. Some are also looking at Data-Driven Approaches to Crime and Traffic Safety (DDACTS), a law enforcement operational model supported by a partnership among the National Highway Traffic Safety Administration and two agencies of the Department of Justice. Using the DDACTS model, these agencies will integrate location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources.

Strategies have also been identified for pedestrian, bicycle and motorcycle safety, and each of these programs have a shared quality: They must reach a dual audience with very different concerns. Each program must outreach to motor vehicle drivers, educating them to watch out for these unique roadway users and to share the road. The programs must also educate the pedestrians, bicyclists and motorcyclists that, to be accepted as an integral part of the roadway community, they must follow traffic laws, be observant of the traffic environment, and be courteous in their interactions.

Another key strategy for Utah is timely access to traffic crash data. This remains a high priority, and the transition to electronic crash reporting for law enforcement agencies statewide continues to show progress in reaching this goal. From a humble start in January 2010 when only 5% of law enforcement agencies were reporting electronically to today's 34% (August 2011), and improving the timeliness of hard copy crash report data entry from about one year to less than four months, crash data access has improved dramatically.

To attribute the recent success in reducing traffic fatalities in Utah by 37% solely to the Highway Safety Program would be unfair, as those changes are the result of a coordinated statewide effort to affect real change. The Highway Safety Office plans to continue fostering partnerships with local, state and federal government agencies, non-profit safety organizations and individuals with a genuine interest in traffic safety advocacy. Some of the key partnerships include:

- Utah Department of Transportation
- Utah Highway Patrol
- Utah Department of Health
- Regional Health Districts
- Multi-Agency Law Enforcement Task Forces
- Local Government and Law Enforcement Agencies
- Primary Children's Medical Center
- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)

Federal funding streams for highway safety activities continue to be an unknown in the planning process. During the past year, each week seems to have been accompanied by a new proposal from either the Senate or House, each with different twists in funding levels and priority areas. This uncertainty has a measurable affect on Utah's planning process, as many of the funding stovepipes for the projects detailed in this Highway Safety Plan had not been awarded when the Plan was crafted. This requires the senior program planning team to use their best estimates, guesses and even occasionally a crystal ball to predict the funding futures.

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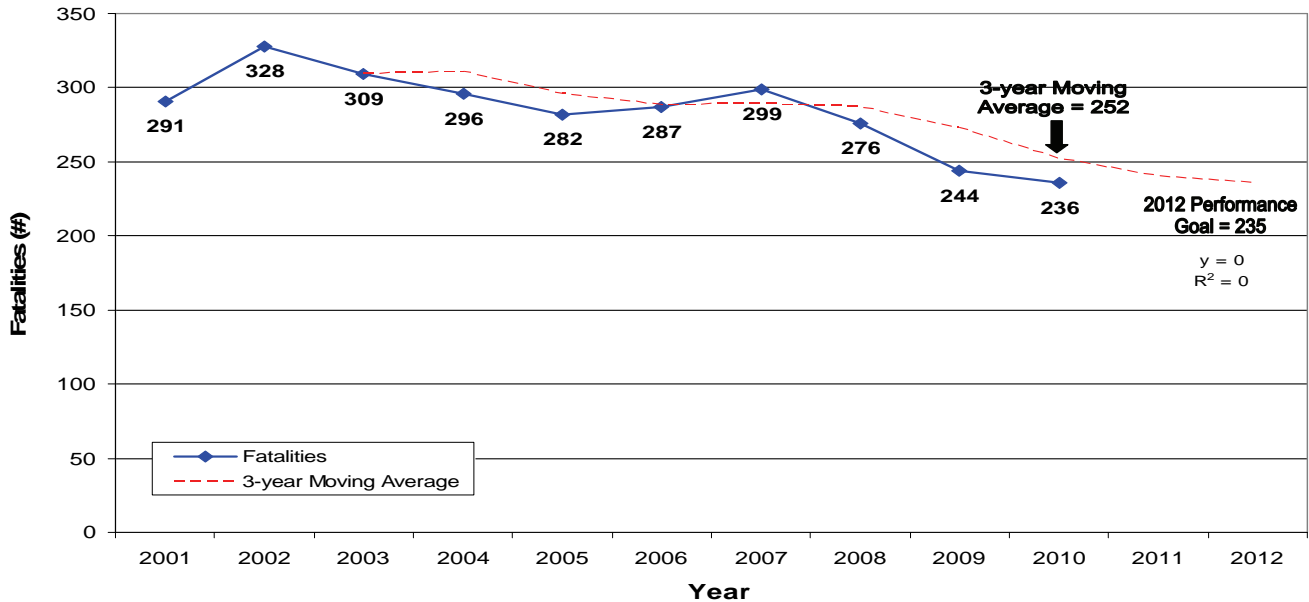
Performance Goal:

- Provide support for police traffic enforcement activities to reduce the incidence of traffic fatalities and serious injuries in Utah.

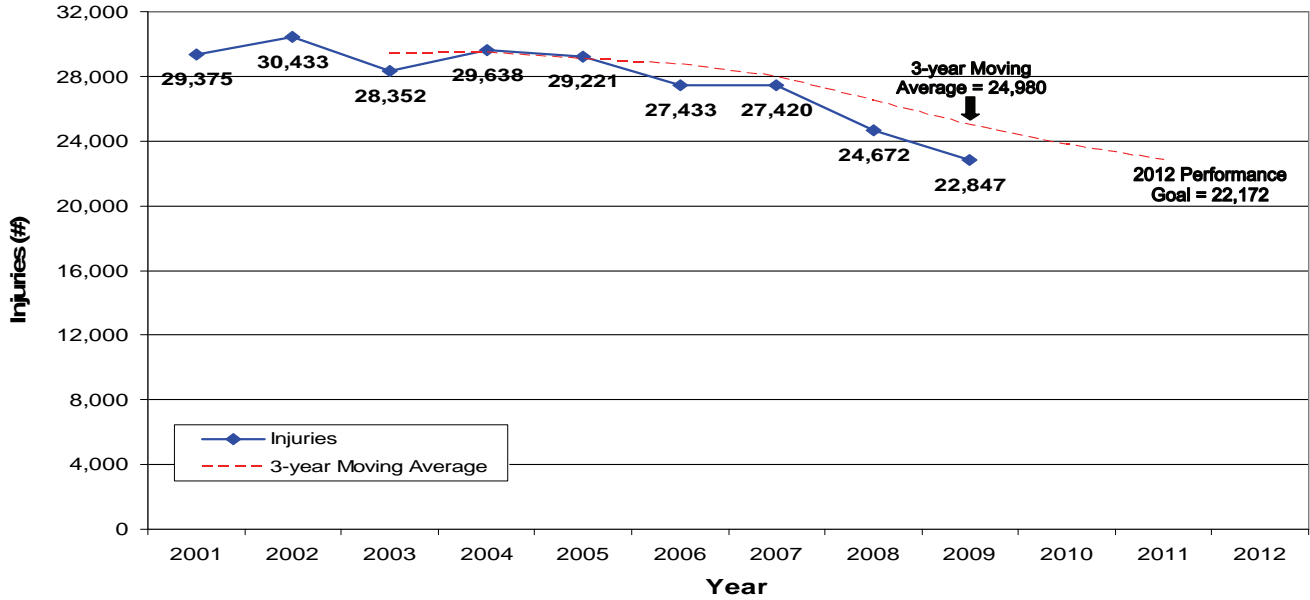
Performance Measures:

- Continue the downward trend in actual traffic fatality numbers to 235 in CY2012.
- Continue the downward trend in traffic crash serious injuries to 22,172 in CY2012.
- Reduce the crash rate in counties with multi-agency task forces to 140 in Davis, 240 in Salt Lake, 190 in Utah and 230 in Weber in CY2012.

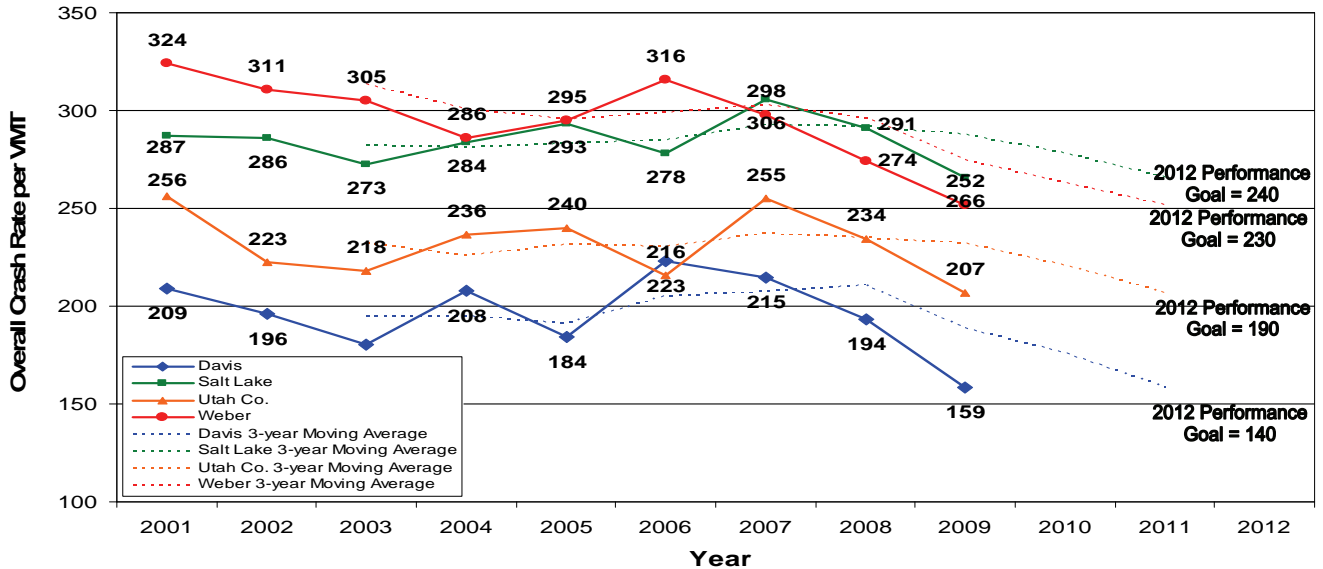
C-1: Number of Utah Traffic Fatalities



C-2: Number of Injuries in Utah Traffic Crashes



U-1: Overall Crash Rate per 100 Million Vehicle Miles Traveled by Utah Counties With a Multi-Agency Task Force



Action Plan:

- Provide equipment to local law enforcement agencies with identified traffic safety needs including speed monitor trailers, in-car video cameras, and other traffic safety equipment, as funding permits.
- Provide crash reconstruction training and certification opportunities for officers statewide.
- Foster inter-agency partnering and resource sharing among law enforcement agencies, especially the Multi-Agency Task Forces in Salt Lake, Davis and Utah Counties.
- Work towards formalizing a Multi-Agency Task Force in Weber County.

Justification:

- The need for increased traffic enforcement continues to strain law enforcement agency budgets.
- While most crashes happen in urban areas of the state, rural areas have higher fatal crash rates. Equipment requests will be considered to address this disparity and attempt to assist with enforcement of speed, DUI, occupant protection and other traffic safety laws statewide.
- Agencies value the HSO’s expertise and assistance in providing training, equipment, and facilitating inter-agency resource sharing.

Other Partnering Agencies:

- With oversight through the Alcohol and Drug Fee Committee (ADTEC), Utah law allocates DUI reinstatement and impound fees to assist police agencies statewide with impaired driving enforcement including training, equipment and funding overtime enforcement shifts.

Police Traffic Services Projects

PT120101	POLICE TRAFFIC SERVICES & EQUIPMENT (TED)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

The Highway Safety Office (HSO) continues to be a valuable resource to law enforcement agencies in Utah. Many city, county and state agencies lack the information, technical assistance, equipment and other resources needed to provide their communities with the traffic safety focus and protection they need. Due to manpower issues and the continuing economic challenges facing many agencies, they have been forced to do their job duties without needed training and equipment. The most common assistance requested includes: Radar and/or lidar units, in-car digital video cameras, portable breath testers (PBT’s), speed monitoring trailers and sign boards, and accident reconstruction software and hardware (Total Stations). The funds from this project may also be used to purchase police enforcement vehicles, such as motorcycles, and an upgraded mobile breath alcohol testing (BAT) vehicle, commonly known as Batmobile. The Batmobile will help law enforcement agencies statewide in the detection, apprehension and prosecution of impaired drivers, and is especially useful during saturation patrols and at DUI Checkpoints statewide. Another component highly requested by law enforcement agencies is to provide funding for accident reconstruction and investigation courses from Northwestern University and other certified institutions. This training and certification helps police officers statewide remain current with their accident investigation skills, especially involving major crash scenes and fatal incidents. Law enforcement agencies asking for assistance from the HSO will be required to submit a letter detailing the need for this equipment, and their plan for using the equipment or training to reduce or eliminate traffic safety issues and concerns within their communities. Requests will be considered based upon the problem facing the community or agency, financial need and available funding. Major purchase requests will be sent to the NHTSA Region 8 Office for review and approval.

PT120102 **SALT LAKE/DAVIS COUNTY MULTI-AGENCY TASK FORCES (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The success of these task forces continues to be a valuable resource in the implementation of safety initiatives sponsored by the Highway Safety Office. The officers that are part of the Davis County Multi-Agency Task Force and the Salt Lake County Multi-Agency Task Force play a major role in the education, enforcement and media outreach of safety campaigns such as *Click It or Ticket*, *Drive Sober or Get Pulled Over* and *Obey The Sign or Pay The Fine*. Monthly meetings allow officers attending to network with each other, receive training and become informed about legislative and legal updates, new technology and events that are happening within their communities. Law enforcement agencies involved with these task forces have shown, over the years, their commitment to saving lives and reducing traffic safety related incidents.

PT120103 **UTAH/WEBER COUNTY MULTI-AGENCY TASK FORCES (CAMERON)**
FUNDING SOURCE **402**
PROJECT YEAR **SECOND**

During its organization last year, the Utah County Multi-Agency Task Force was started with great representation from each police department. Since that time the Highway Safety Office has seen an increase in support from the county’s law enforcement agencies. New agencies have come onboard with those already participating in State and Federal overtime campaigns. Utah County is eager to continue to build awareness and support of national traffic safety campaigns such as *Click It or Ticket*, *Drive Sober or Get Pulled Over*, and *Obey the Sign or Pay the Fine*. The training and coordination opportunities between agencies have been appreciated. The Highway Safety Office will continue to foster inter-agency partnering and promote resource sharing. Seeing the success of the new task forces along the Wasatch Front, the Highway Safety Office is looking forward to the creation of a task force in Weber County in FFY2012.

INFORMATIONAL **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



Utah continues to use aggressive DUI enforcement and a hands-on, proactive approach to combating underage drinking issues which results in the State having one of lowest alcohol-related fatality rates in the nation. In 2010 there were over 14,000 DUI arrests made, and most arrests resulted in the impoundment of the violator’s motor vehicle. When a vehicle is retrieved from impound by the owner, fees are collected, and the arrested person will also pay specific reinstatement fees to regain a valid driver license, when eligible. The Utah Legislature has earmarked a portion of those fees to assist in removing impaired drivers from Utah’s roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and digital in-car video systems to enhance officer safety and video integrity during DUI stops.



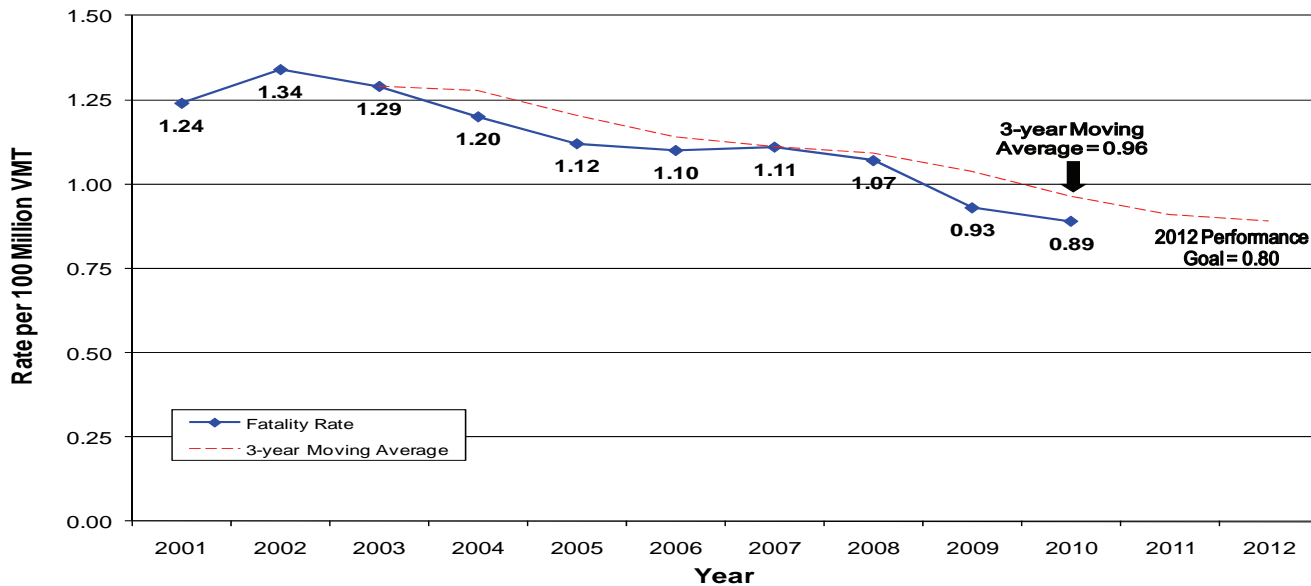
Performance Goal:

- Partner with Health Districts and other traffic safety partners to foster a downward trend in Utah's traffic-related fatality rates.

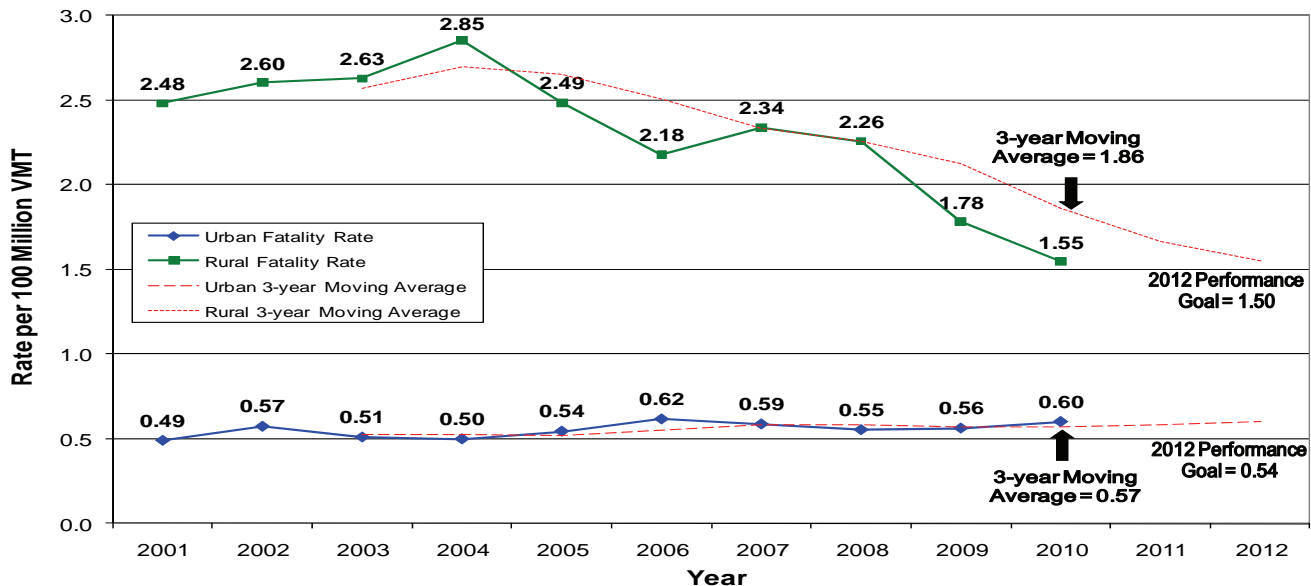
Performance Measures:

- Continue the favorable downward trend in the overall motor vehicle crash fatalities rate to 0.90 in CY2012.
- Continue the favorable downward trend in the motor vehicle crash fatalities rate in rural areas to 1.42 in CY2012.
- Continue the favorable downward trend in the motor vehicle crash fatalities rate in urban areas to 0.59 in CY2012.
- Reduce the percentage of Utah traffic deaths involving a person of Hispanic decent to 10% in CY2012.
- Continue the favorable upward trend of children ages 0-8 involved in a traffic crash who were restrained in a child safety or booster seat to 95% for ages 0-1, 81% for ages 2-4 and 40% for ages 5-8 in CY2012.
- Increase the percentage of Utah traffic deaths for ages 10-19 who were restrained to 50% in CY2012.
- Increase seat belt usage in the annual survey to 89.5% in CY2012.
- Continue the downward trend in the alcohol impaired crash rate per 100 million miles traveled to 7.0 in CY2012.
- Reduce the urban pedestrian/bicycle crash rate per 10,000 population to 5.5 in CY2012.
- Reduce the rural pedestrian/bicycle crash rate per 10,000 population to 3.0 in CY2012.
- Reduce the rate of teen driver crashes per 1,000 licensed drivers to 75 in CY2012.

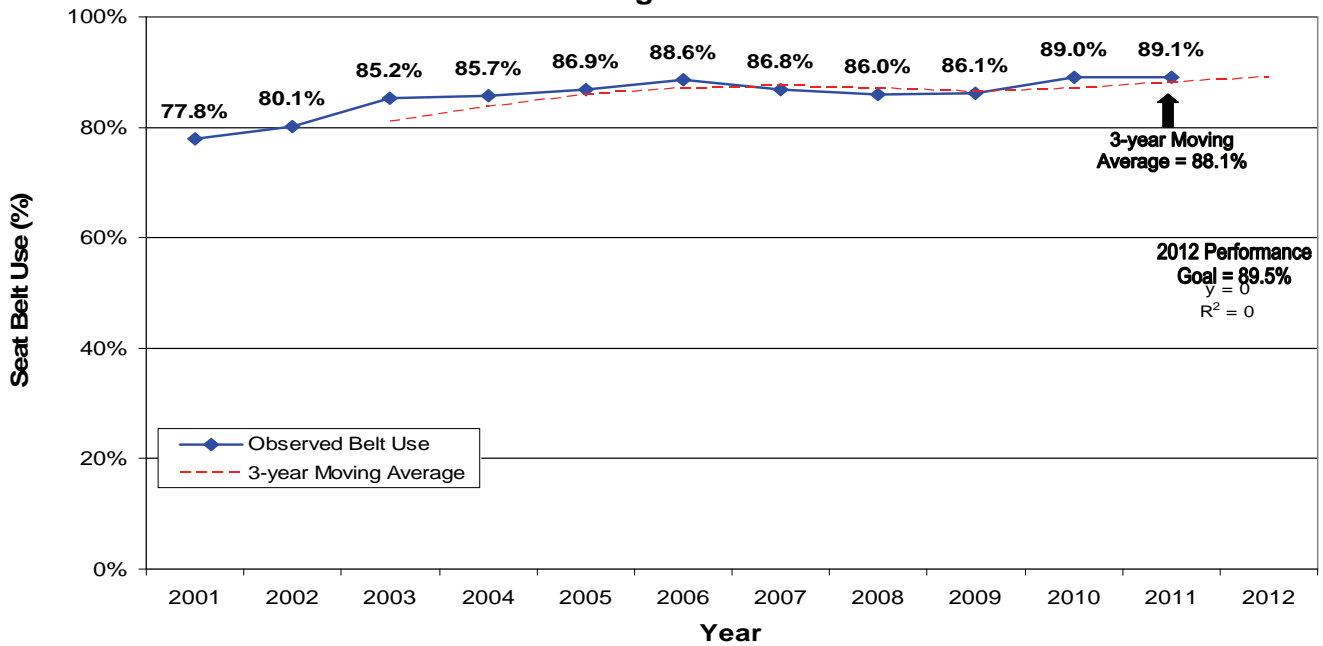
C-3: Utah Total Fatality Rate per 100 Million VMT



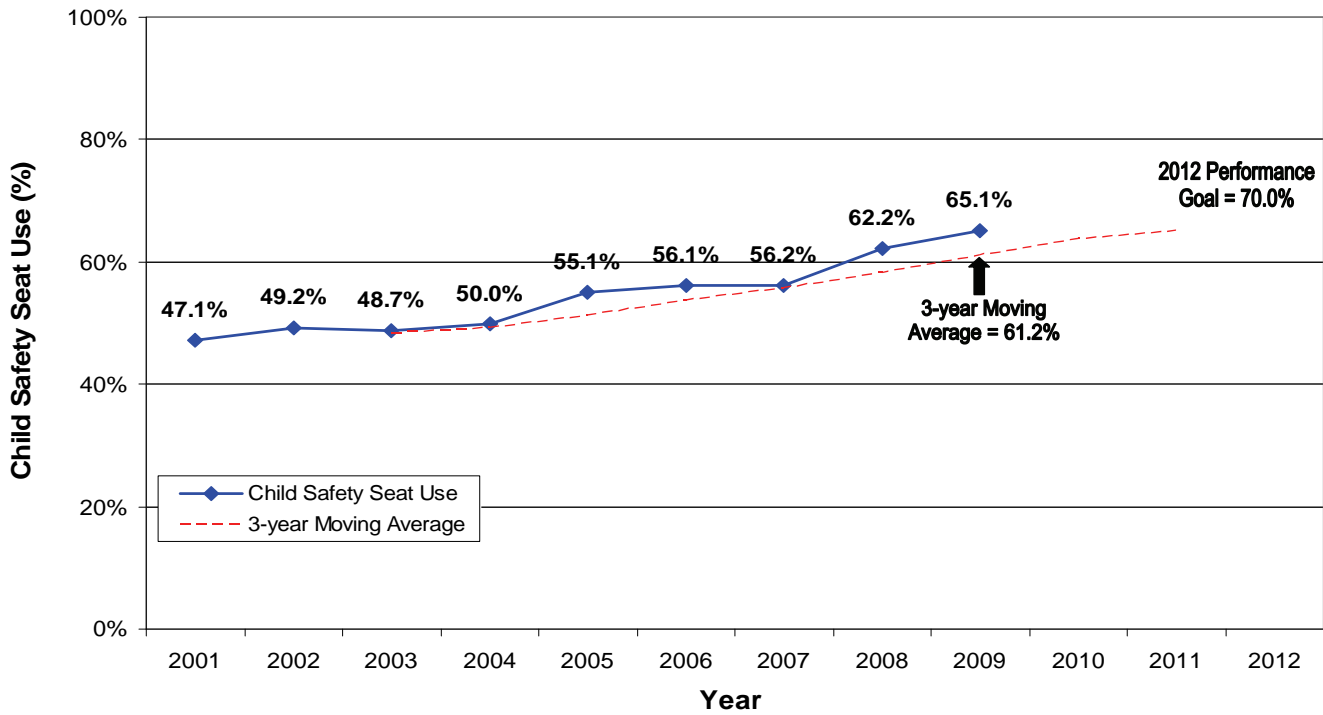
C-3a: Utah Urban/Rural Fatality Rate per 100 Million VMT



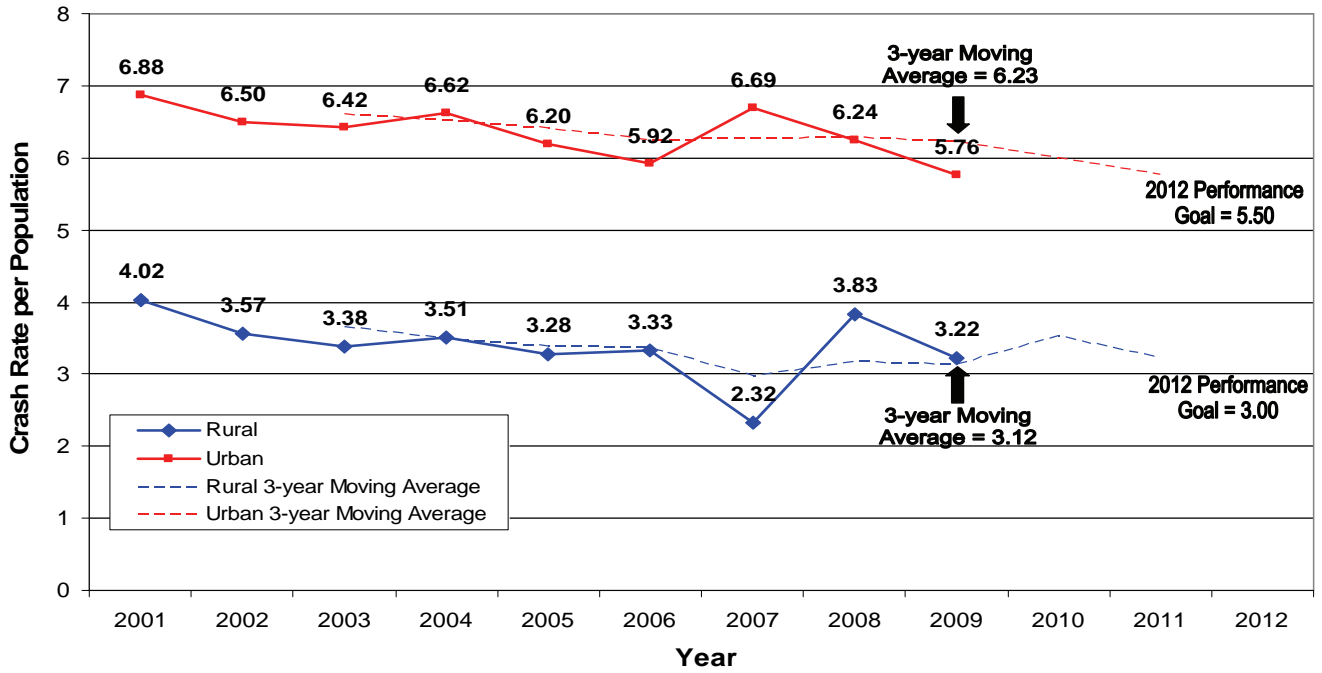
B-1: Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles



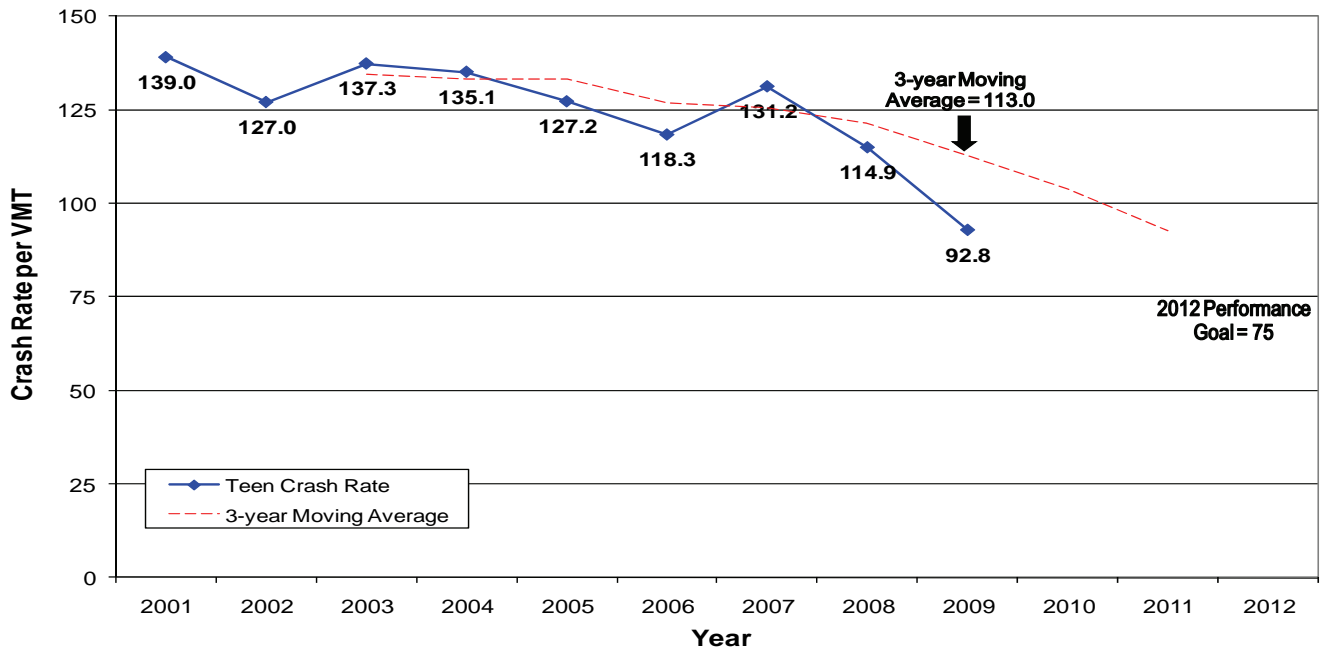
U-2: Utah Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes



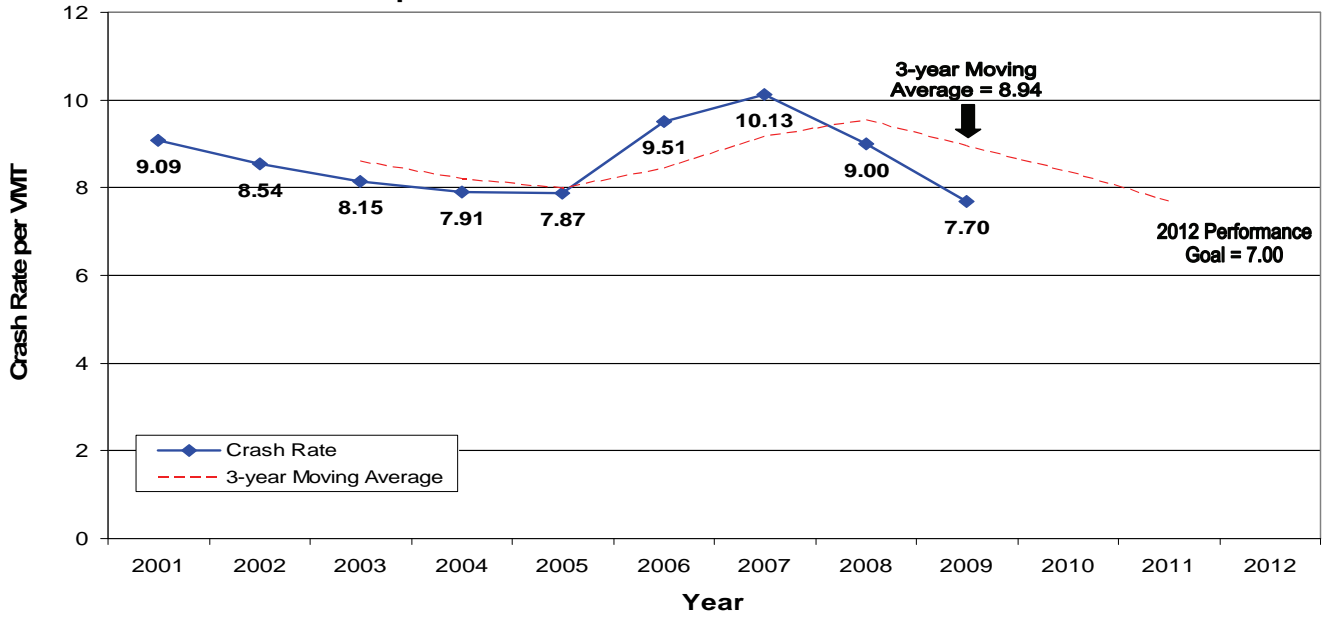
U-3: Bicycle/Pedestrian Crash Rate per 10,000 Population, Rural vs. Urban



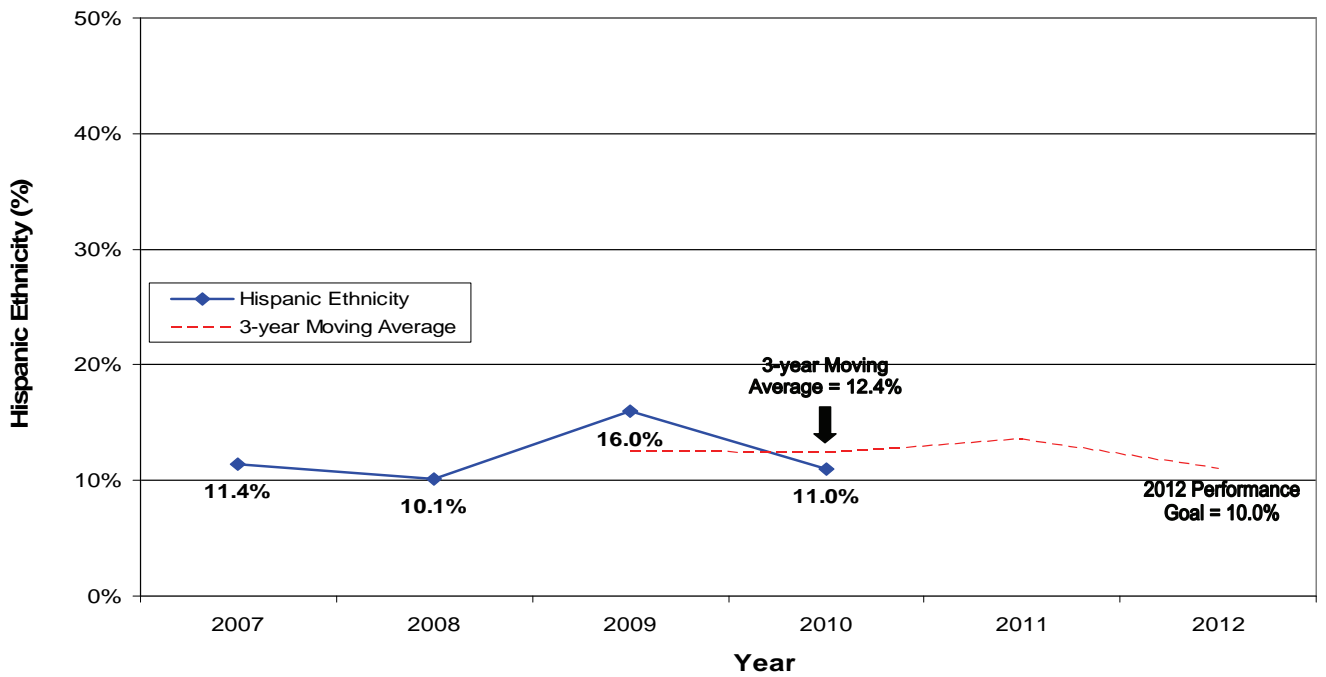
U-4: Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers



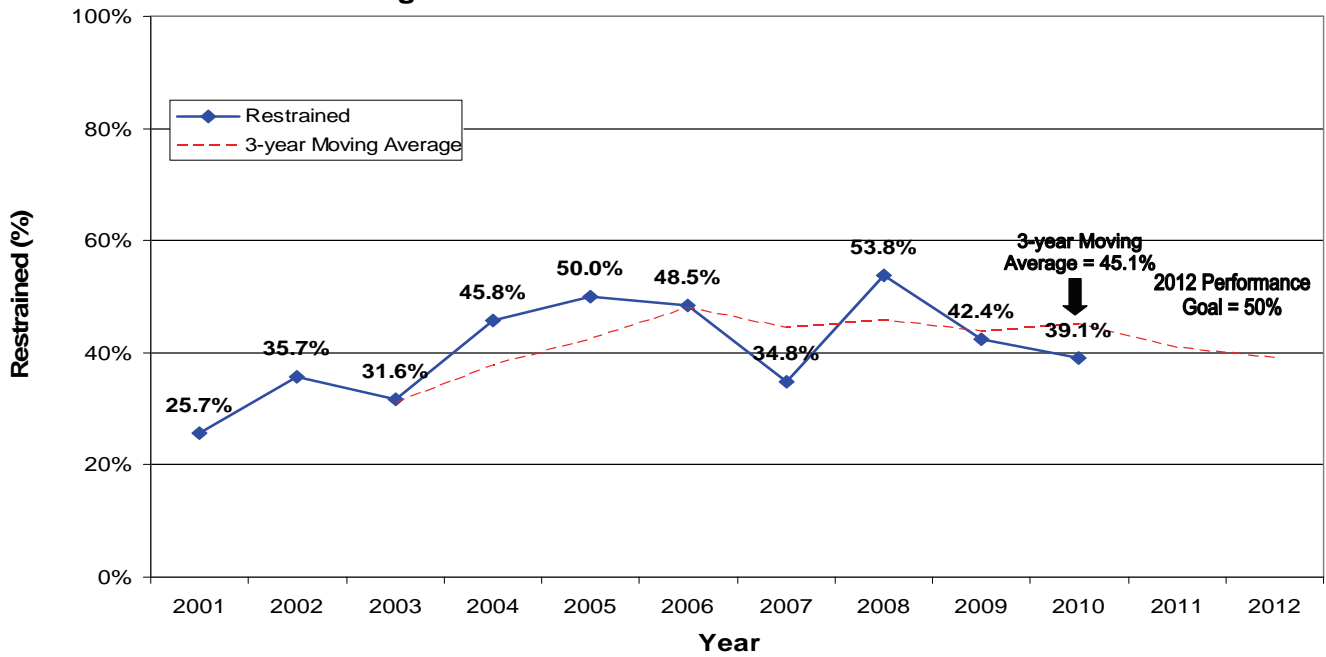
U-7: Utah Alcohol-Impaired Overall Crash Rate per 100 Million Vehicle Miles Traveled



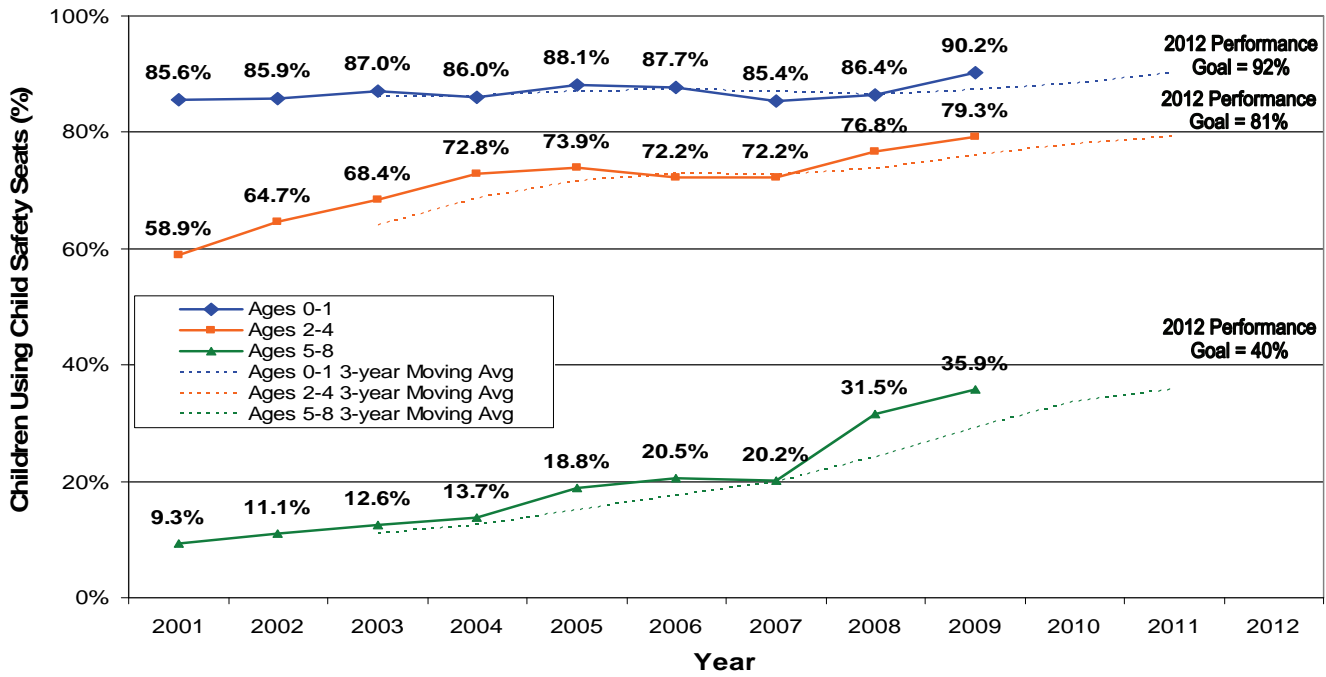
U-5: Percent of Utah Deaths to People With Hispanic Ethnicity



U-10: Percent of Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 Years That Were Restrained



U-9: Percent of Children in Utah Crashes in Child Safety Seats



Action Plan:

- Fund Community Traffic Safety projects within each of the twelve health districts in Utah.
- Provide HSO staff to oversee, coordinate and assist the Community Traffic Safety Programs.
- Promote outreach to the Hispanic community.
- Contract for a Rural Traffic Safety Coordinator to provide better outreach to rural areas in the southern and eastern portions of the State.
- Outreach Native American populations in the State.
- Provide planning for the upcoming *Zero Fatalities* Traffic Safety Summit.
- Seek high-risk youth populations using non-traditional activities such as the Midnight Drag Races.

Justification:

- Community Traffic Safety projects serve as the cornerstone of local interaction and education.
- Community Traffic Safety projects provide personal interaction with the public and provide a “face” for the traffic crash injury prevention program.
- The Community Traffic Safety Program allows additional outreach to the rural areas of Utah.

Other Partnering Agencies:

- Colleges and universities use student organizations and State funding to provide information on traffic safety issues.
- The Utah Department of Transportation supports community programs with HSIP flex funds and 406 incentive monies.
- Local health agencies statewide continue to focus on teen drivers as part of their agreement with the Utah Department of Health.
- State Prevention Funds provide monies for addressing alcohol-related crashes in each health district area.

Community Traffic Safety Projects

CP120201	DAVIS COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

According to 2010 U.S. Census data, Davis County’s population increased 28% from 2000 to 2010 – for a total of 306, 479 making it the third largest county -- and consequently saw an increase in vehicular traffic, making traffic safety an important issue in the county. Through a Safe Communities task force, this project will work to address traffic safety issues in Davis County including child passenger safety, teen driving, pedestrian safety and bicycle safety. A portion of the grant funding will be utilized to support two project coordinators who operate this project. Program income will be acquired through the sale of low cost child safety seats and bicycle helmets and will be used to continue activities directly related to the traffic safety program. Without funding, the positions and traffic safety programs would have to be eliminated.

CP120202	TRI-COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

Duchesne, Uintah and Daggett Counties comprise the Tri-County Health District, which this project will serve. The area is primarily frontier and includes the Uintah and Ouray Ute Indian Reservation. The population of these counties totals 52,254 and the counties lie along the northeastern part of the State and border Colorado and Wyoming. Low seat belt and child safety seat usage present challenges that the project will work to address through education and outreach activities at various community

events throughout the area. In order to build and strengthen partnerships and increase community awareness of traffic safety issues, the project will work to establish a regional injury prevention summit, possibly partnering with northern Colorado and southern Wyoming. A portion of the grant funding will be utilized to support a project coordinator in the operation of this project, and any project income will be used to purchase supplies to assist in the continuation of traffic safety activities. If unfunded, the position and traffic safety programs would have to be eliminated.

CP120203 WEBER/MORGAN COUNTIES COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The area served by the Weber/Morgan Community Traffic Safety Program includes both heavily urban and very rural areas. It is in the northern part of the State. It includes the city of Ogden – population 78,086 – and the farming county of Morgan – population 9,469. As such, the scope of traffic safety related issues the project needs to address is very large. From pedestrian and bicycle safety issues to low child restraint use and teen driver safety, recent data indicates that the project needs to address many issues. This project will work to reduce the number of motor vehicle injuries and deaths in the Weber/Morgan Health District, increase the number of children properly secured in child safety seats, increase the knowledge and practice of safe pedestrian skills among both children and adults, increase the use of helmets for bicyclists, and increase awareness of the harmful effects of impaired driving. A thorough combination of educational and outreach activities throughout the grant period and throughout the area served will help the project work toward these goals. A portion of the funding will be utilized to support two part-time project coordinators in the operation of this continuing highway safety project. If unfunded, the positions and the subsequent projects would have to be eliminated. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to assist in the continuation of the project.

CP120204 BEAR RIVER COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Much of Cache, Box Elder and Rich Counties, which comprise the area covered by the Bear River Occupant Protection Community program, consist of rural areas in the northernmost portion of Utah. They border Nevada, Idaho and Wyoming and have a population of 164,895. According to the 2009 Utah Crash Summary, rural crashes were 4.4 times more likely to be fatal than urban crashes with occupants in rural crashes being 1.7 times more likely to be unrestrained. Surveys conducted by the Bear River Health Department found usage rates to be lower than the State average. Data from the 2010 census indicates that the Hispanic population increased throughout the district, and recent seat belt observations of Hispanic drivers found their usage rate to be lower than the State average as well. To address the low seat belt and child restraint usage rates in the health district, the project will target communities and area agencies with seat belt and child safety seat use promotions, classes and events. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to assist in the continuation of this project. A portion of the funding will be utilized to support part-time project coordinators in the operation of this continuing highway safety project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP120205 **SUMMIT COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Summit County is a mountain community just east of the Wasatch Front and comprised of several small communities, each different in industry, population and community norms. Observational surveys at North and South Summit schools indicate that seat belt usage rates were only 58% and 57% respectively. Observational studies also indicate that booster seat and seat belt use are low. The Summit County Occupant Protection Program will work to increase seat belt use by expanding educational programs to include middle and elementary schools. This will involve implementing a comprehensive occupant protection program in two school districts which will educate children from grades K-12. The project will help form teen youth groups, Click It Clubs in elementary schools and partner with law enforcement and school parent organizations to develop community campaigns. A portion of the funding will be utilized to support two part-time project coordinators in the operation of this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to assist in the continuation of the project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP120206 **TOOELE COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The 2009 Utah Crash Summary showed people ages 15-19 were in the highest number of crashes in Tooele County. The county is very large, stretches to the Nevada border, only has a population of 58,000 and contains long stretches of Interstate 80. Occupant protection data from 2009 for children ages 0-8 in crashes in Tooele County indicated that only about 60% were in child safety seats. By working with local law enforcement agencies, high schools, and community partners, this project will work to reduce teen driver crashes and increase child safety seat use. The project will provide resources to high schools and law enforcement agencies as well as provide education to community members. A portion of the funding will be used to support a part-time project coordinator in the operation of this program. If unfunded, the position and traffic safety programs would have to be eliminated. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program.

CP120207 **UTAH COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

As a large urban area – the second-most populous county in the State -- Utah County faces numerous traffic safety related issues including occupant protection, pedestrian safety, bicycle safety, and impaired driving. Significant construction on Interstate 15 will last well into 2012 and has contributed significantly to traffic crashes and injuries in the county. This project will work to raise community awareness of the aforementioned traffic safety issues by supporting local and national campaigns, conducting teen seat belt use observations, providing car seat information classes and offering discount car seats for low income families. The project will also continue Hispanic outreach efforts through the use of culturally appropriate highway safety messages, classes and materials. A portion of the funding will be utilized to support two part-time project coordinators in the operation of this continuing highway safety project. If unfunded, the positions and traffic safety programs would have to be eliminated. Program income will be acquired through the sale of low cost child safety seats and helmets and will be used to continue activities directly related to the traffic safety program.

CP120208 **SOUTHEASTERN UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Crash and hospital data indicates that motor vehicle crashes continue to be a leading cause of death and disability in the southeastern Utah counties of Carbon, Emery, Grand and San Juan. These are rural counties served by the Southeastern Utah Health District, which will administer this project. San Juan is the largest county in the United States, but only has a population of 14,726. The other counties have similarly small populations, but still face traffic safety issues. The 2009 Utah Crash Summary indicated that rural crashes were 2.8 times more likely to be fatal due to speed than urban crashes. Observational surveys show that seat belt use and child restraint use throughout the district lag behind the State averages. This project will work to increase seat belt and child passenger safety seat use rates and reduce speed-related crashes through education at community events and partnerships with local businesses and media outlets. A portion of the funding will be utilized to support five part-time project coordinators in the operation of this continuing highway safety project. If unfunded, the positions and traffic safety programs would have to be eliminated. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program.

CP120209 **CENTRAL UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The area served by the Central Utah Community Traffic Safety Program is a large rural area in the center of the State comprised of six counties – Sevier, Wayne, Piute, Juab, Sanpete and Millard -- which contain large stretches of Interstate 15 and Interstate 70. In 2009, self-reported seat belt usage among adults in the six-county area was 84.5%, the second lowest within the State. From 2003-2007, the same area reported 77 motor vehicle fatalities, which is the second highest within Utah. Recent seat belt observational surveys indicated that only 39% of teens in the area were buckled. This project will work to increase knowledge of correct child restraint use, increase self-reported adult and adolescent seat belt use, and reduce overall motor vehicle fatalities. Outreach activities, education and partnerships will all be utilized to help the project work toward these goals. A portion of the funding will be utilized to support three part-time project coordinators in operating this project. If unfunded, the positions and traffic safety programs would have to be eliminated. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program.

CP120210 **WASATCH COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The Wasatch County Safe Community coalition is in a rural area in northern Utah where the fatal and injury crash rates have often exceeded the State average in the last five years. The population is 23,530, which represents an increase of almost 55% from 2000-2010. Seat belt use rates in Wasatch County stand below the State average, with a recent high school observational survey showing only 75% of students buckled up. The goal of this project is to promote health and safety by preventing unintentional traffic safety injuries and fatalities by increasing knowledge and support for pedestrian, bicycle and traffic safety in the community. Campaigns and activities in the community will promote the use of seat belts and child safety seats, bicycle helmets, and provide education on pedestrian and bicycle safety. A portion of the funding will be utilized to support the project coordinator in the implementation of this project. If unfunded, the position and the traffic safety programs would have to be eliminated. Any project income will be used to purchase supplies, such as child safety seats and bike helmets, to help continue the program.

CP120211 **SOUTHWEST UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **FOURTH**

Traffic-related deaths and injuries continue to be an issue in Washington, Iron, Kane, Beaver and Garfield Counties, the areas which this project serves. These counties are primarily rural, but also contain the cities of St. George and Cedar City. This project will conduct activities to help educate teen drivers, who are over-represented in crashes, by partnering with high schools and the *Don't Drive Stupid* campaign. Occupant protection will be addressed through partnerships with local law enforcement and conducting car seat checkpoints throughout the five county area. Bicycle and helmet safety will also be addressed through bike rodeos and community event outreach. A portion of the funding will be utilized to support the project coordinator in the implementation of this project. Any project income will be used to purchase supplies, such as child safety seats and bike helmets, to help continue the program. If unfunded, the position and the traffic safety programs would have to be eliminated. Any project income will be used to purchase supplies, such as child safety seats and bike helmets, to help continue the program.

CP120212 **SALT LAKE COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

From 2005-2009, the Salt Lake Valley Health Department ranked higher (43.8 per 100,000 population) than the State rate (37.2 per 100,000) in pedestrian related injuries seen in emergency department encounters. The Utah Department of Health reports that since 2002, bicycle helmet usage has been higher in rural areas of the State than in urban areas (45.5% in 2008 vs. 31.4% in 2008 respectively). Bike helmet observation surveys conducted in April of 2011 at elementary schools in Salt Lake County showed helmet usage at an average of only 27%. Results from these surveys also show helmet use was lower at schools believed to be in largely underserved communities. To address the issues of pedestrian safety and bicycle helmet usage, this project will work to increase bike helmet use in child ages 5-12 and educate young children and their parents about safe pedestrian behavior. The project will work toward these goals by conducting education and outreach activities at elementary and pre-schools, training parent volunteers to teach young children about pedestrian safety, partnering with diverse action groups to deliver culturally appropriate messages, and providing low cost or free bike helmets. A portion of the funding will be utilized to support the efforts of two part-time project coordinators in the implementation of this project. Any project income will be used to purchase supplies to help continue the program. If unfunded, the traffic safety program would have to be eliminated.

CP120213 **SAN JUAN TRAFFIC SAFETY COALITION (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

Motor vehicle crashes are the leading cause of death among American Indians ages 1-44, which presents a challenge in San Juan County, where more than half the population is Native American. San Juan County is the largest county in the United States, borders Arizona and Colorado, and has a population of only 14,746. The leading cause for crashes in San Juan County is "speed too fast," and the county has the lowest seat belt use rate in the State: the 2010 observational survey indicated 61% of drivers were belted. To address the issues of speeding and low seat belt use rates, this project will work to increase seat belt and child restraint use among drivers in San Juan County and decrease the number of crashes in the county where "speed too fast" is the contributing factor. The project will work toward these goals by continuing to conduct the Alive at 25 program in local high schools and the local community college, conduct outreach activities at local high schools, conduct weekly seat belt

safety enforcement shifts, and perform child safety seat checks quarterly. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. Funding will be used to support the efforts of a part-time project coordinator in the implementation of this project. If unfunded, the position and traffic safety program would have to be eliminated.

CP120214 PERSONNEL (MARK)
FUNDING SOURCE 402/405/410
PROJECT YEAR ONGOING

This project serves as a core funding source for HSO personnel who oversee, coordinate and assist the Community Traffic Safety Program, special highway safety projects, and provide management and support services to all HSO programs and projects. Staff fully or partially funded may include the director, the deputy director, a finance officer, three program managers, two law enforcement liaisons, an administrative secretary, five program coordinators, a research analyst, and various office support personnel.

CP120215 PUBLIC AWARENESS EVALUATION AND SURVEY (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Many traffic safety campaigns use the media to focus on vehicle occupant protection, impaired driving prevention, bicyclist and pedestrian safety, motorcycle safety awareness, speed reduction, teen driving and fatigued driving prevention programs. This project measures which tactics have been successful and also those not performing as well. With increased emphasis placed on media campaigns as a tool for highway safety behavioral modification projects, it's beneficial to measure the awareness of various statewide media projects. This project surveys changes in attitude among licensed drivers, and the information is used in the Highway Safety Office's planning process.

CP120216 RURAL TRAFFIC SAFETY COORDINATOR (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Utah consists of 29 counties spread over a large geographical area. Four adjoining counties make up the urban Wasatch Front where more than 75 percent of the State's population lives. While the majority (75.1%) of all crashes occurred in these four urban counties in 2009, crashes occurring in rural areas were 4.4 times more likely to result in a death, and a lack of resources and services in these areas only compounds the problem. The goal of this project is to continue to contract with a Rural Traffic Safety Coordinator who will conduct a wide spectrum of state and local traffic safety campaigns and activities in Utah's rural communities. The contractor will act as a traffic safety liaison with local media, law enforcement agencies, and other traffic safety partners, and will assist the HSO with traffic safety training and programs that target central and southern Utah communities. In addition, the coordinator will be a CPS Technician Instructor, assist with certification and other child passenger safety courses, and be a resource to permanent car seat fitting stations and CPS Technicians.

CP120217 PUBLIC INFORMATION AND EDUCATION PROJECT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

This project will promote and support national, state, and local traffic safety campaigns, programs and activities statewide by providing technical assistance, educational materials and supplies to requestors

and key stakeholders in the traffic safety community. Materials will be used to educate the public, help improve traffic-related behaviors, and reduce the number of motor vehicle crash deaths and injuries. The HSO will develop new educational publications during the project period as needed, print and distribute various materials to local communities, and provide other resources to communities statewide.

CP120218 TRAFFIC SAFETY SUMMIT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Funds will be used to help support the *Zero Fatalities* Traffic Safety Summit which is co-sponsored by the Utah Department of Public Safety and the Utah Department of Transportation. The Summit brings together the State's traffic safety professionals from a variety of backgrounds including health, law enforcement, education and engineering. The Summit provides a forum for traffic safety professionals to share knowledge, resources, and best practices, and to gain insight into the future of traffic safety in the State. Workshop sessions will focus on a variety of traffic safety topics including teen driving, funding sources for educational and transportation improvement efforts, new legislation updates, aging drivers, impaired driving, occupant protection, pedestrian and bicycle safety, motorcycle safety, commercial vehicle enforcement and education, outreaching minority groups, creating safer roadways, state and federal resources, and using media to promote your programs. The conference occurs every 18 months with the next Summit planned for November 2012. Funds from this project will be used to support the planning phase and to purchase some of the supplies and materials needed for the conference.

CP120219/K4CP120219 TECHNOLOGY TRANSFER AND ELECTRONIC GRANT MANAGEMENT (MARK)
FUNDING SOURCE 402/406
PROJECT YEAR ONGOING

The daily operation of the Highway Safety Office and the support it provides to a wide spectrum of highway safety programs is an important part of the Highway Safety Program's continued success. This project covers highway safety program expenses such as training and workshops, travel costs, supplies, operations, equipment, personnel, contractual services, and developing and distributing educational materials. Also, an electronic grant management system will be implemented.



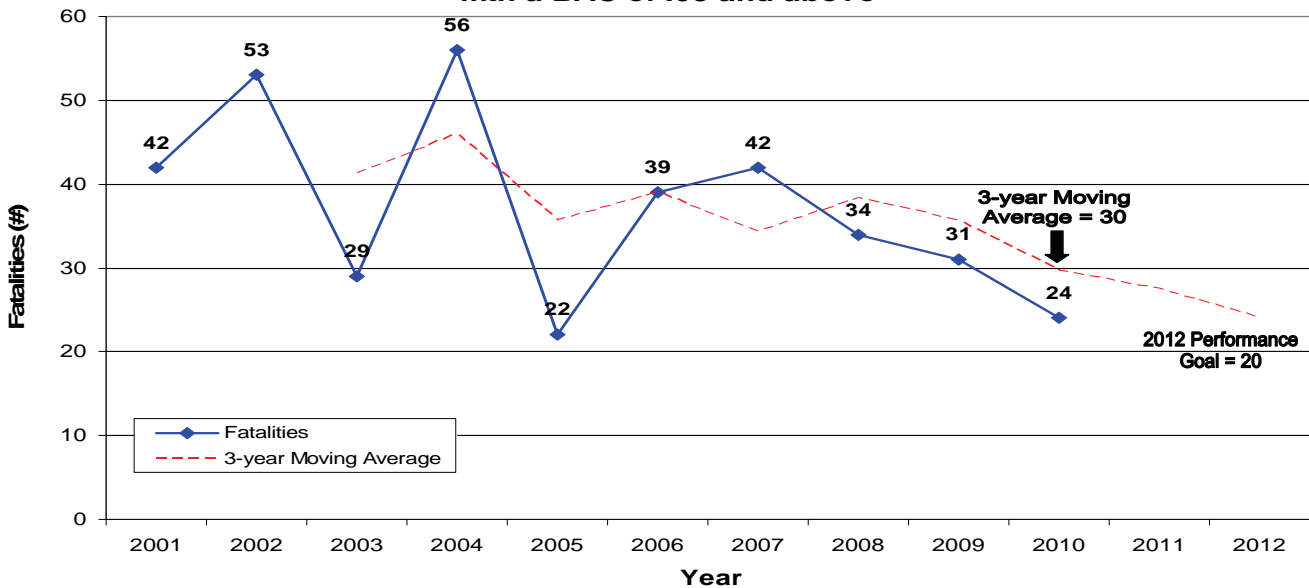
Performance Goal:

- Maintain Utah’s position as a low alcohol-related fatality rate state through sustained support of prevention, educational and enforcement programs.

Performance Measure:

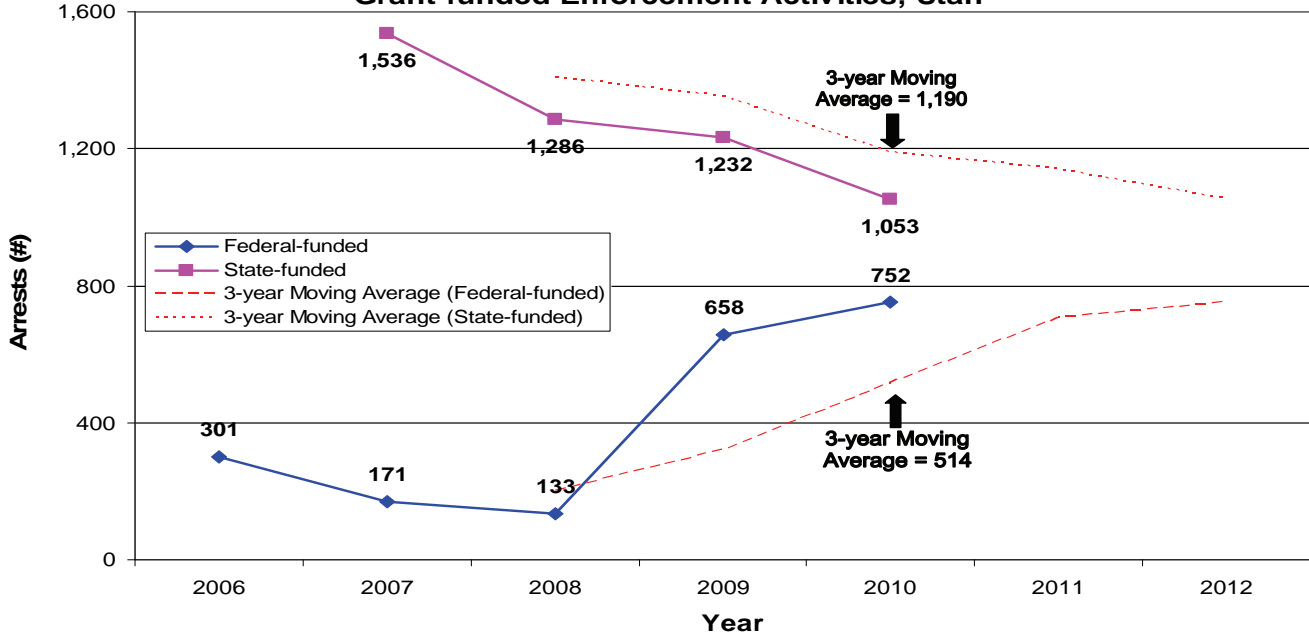
- Continue to reduce the number of fatalities involving a driver with a BAC of .08 or higher to 20 in CY2012.
- Increase the number of DUI arrests made during state-funded overtime enforcement shifts.
- Reduce the percent of students by grade who used alcohol within the past 30 days to 1% for 6th grade, 6% for 8th grade, 11% for 10th grade and 15% for 12th grade in CY2012.
- Reduce the alcohol impaired crash rate per 100 million vehicle miles traveled to 7.0 in CY2012.
- Increase the number of grant-funded DUI checkpoints to 30 in CY2012.

C-5: Number of Utah Fatalities Involving a Driver with a BAC of .08 and above

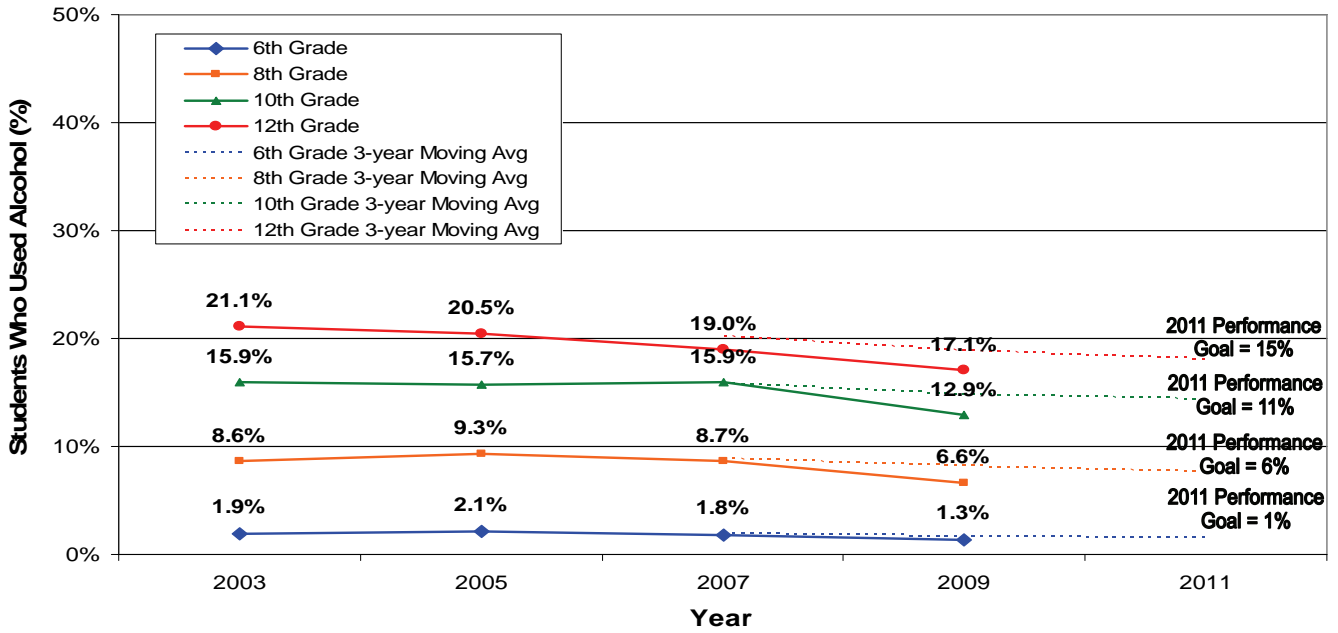


Note: Chart C-5 represents actual numbers and does not reflect NHTSA’s imputation model.

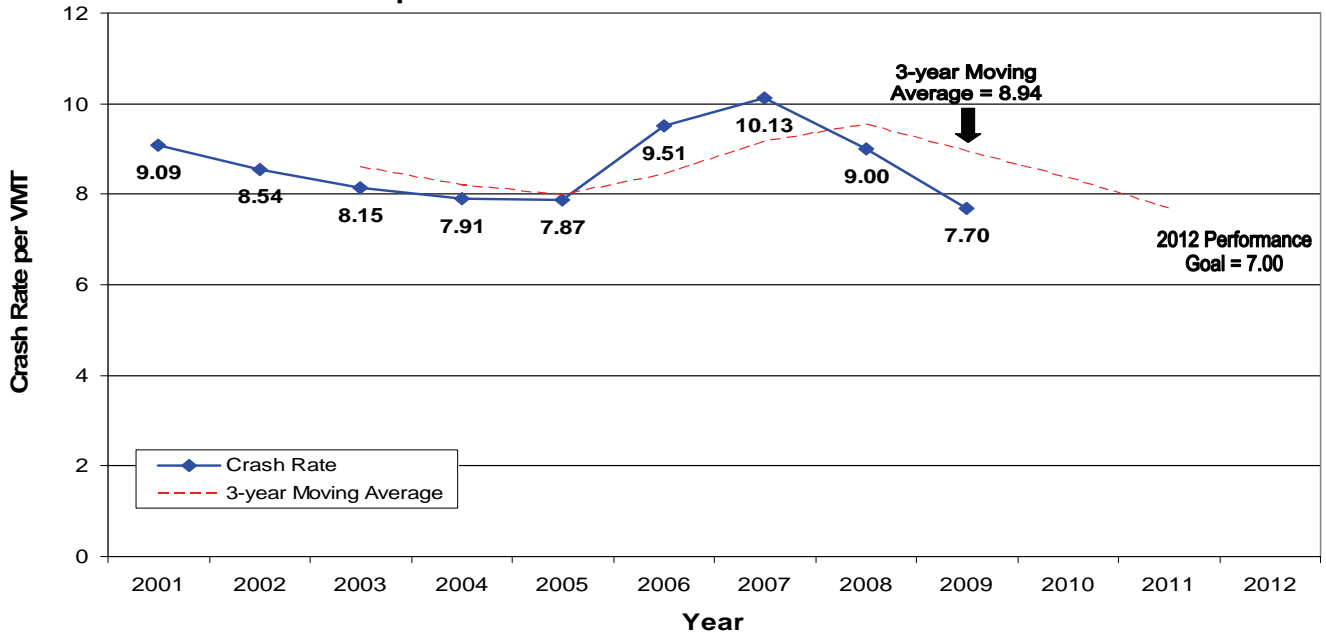
A-2: Number of Impaired Driving Arrests Made During Grant-funded Enforcement Activities, Utah



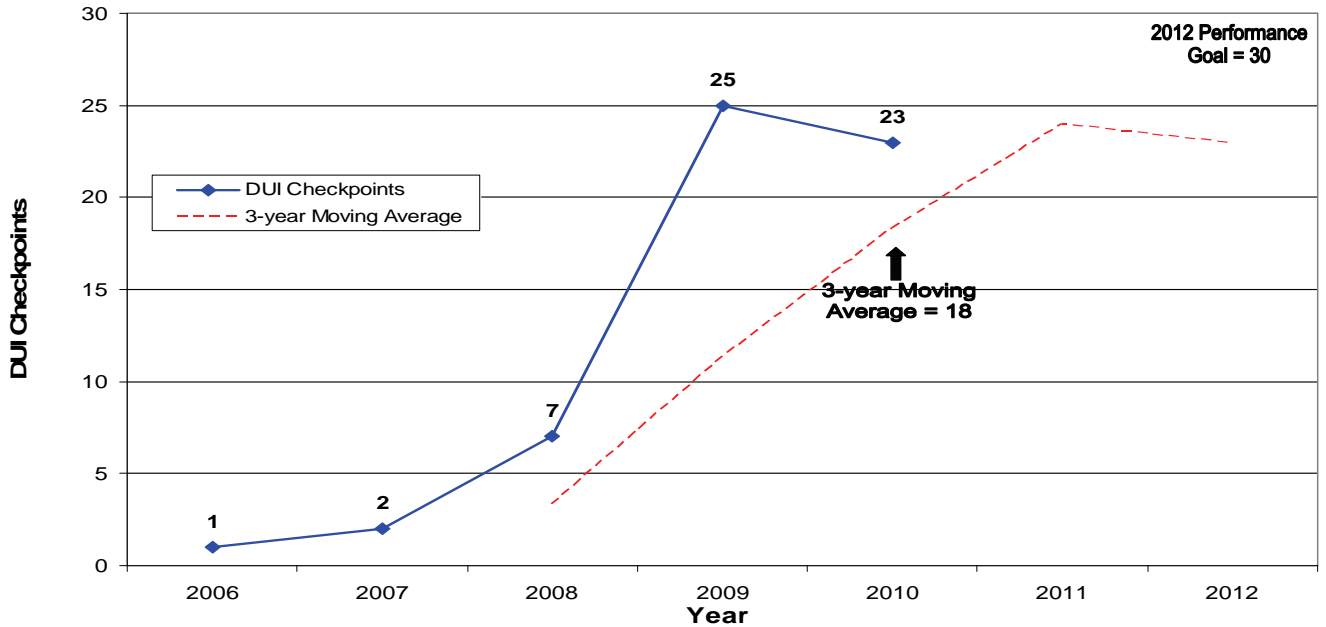
U-6: Percent of Utah Students by Grade Who Used Alcohol During the Past 30 Days



U-7: Utah Alcohol-Impaired Overall Crash Rate per 100 Million Vehicle Miles Traveled



U-8: Number of Grant-funded DUI Checkpoints, Utah



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 and holiday blitzes.
- Support the Youth Alcohol and Drug Enforcement Task Forces, comprised of multiple local law enforcement jurisdictions, to reduce alcohol- and drug-related crashes and fatalities among minors.
- Continue collaborative efforts with high school and college campuses and other safety prevention partners to educate children, teens and young adults regarding the dangers of impaired driving and underage drinking.
- Support the Traffic Safety Resource Prosecutor and related training for law enforcement and prosecutors regarding prosecution for impaired driving and other traffic-safety-related violations.

Justification:

- 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 effect.

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 "Eliminating Alcohol Sales to Youth" (EASY) program.
- The Utah Department of Transportation provides support with HSIP flex monies to fund projects.
- The Utah Prosecution Council, the Attorney General's Office and the Utah Department of Transportation provide support for the Traffic Safety Resource Prosecutor.
- Colleges and universities use student groups, and other funding sources, to support impaired driving prevention and education programs.
- Utah Department of Alcoholic Beverage Control, Substance Abuse and Mental Health, Education, Health, PTA and Mothers Against Drunk Drivers (MADD) have an underage drinking workgroup that works with other private funding sources to support underage drinking awareness and education programs for student and youth groups and organizations.
- Mothers Against Drunk Drivers (MADD), the Utah Auto Dealers Association and others provide support for impaired driving prevention.

Alcohol Projects

K8120301	YOUTH SUPPORT (JILL)
FUNDING SOURCE	410
PROJECT YEAR	ONGOING

Underage drinking is an ongoing challenge to law enforcement and prevention entities throughout the State. Utah's comprehensive approach to fighting underage alcohol use is to educate as well as enforce underage "no tolerance" alcohol laws. This project will provide funding to law enforcement agencies, school and university based organizations and other youth-oriented organizations throughout the state to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving. This will include assistance with Spring Break, Graduation, and Holiday enforcement activities targeting underage youth and training for compliance checks. Travel to various youth alcohol prevention conferences and training will also be provided.

K8120302 ALCOHOL PROGRAMS PUBLIC INFORMATION AND EDUCATION (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

The public information and education project provides funding for a variety of public awareness and education efforts to prevent impaired driving and underage drinking. By supporting local enforcement and education efforts, and using diverse media messages and focused incentives, people statewide get the message that drinking and driving is a serious crime and parents need to take the responsibility of ensuring their children know the consequences of underage drinking. These sustained efforts through public information and education continues to keep impaired driving and underage drinking on the forefront of focused community activism to eliminate these social harms.

K8120303 STATEWIDE DRE, ARIDE AND PHLEBOTOMY PROGRAM (TED)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Utah's law enforcement agencies continue to request training and certification when it comes to drug recognition, field sobriety training and phlebotomy programs. Law enforcement officers in Utah remain committed to combating the issues dealing with drunk and impaired driving along with underage drinking. This project provides training in multiple programs, including becoming a Drug Recognition Expert (DRE), learning about Advanced Roadside Impaired Driving Enforcement (ARIDE), learning more about the effects of illegal and legal drugs on the human body, and becoming a certified phlebotomist to draw a blood sample. This project will also support re-certifying officers in an effort to sustain the pool of certified experts. Training will encompass both classroom and hands on field operations which allows for increased knowledge and skills to identify individuals who exhibit signs of impairment, leading to more effective arrests and higher conviction rates. The specialized training will be offered to law enforcement officers statewide so they may assist their agencies in combating the issues related to drunk and impaired driving.

K8120304 SIP/TRACE AND YOUTH ALCOHOL SUPPRESSION (JILL)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Restaurants and bars are not the only locations that serve alcohol in the State. There are also special events like concerts and raves that are held at all-age venues. Combined, there are many opportunities for over-service to patrons and service to minors, which often leads to drinking and driving, and alcohol related crashes. The Utah Highway Patrol's Alcohol Enforcement Team (AET) will assist other agencies by conducting Serving Intoxicated Persons/Youth Alcohol Suppression operations. With undercover operations the AET works to eliminate drunk driving and underage drinking where they frequently start. The AET will also assist other agencies by conducting Targeting Responsibility for Alcohol-Connected Emergencies (TRACE) investigations. TRACE investigations help reduce impaired driving and curtail the social supply of alcohol to minors by ensuring parties responsible for the root cause of impaired driving are held accountable.

K8120305 DUI ENFORCEMENT, CHECKPOINTS AND EQUIPMENT (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

The Highway Safety Office's program combining high-visibility saturation patrols and DUI checkpoints throughout the State, coupled with the impaired driving media campaign, encourages those who

choose to drink to make better choices by finding a ride home with a sober driver, while also removing impaired drivers from the roadways. This project will provide overtime enforcement shift funding for law enforcement agencies statewide, with special emphasis during holidays and special events. Through this sustained project, Utah is ensuring a steady decline in alcohol-related fatalities, while reinforcing that it is socially unacceptable to drive while intoxicated.

K8120306 DUI COURT DAVIS COUNTY (TERI)
FUNDING SOURCE 410
PROJECT YEAR SECOND

The Davis County Attorney’s Office experiences an average of two to three felony DUI referrals each week. Historically, these offenders are referred to the Second District Court for disposition which has included jail/prison and probation/parole with little effective treatment being offered. The Felony DUI Court pilot program in Davis County is modeled after the existing Felony Drug Court. DUI offenders with mandatory jail sentence are offered the same treatment program and serve their time in the “Work Center” (a jail work release facility), and are allowed release for work, treatment and alcohol/drug testing. This project works to introduce offenders to an ongoing process of recovery designed to achieve total abstinence from alcohol, promote self-sufficiency, and empowers alcohol abusers to become productive and responsible members of the community.

K8120307 DUI COURT RIVERDALE (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

The Riverdale Substance Abuse Court project seeks to enhance the adult misdemeanor alcohol/drug court that is currently in operation. The mission of the Riverdale Substance Abuse Court (DUI Court) is to increase community safety through an interdisciplinary approach that reduces recidivism and promotes individual responsibility and accountability by providing intensive treatment, supervision, and judicial oversight. This project will enhance the current program and also include additional training for the DUI Court team.

K8120308 TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

The Traffic Safety Resource Prosecutor (TSRP) acts as Utah’s statewide liaison between law enforcement agencies and prosecutors regarding traffic safety issues. The TSRP project provides education, training, resources and technical assistance to prosecutors, law enforcement agencies, and the Highway Safety Office. While much of the assistance focuses on DUI cases, the TSRP serves as a resource in areas such as underage drinking, occupant protection and other traffic safety issues. The TSRP provides training to both law enforcement and prosecutors, and works closely with the Utah Highway Patrol’s Alcohol Enforcement Team and other agencies statewide to educate and ensure improved effectiveness from arrest to prosecution.

K8120309 WATCH IT IN WASATCH, OVER THE LIMIT, UNDER ARREST (TERI)
FUNDING SOURCE 410
PROJECT YEAR SECOND

According to focus groups conducted in Wasatch County, both adult drinkers and adult non-drinkers believe that there is a portion of the population that feels drinking and driving, and even heavy

drinking, is acceptable. Interestingly, 50% of the adult drinker focus group commented that they feel that drinking and driving is risky, but their chances of getting caught are very small. Events hosted in Park City, such as the Sundance Film Festival, cause an increase in DUIs. Participants often fly into the Heber City Airport, which services Wasatch and Summit Counties, and then commute to events held in Park City. However, most are unaware of Utah's laws regarding alcohol and vehicles. The Watch It in Wasatch campaign will increase visitors' and the community's awareness of the dangers and consequences associated with drinking and driving.

INFORMATIONAL **PER SE HEARINGS (DAVE)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



Each year about 15,000 drivers in Utah are arrested for driving under the influence of alcohol, and this arrest most often results in the person's driving privilege being sanctioned as specified in Utah statute. To assure due process and offer an impartial forum in which the person can contest the administrative sanction, an administrative hearing may be requested in which a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, and over 30 full and part-time hearing officers. In addition to impaired driving-related subjects, the hearings may cover vehicular homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

INFORMATIONAL **EASY/PARENTS EMPOWERED (TERI/JILL)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



According to the 2009 SHARP (Student Health and Risk Prevention) survey, almost 10% of 12th grade students who used alcohol reported they purchased the alcohol in an off-premise consumption retail store. The Eliminating Alcohol Sales to Youth (EASY) program enables law enforcement agencies to conduct alcohol compliance checks at off-premise retailers throughout the State. This program will cover compliance checks for off-premise consumption retailers as well as trainings for law enforcement agencies and business licensing personnel.

INFORMATIONAL **COVERT UNDERAGE BUYER (CUB) PROGRAM (JILL)**
FUNDING SOURCE **OJJ**
PROJECT YEAR **N/A**



The State Bureau of Investigation's Alcohol Enforcement Team (AET) serves as the enforcement agency to ensure restaurants, bars, clubs, and special event licensees comply with the State's liquor laws. The AET will conduct undercover alcohol compliance checks at on-premise consumption retail locations and special events throughout the state. This comprehensive compliance check program will help reduce underage drinking and impaired driving, as well as curtail the retail supply of alcohol to minors.

INFORMATIONAL **YOUTH ALCOHOL & DRUG TASK FORCES (TERI)**
FUNDING SOURCE **OJJ**
PROJECT YEAR **N/A**



Youth Alcohol-Drug Enforcement Task Forces target underage drinking activity in both large and small communities throughout the state. Task Forces aim to curtail youth alcohol parties and gatherings in

private residences as well as parks, campgrounds and other recreation areas. Underage drinkers are at a much higher crash risk at every BAC level. The lower BAC levels affect tracking, coordination, simple reaction time, and emergency response when driving. As BAC levels increase, youth experience a significant loss of concentrated attention, speed control, braking, steering, lane tracking and general judgment. By preventing and impeding youth alcohol parties, task forces reduce impaired driving and fatalities involving young people.

INFORMATIONAL **YOUTH COURT/SALT LAKE PEER COURT (TERI)**
FUNDING SOURCE **OJJ**
PROJECT YEAR **N/A**



This project supports Youth Courts throughout Utah and the Salt Lake Peer Court, which take a restorative justice approach in holding youth accountable for their actions. The program provides funding for conducting Peer Court hearings, and mediation to help youth build skills and strengthen their ties to school and their community. By intervening in the early stages of youth delinquency, this program provides the motivation and peer mentoring to encourage youth to make better choices.

INFORMATIONAL **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



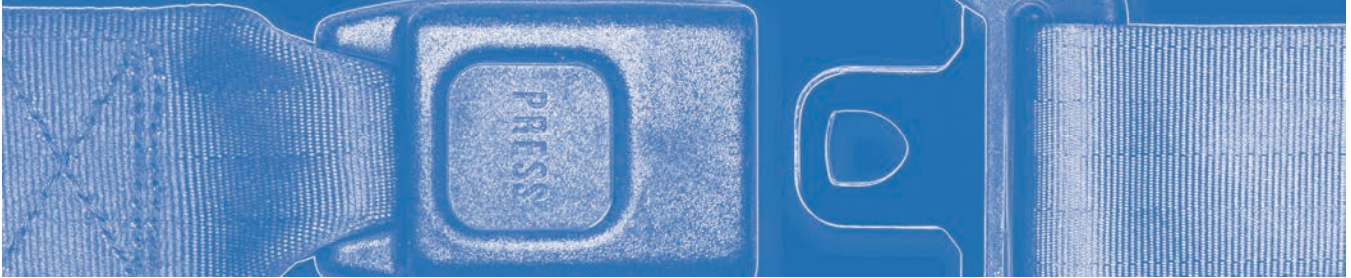
The State of Utah has one of the lowest alcohol-related fatality rates in the nation, due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2010, over 14,000 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When the vehicles are retrieved by the owners, various impound fees are collected and the person arrested must pay specific reinstatement fees to regain a valid driver license when eligible. The Utah Legislature has earmarked a portion of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and new digital in-car video systems to enhance officer safety and video integrity at DUI stops.

INFORMATIONAL **CAMPUS PROGRAMS (JILL)**
FUNDING SOURCE **OJJ**
PROJECT YEAR **ONGOING**



Although Utah has strict limits on access to alcohol, and stringent penalties for minors who attempt to obtain it, underage drinking among college-age students remains a challenge throughout the State. The Highway Safety Office has partnered with the Utah State Substance Abuse Prevention Consortium to bring messages about the dangers of underage drinking and impaired driving to Utah's college-age students. This program will provide support for education, prevention and intervention efforts that each school will conduct to help students make good decisions when it comes to alcohol use and impaired driving.

OCCUPANT PROTECTION PROGRAM



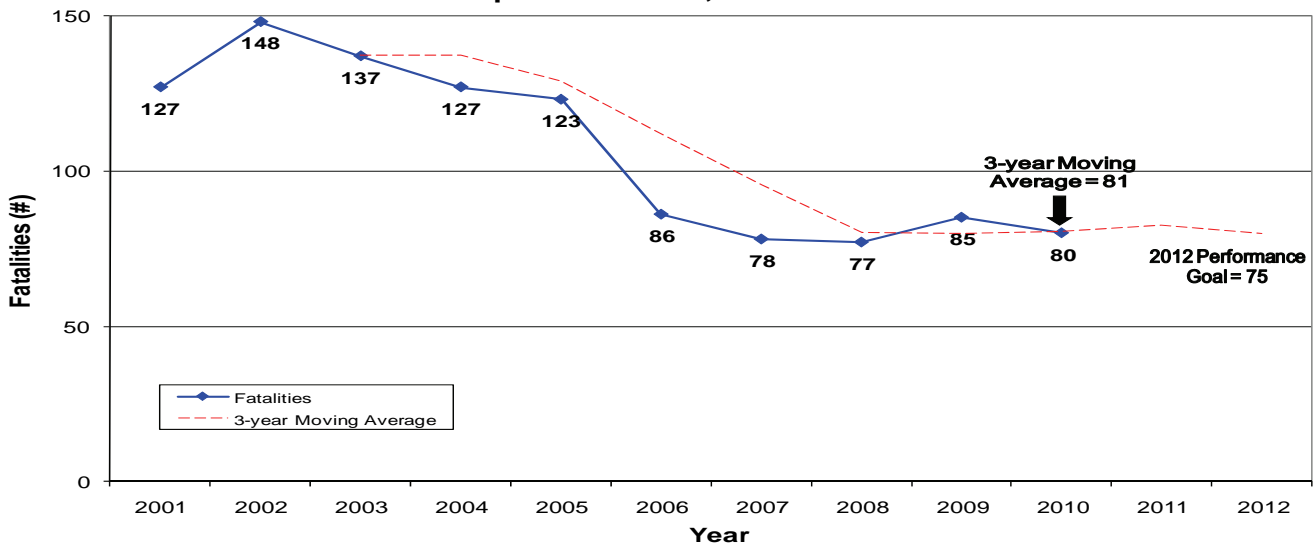
Performance Goal:

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

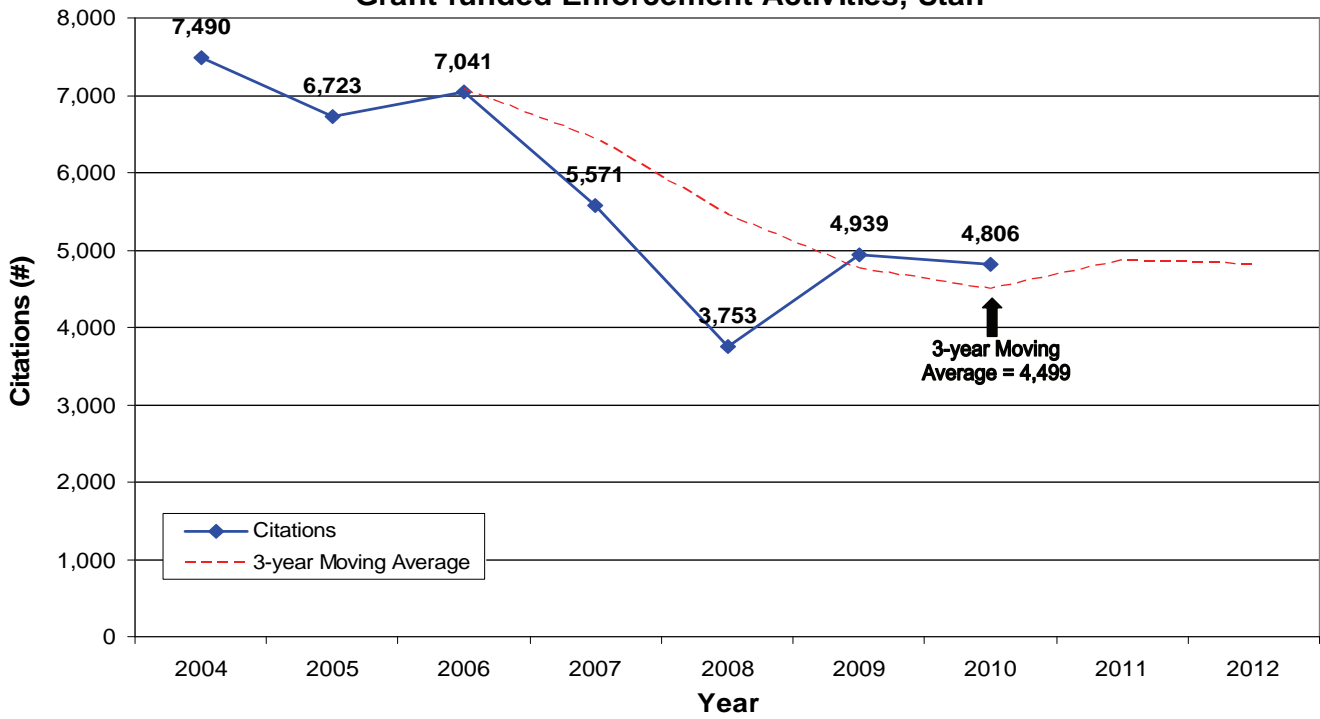
Performance Measures:

- Continue the favorable trend by reducing the number of unrestrained passenger vehicle occupant fatalities in all seating positions to 75 in CY2012.
- Increase the number of seat belt citations during grant-funded activities in CY2012.
- Maintain seat belt usage above 89% in CY2012.
- Continue the upward trend in child safety seat use for ages 0-8 involved in traffic crashes to 70% in CY2012.
- Continue the favorable upward trend of children ages 0-8 involved in a traffic crash who were restrained in a child safety or booster seat to 95% for ages 0-1, 81% for ages 2-4 and 40% for ages 5-8 in CY2012.
- Increase the percentage of Utah motor vehicle crash occupant fatalities ages 10-19 that were restrained to 50% in CY2012.

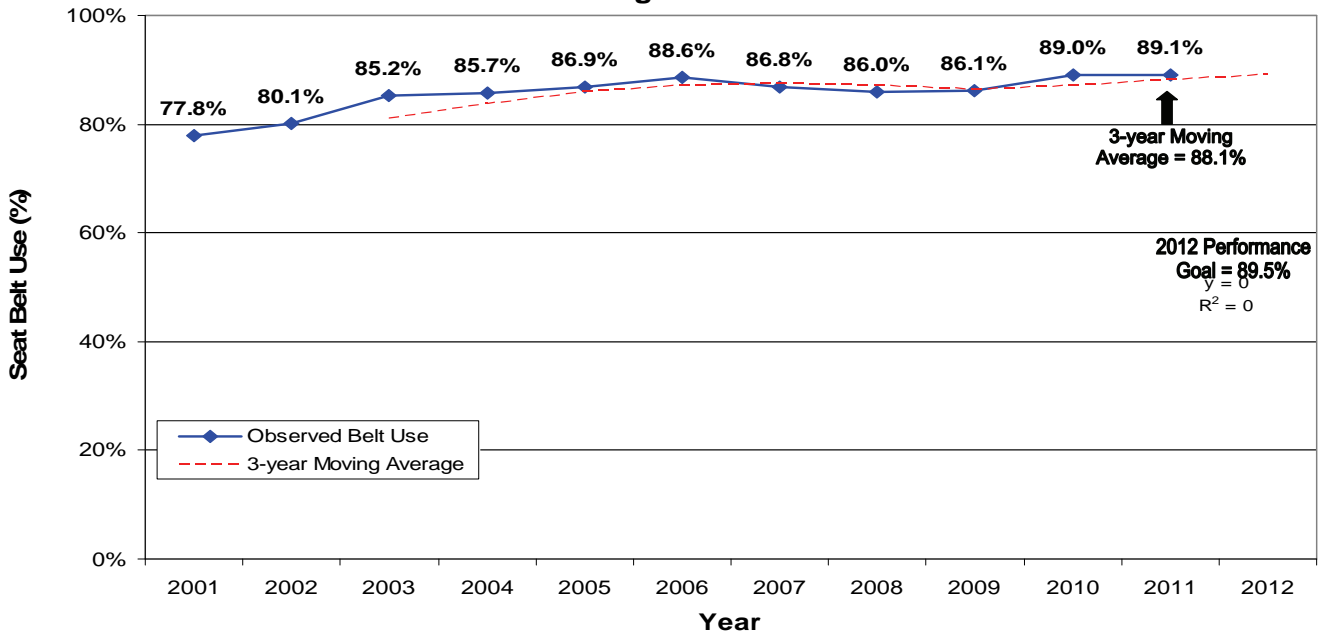
C-4: Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



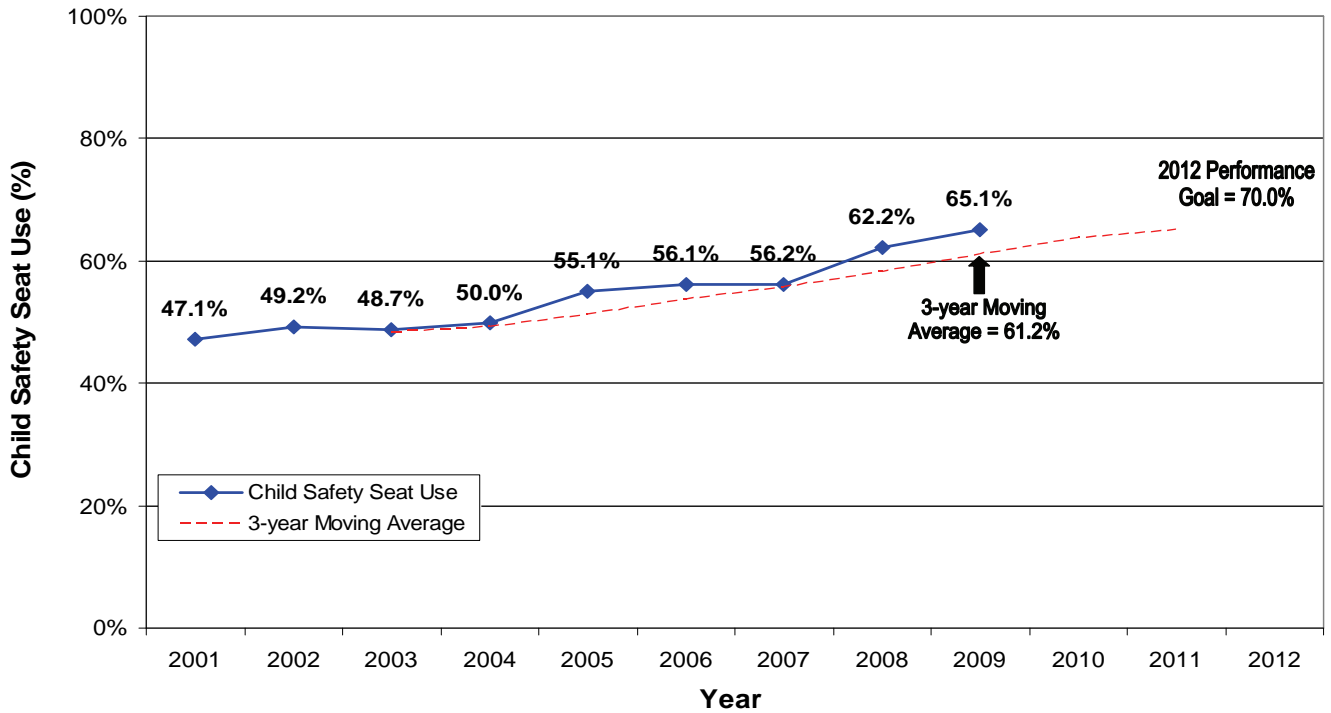
A-1: Number of Seat Belt Citations Issued During Grant-funded Enforcement Activities, Utah



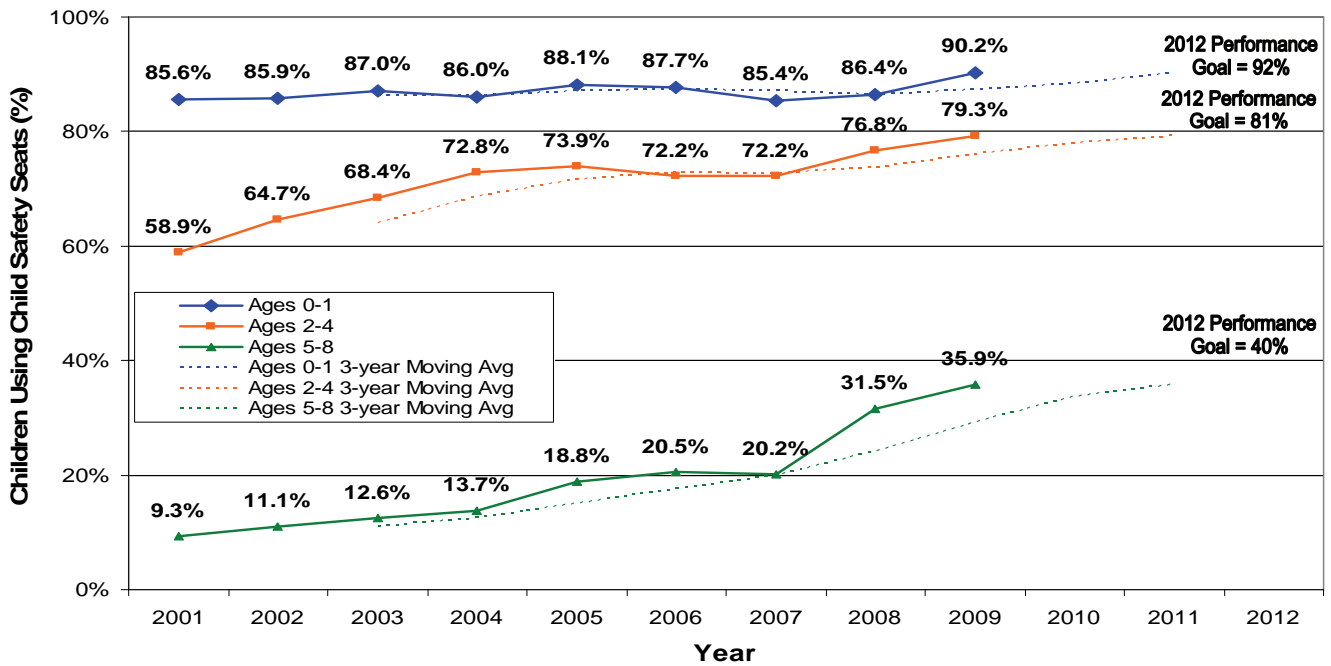
B-1: Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles



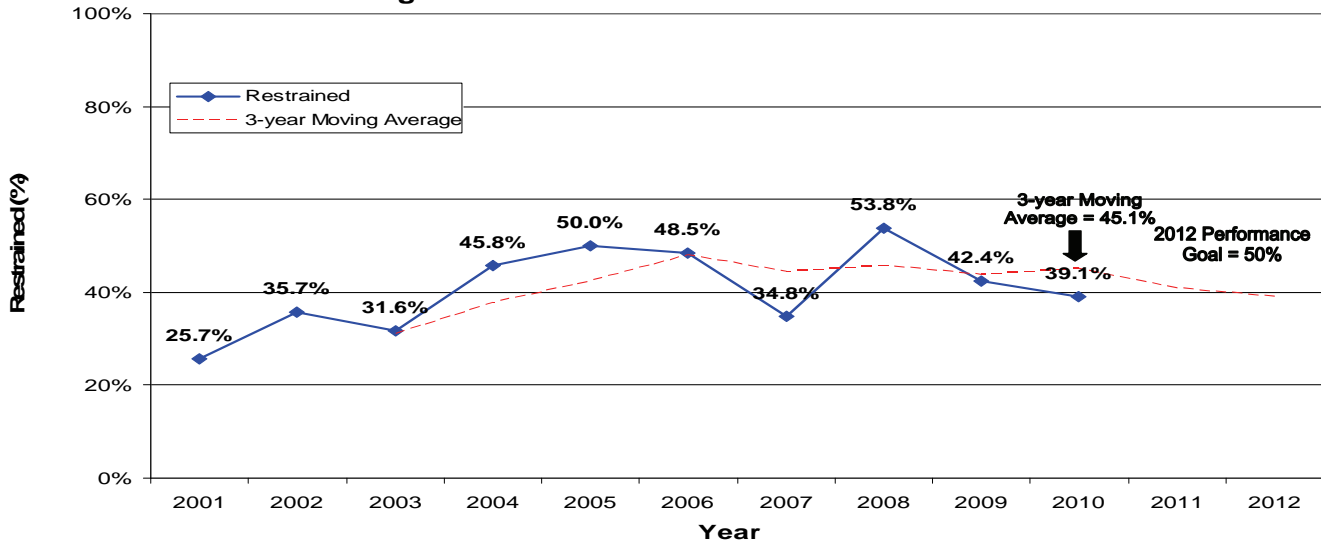
U-2: Utah Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes



U-9: Percent of Children in Utah Crashes in Child Safety Seats



U-10: Percent of Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 Years That Were Restrained



Action Plan:

- In conjunction with the national campaign, conduct a *Click It or Ticket* enforcement effort and provide overtime shift funding to law enforcement agencies statewide.
- Conduct one joint mobilization that combines *Click It or Ticket* and *Drive Sober or Get Pulled Over* to encourage motorists to buckle up and avoid drinking and driving.
- Continue collaborative efforts with Safe Community partners to educate adults and children regarding child safety seats, safety belts and air bags.
- Conduct and support car seat fitting stations and inspection clinics across the State.
- Conduct three NHTSA Standardized CPS Technician Courses in FFY2012.
- Conduct one Child Passenger Safety Technician Renewal Course in FFY2012.
- Conduct a statewide Safety Belt Observational Survey in June 2012.

Justification:

- Failure to buckle up is one of the leading traffic related behaviors that contributes to fatalities.
- Child safety seat misuse continues to exceed 90%, according to data obtained during safety seat inspection clinics conducted throughout the State.
- Child safety seat use among children decreased from 92.9% in 2006 to 91.9% in 2008, and there are still a large number of children ages 5-10 who ride in an adult-sized safety belt or are unrestrained.
- The 2008 study showed that while 93.1% of children ages 0-4 ride in child safety seats, only 88.0% 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, and teen drivers will be targeted, as the highest percentage of unbelted crash occupants were aged 10 to 19 years.

Other Partnering Agencies:

- Safe Kids Utah supports and helps fund 14 coalitions and chapters throughout Utah and includes car seat checkpoints, presentations, parent classes and training.
- The Primary Children’s Medical Center Child Advocacy Program oversees and conducts various occupant protection programs to improve the safe transportation of children.
- The Utah Safety Council has assumed the lead role of working with businesses statewide to promote occupant protection, Alive at 25, and other traffic safety issues.
- The Utah Highway Patrol supports this program with the PI&E section which utilizes 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 services.

Occupant Protection Projects

OP120401 **SAFE KIDS UTAH 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 aged 0-14 years. Every year, on average, there are 25 young children killed, 266 hospitalized, and over 4,300 treated in emergency rooms because of motor vehicle crashes. In addition, emergency room and hospitalization charges in 2009 totaled \$11.76 million in Utah for this age group. This project will continue to work toward decreasing the unintentional death and injury rate among Utah's children aged 14 and younger. Funding will be used to help support a Utah Department of Health staff member who will oversee the statewide program that includes 14 local chapters and coalitions. The coordinator will spend at least 75% of their time on activities directly related to highway safety issues that include child passenger safety, occupant protection, bicycle and pedestrian safety. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety program would have to be eliminated.

OP120402/K2120402 **CLICK IT OR TICKET STEP SUPPORT (KRISTY)**
FUNDING SOURCE **402/405**
PROJECT YEAR **ONGOING**

This project will fund the high-visibility enforcement component of the *Click It or Ticket* campaign during the year. Enforcement mobilizations will occur in November 2011 and May-June 2012. Funds will be distributed primarily through fixed-price deliverable mini-grants to local law enforcement agencies throughout the State and the Utah Highway Patrol who participate in the mobilizations. Special emphasis will be placed on areas of the state where the Safety Belt Observational Survey will be conducted, which is also areas where the majority of the state's motor vehicle-related fatalities occur. Enforcement efforts will target safety belt and child safety seat non-use, as well as other traffic violations such as impaired driving, speeding, and aggressive driving.

OP120403 **SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)**
FUNDING SOURCE **402**
PROGRAM YEAR **ONGOING**

Since 1986, the HSO has conducted the annual Safety Belt Observational Survey, which provides the state with an overall safety restraint use rate. The survey is a top priority of the HSO, as the results are reported to the NHTSA and contribute to the national use rate. During the year, the state will develop a new survey design and methodology that conforms to the revised Uniform Criteria for State Observational Surveys of Seat Belt Use. Once the design is approved by NHTSA, the state will conduct the study and use the results to evaluate programs and to compare with national and regional seat belt use rates. Results will also be provided to NHTSA and will be published in an annual study and distributed throughout the State. Funds will be used to secure a contractor to re-design the survey and methodology, as well as a contractor to assure the study is conducted in accordance to the NHTSA-approved design.

K3120404 **CPS FITTING STATION SUPPORT (KRISTY)**
FUNDING SOURCE **2011**
PROJECT YEAR **THIRD**

In 2009, 90% of child crash occupants ages 0 to 1 were in a child safety seat. Unfortunately, only 71%

of 4-year-olds, 43% of 6-year-olds and 11% of 8 year-olds who were involved in crashes were restrained in a child safety seat or booster. Increasing awareness of the importance of proper and consistent use of this life-saving device, as well as seat belt use for the entire family, continues to be a goal of the HSO. Unfortunately, approximately 90% of the seats inspected are installed incorrectly. To help increase proper and consistent use, the HSO supports the State's 46 local fitting stations where parents can have their child's car seat inspected. In addition, the HSO helps support several fitting stations that serve low-income families by offering no-cost or low-cost child seats. At these locations, education is provided to recipient families in several languages and encourages proper safety restraint use for all motor vehicle occupants. Through this project, the HSO will provide support to these fitting stations, by offering training opportunities and through the purchase of a small number of child safety seats. At some of the fitting stations, program income will be acquired through the sale of low cost child safety seats. All income will be monitored and used to continue activities directly related to the program.

OP120405/K2120405 UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 402/405
PROGRAM YEAR ONGOING

Funds will be used to continue the Buckle Up For Love program, Traffic Safety Video Library, and the Network of Employers for Traffic Safety (NETS) program, which are administered by the Utah Safety Council. Through this project, the Utah Safety Council will develop and purchase educational materials, promote and administer the Buckle Up For Love Program, maintain a library of traffic safety videos that are free to schools and businesses, host seminars and workshops, and conduct the Occupational Safety Belt Award program. Traffic safety issues addressed through these programs include safety belts, child safety seats, distracted driving, impaired driving, defensive driving, drowsy driving, among other highway safety topics. Funds will also help support a position, which will manage these programs and support other traffic safety initiatives. 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.

K2120406/K3120406 PROGRAM MATERIALS AND TRAINING (KRISTY)
FUNDING SOURCE 405/2011
PROGRAM YEAR ONGOING

In 2010, Utah reported a safety belt use rate of 89.0%. While the majority of the State's motorists buckle up, restraint use among occupants killed in crashes was 47.4% in 2009. Increasing seat belt use continues to be a priority for the HSO as failure to buckle up is one of the highest contributors to traffic fatalities. The project will work to provide education, training, and resources in an effort to decrease motor vehicle-related death and injury. This project will support the Click It Club, the *Click It or Ticket* Campaign, child passenger safety technician program and training, a new state occupant protection website, safety restraint elements of the HSO's sports marketing program, and other related activities. It will also support the development of a new social norming campaign that targets both urban and rural motorist and encourages them to buckle up.

The Click It Club will be expanded to up to 30 Elementary schools located across the state and will work to increase seat belt and booster seat use among children ages 5-12 and their family members. The *Click It or Ticket* campaign will be supported through the purchase of program materials, incentive awards, and overtime hours issued to partnering law enforcement agencies. A minimum of three CPS Standardized Training workshops, one recertification class and one refresher/update workshop will be conducted. In addition, at least one special workshop for CPS Technicians will be organized. In an effort to keep technicians updated, the program will provide sponsorship grants to partnering agencies that organize Continuing Education Unit (CEU) opportunities for CPS Technicians. Support will

also include providing local advocacy agencies with child safety seats for distribution to low-income families during special events. Educational and promotional materials will be purchased, and support provided, to develop new occupant protection brochures, videos and information materials.

K3120407 PCMC SPECIAL NEEDS CHILD PASSENGER SAFETY PROGRAM (KERI)
FUNDING SOURCE 2011
PROGRAM YEAR ONGOING

Primary Children’s Medical Center remains the resource in Utah for information and assistance in transporting children with special health care needs. Hundreds of children who are injured as a result of a motor vehicle crash or other trauma are treated at PCMC. As children are discharged from the hospital, it is an essential service to have a Child Passenger Safety Technician available to assist in preparing the child for safe transportation. A portion of the HSO grant funds will be used to employ technicians to facilitate and assist with child safety seat inspections at the Child Safety Seat Inspection Station. Any program income received through donations will be put back into the program to purchase more child restraints. The hospital technicians will also assist with community checkpoints and will support CPS events and trainings, as needed.

K3120408 TRAINING COORDINATOR CONTRACT (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR SECOND

In 2009, 8,755 children ages 0 through 9 years were involved in motor vehicle crashes on Utah’s roadways. Most of these children were restrained in some type of safety device. However, while child safety seat use has increased for young passengers, the rate of misuse continues to be between 80-90%. In addition, parents are still confused about “The 4 Steps” of child passenger safety. In turn, Utah’s Child Passenger Safety (CPS) Program continues to be an essential piece of the State’s overall Occupant Protection program, as it provides statewide resources and guidance aimed at keeping children and families safe while traveling in motor vehicles. To assist in this effort, the HSO will continue to fund a contract with a training coordinator who will oversee the occupant protection training program and will work to increase the proper and consistent use of child safety seats, safety belts and air bags. The coordinator will assure that all related training courses, workshops, and presentations are conducted, work with the State’s fitting stations, and provide various support services that improve the overall program.

OP120409 UHP PUBLIC INFORMATION AND EDUCATION/ADOPT A HIGH SCHOOL (KRISTY)
FUNDING SOURCE 402
PROGRAM YEAR ONGOING

The Utah Highway Patrol Public Information and Education program works to promote all aspects of traffic safety across the state. While troopers educate all motorists, they will have a special focus on teen drivers through the Adopt-A-High School program, a non-enforcement program that has shown marked increases in seat belt usage at participating schools. In Utah, teen drivers represented 7% of the licensed drivers, yet they were in nearly 25% of all motor vehicle crashes. The UHP will purchase educational materials, videos, and other tools to be used at presentations and community events throughout the State. Funds will also be used to pay overtime wages for PI&E troopers to conduct traffic safety educational efforts in the target schools, such as seat belt surveys and presentations. 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.

OP120410 **ALIVE AT 25 – DEFENSIVE DRIVING COURSE (KRISTY)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

In 2009, Utah teen drivers represented 7% of all licensed drivers in Utah, yet they were involved in 22% of all motor vehicle crashes, and teen drivers are 2.2 times more likely to be involved in a crash than older drivers. The mission of the Alive at 25 program is to help young drivers develop safe driving habits, take responsibility for their behavior, and be aware of the typical driving hazards. It is a highly interactive, 4.5-hour program that focuses on the attitudes and behaviors that affect young drivers and prepares them to identify dangerous driving habits and situations. The program is taught by law enforcement officers who have attended a mandatory instructor course. The course will be taught in at least 7 new schools and 5 court systems during the project year. In addition, the program will host assemblies and presentations in support of the Alive at 25 course and will conduct two instructor development courses. The program will be administered by the Utah Safety Council with the future goal of becoming a self-sufficient program. Funds will be used to help support a program coordinator who is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

K3120411 **SALT LAKE COUNTY CPS PROGRAM (KRISTY)**
FUNDING SOURCE **405**
PROJECT YEAR **FIRST**



Motor vehicle crashes continue to be the second leading cause of injury related deaths in Salt Lake County for all ages. The county houses the state’s capital city, as well as 37 percent of the state’s population. Its unique issues and concerns involve a large number of underserved populations, diverse communities, and homelessness. While other areas of traffic safety are being addressed through various programs, child passenger safety remains a concern. To help address the issue of proper child safety seat use, the county has established 13 car seat fitting stations, all with specific reach and program guidelines. Unfortunately, communication between the organizations is lacking and improvement in program coordination is needed. Further, there has been an increase in the number of requests from homeless, unemployed, and disenfranchised populations.

Through this project, a work group will be created between the county’s fitting stations in order to collaborate on meeting the needs of the community and create sustained car seat programs. Car seat educational classes will be taught in a variety of languages and seats will be distributed to needy families. As new seats are distributed, the project will work to decrease the environmental impact on the landfills that are being used to discard old car seats by offering a recycling program. In addition to the enhanced car seat recycling program, appropriate educational materials will be created. Program income will be acquired through the sale of low cost child safety seats and all income will be monitored and used to continue activities directly related to the program. Funds will be used to help support a part-time project coordinator (10 hours per week) who will work to assure all program objectives are met.

INFORMATIONAL **TRAFFIC SAFETY OUTREACH (DAVE)**
FUNDING SOURCE **STATE**
PROGRAM YEAR **ONGOING**



The Utah Highway Patrol has an enthusiastic statewide public information and education group with over 15 PI&E officers, and a sergeant to manage the program. Their goal is to gain compliance with State traffic laws by voluntary participation rather than enforcement-induced compliance. The PI&E group provides representation at community events such as fairs, school classes and new-car-owner

orientation presentations at car dealerships. They interact with the public on a broad array of traffic safety issues with special focus on seat belt and child safety seat use.

INFORMATIONAL **STATE OCCUPANT PROTECTION WEBSITE (HULL)**
FUNDING SOURCE **N/A**
PROGRAM YEAR **N/A**



Through the HSO's partnership with UDOT and the *Zero Fatalities* program, a new website will be created that encompasses the state's occupant protection program. The site will be a clearinghouse for educational materials, training opportunities, and information about state and local programs. The site will address Utah's occupant protection laws and commonly asked questions. The creative elements developed for the site will also be used to help brand the state's program, bringing more attention to the issue of safety restraints for all motorists.

INFORMATIONAL **SUSTAINED ENFORCEMENT (FUHR)**
FUNDING SOURCE **N/A**
PROGRAM YEAR **N/A**



The Superintendent of the Utah Highway Patrol (UHP), Colonel Fuhr, continues to focus the agency on sustained, high-visibility seat belt and child passenger safety seat enforcement across Utah. Each UHP Section in the State participates in virtually monthly saturation patrols, and this includes the commercial vehicle enforcement Section.



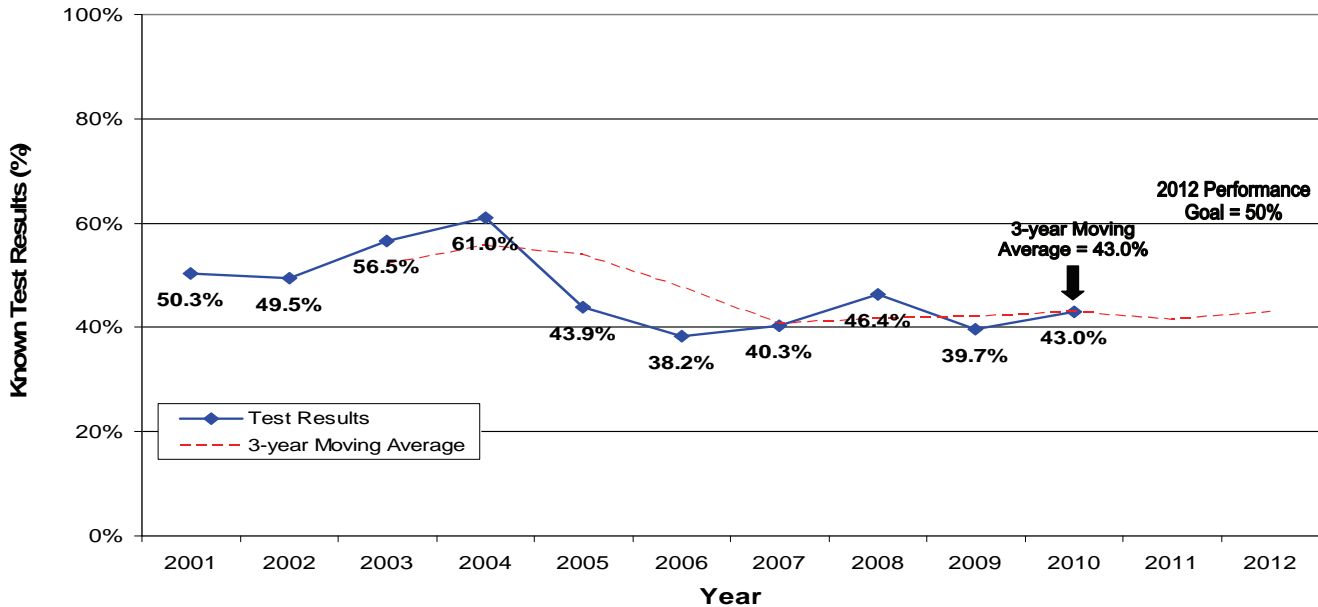
Performance Goal:

- Improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic records data in Utah.

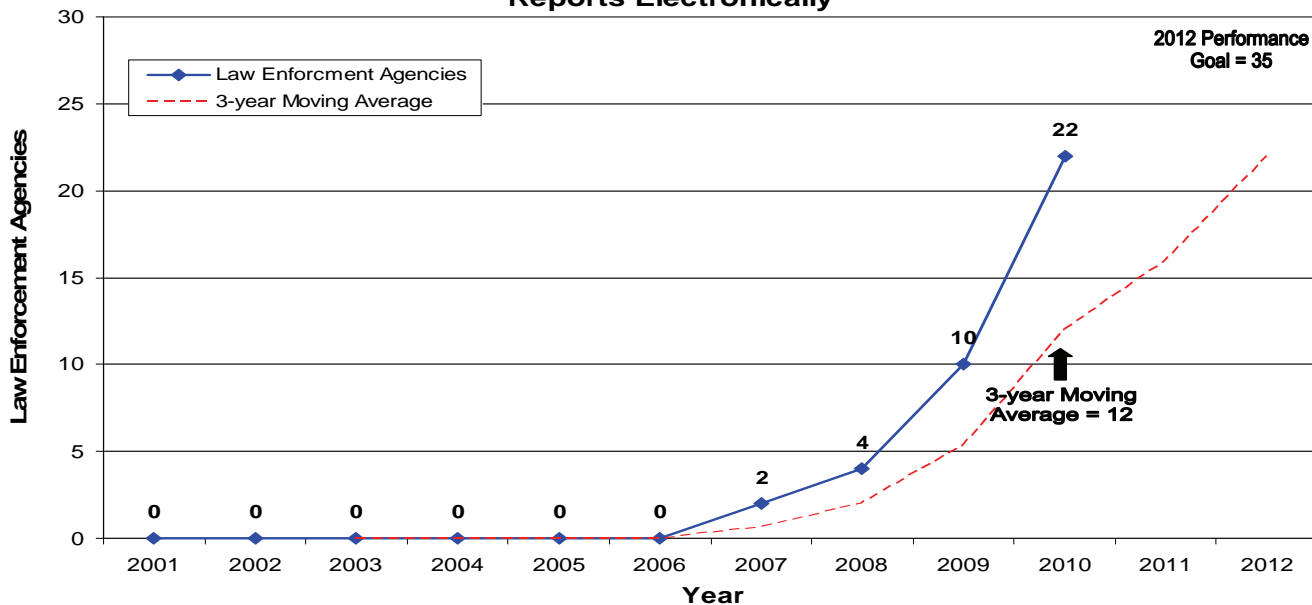
Performance Measures:

- Increase the percentage of known BAC results for drivers in fatal crashes to 50% in CY2012.
- Increase the number of law enforcement agencies submitting crash reports electronically from 40 to 60 in CY2012.
- Increase the percentage of responders reporting pre-hospital data electronically from 62% to 90%.
- Increase the percentage of citations submitted electronically to the citation repository from 32% to 50%.

U-11: Percent of Drivers in Utah Fatal Crashes With Known BAC Results



U-12: Number of Utah Law Enforcement Agencies Submitting Crash Reports Electronically



Action Plan:

- Conduct quarterly Utah Traffic Records Advisory Committee meetings.
- Provide accurate and timely crash data to the traffic safety community within 90 days of a crash.
- Provide a linkage for pre-hospital and trauma databases.
- Facilitate the move by all traffic enforcement agencies to an electronic crash reporting system.
- Facilitate the move by all traffic agencies to an electronic citation reporting system.

Justification:

- Utah's traffic records system continues to make progress toward a more integrated model. However, such changes involved a long and arduous process.
- To achieve the goal of a single database system with many enterprise users will require continued attention from the HSO and seed monies from our federal partners.

Other Partnering Agencies:

- Utah Department of Technology Services
- Utah Department of Health
- Utah Highway Patrol
- Utah Department of Transportation
- Administrative Office of the Courts
- The State Tax Commission
- Federal Motor Carrier Administration
- Federal Highway Administration
- National Highway Traffic Safety Administration

Traffic Records Projects

K9120501 **UTRAC COORDINATOR (MARK)**
FUNDING SOURCE **408**
PROJECT YEAR **ONGOING**

The six major stakeholders in Utah's traffic record information system are the Utah Departments of Public Safety, Transportation, Technology Services and Health, the Utah Tax Commission, and the Administrative Office of the Courts. Historically, each agency has had in-house data systems which they used for their own records and do not link or integrate with outside agencies. Utah has made measurable progress toward integrating these systems into a centralized access system, and eliminating redundancy, incompleteness, inaccuracy and timeliness issues, through the Utah Traffic Records Advisory Committee (UTRAC). The UTRAC Coordinator is responsible to maintain, monitor and coordinate the Traffic Safety Information Systems Strategic Plan, facilitate the operation of the Utah Traffic Records Advisory Committee, serving as a liaison in coordinating the data efforts among the stakeholder agencies, and formalizing Utah's direction with a comprehensive Traffic Safety Information Systems Strategic Plan. The UTRAC Coordinator also supports and coordinates the efforts of the UTRAC's technical and working committees.

K9120502/K10120502 **CRASH INFORMATION SYSTEM MANAGEMENT PROJECT (CARRIE)**
FUNDING SOURCE **408/1906**
PROJECT YEAR **THIRD**

The focus of the Crash Information System Management Project is to improve timeliness, accuracy and completeness of Utah's crash file. Education and outreach programs will be developed and presented by a Law Enforcement Liaison to increase the number of agencies submitting crashes electronically, provide training on specific crash data elements, and provide outreach material on the uses and importance of crash data. To monitor and correct incoming data issues as they occur, a data quality manager is working with records system vendors that provide crash applications to law enforcement agencies. During the transition to an all-electronic submission environment, several temporary data entry technicians are employed to enter the hard copy paper crash forms directly into the Centralized Crash Repository. This will significantly improve crash data availability to stakeholder and user agencies, including ethnicity and gender information. Also, the HSO's Research Analyst can access the Centralized Crash Repository data, analyze it, and provide timely information to outside requestors and for Highway Safety Program planning purposes. This project may also assist the local law enforcement agencies in their efforts to submit crash reports electronically.

K10120503 **ENHANCE/EXPAND WEB-BASED CITATION REPORTING APPLICATION (CARRIE)**
FUNDING SOURCE **1906**
PROJECT YEAR **THIRD**

Currently, law enforcement agencies outside the Department of Public Safety periodically send citation information to the Department of Public Safety/Utah Highway Patrol citation repository. A batch job is run nightly, and a file containing citation information is placed on a secure FTP server at the Department of Public Safety (DPS). A batch job, run at the Administrative Office of the Courts, then picks up the file and processes it. Because of current delays 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. There is currently no electronic process in place that allows the citation information to be returned to the officer for correction. This project entails developing the web services functionality at the Administrative Office of the Courts so they may receive citation

information in real time, process it, and send acceptance or rejection information back to the submitter. Additionally, DPS will enhance their web services functionality to forward the information to the courts as it receives the information from law enforcement, rather than a batch process. Any equipment purchases of \$5,000 or more will require NHTSA approval.

K9120504 EMS PRE-HOSPITAL DATA REPORTING (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR FIFTH

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. Now that BEMS has deployed POLARIS, the patient care reporting system, they are focusing their efforts to bring that last 22% of agencies in compliance so that they may submit their patient care reports electronically. The BEMS has implemented 100% of the NEMSIS data elements and uploads this data to the national data warehouse. Future plans are to continue their training efforts for the law enforcement agencies, fire services, first responders and ambulance providers statewide on the use of the web based application. During these training efforts, data quality issues and challenges are discussed with the local agencies. Another focus is the improvement of the statewide trauma registry used by local hospitals. Improvements to this system will facilitate the linkage between the pre-hospital and trauma data. The result of linking these two systems will be the ability to analyze the data in combined form providing reports and public summaries with greater detailed elements. Additional linkage opportunities between EMS and crash data are being explored, and preparatory plans will be initiated during this project year. Equipment purchases of \$5,000 or more will require NHTSA approval.

K9120505 INCREASING BAC REPORTING (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR SECOND

While Utah is traditionally one of the states with the lowest rate of alcohol-related fatal crashes, it also has a Blood Alcohol Concentration (BAC) reporting average of only 39%, well below the national average of 46%. As a result of this incomplete BAC data, NHTSA has applied an imputation model to Utah's fatal crash statistics which often results in significant reporting differences between the raw database numbers and those reported by NHTSA. Statistically, this is as accurate as a national model can be; however, Utah's data would show improvements with accurate reporting from all fatal traffic crashes. A working group identified challenges and possible resolutions to improve the collection and reporting of the BAC data. This project will continue to focus on three main areas of concern: 1) Providing training and outreach to law enforcement agencies on the necessity of the BAC tests and correctly entering the data on the crash form; 2) Determining if individual agencies having the personnel and supplies to administer the tests; and 3) Foster increased communication with Medical Examiner's Office to collect results in all cases in which a test was administered. This project will provide a work plan to cover each of these three areas. Equipment purchases of \$5,000 or more will require NHTSA approval.

K9120506 WEB SERVICE TO GEO-LOCATE TRAFFIC RECORDS EVENTS (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR SECOND

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 been working to geo locate roadway addressing for the State of Utah. This project will partner with

AGRC to improve the accuracy, completeness, uniformity and accessibility of Crash and citation. Using the web service made available through AGRC, a web application will be developed to provide feedback at the point of data entry of the traffic event. By providing feedback at this point, the location information is more accurate and an X-Y coordinate can also be entered on the form. Electronic mapping and querying of the data will enable analysts to determine the location of high incidence locations of traffic events across all types of traffic records. Equipment purchases of \$5,000 or more will require NHTSA approval.

INFORMATIONAL **FATALITY ANALYSIS REPORTING SYSTEM (FARS) (MARILEE)**
FUNDING SOURCE **FARS**
PROJECT YEAR **N/A**



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 database for state and national statistical analysis, and information is provided to fulfill requests from the news media, governmental agencies and other requestors regarding Utah traffic fatalities and statistics. This project may fund personnel such as a FARS Supervisor, a FARS Analyst, and a Financial Officer.

INFORMATIONAL **DIVERSITY SENSITIVITY TRAINING (U of U)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



The Utah Department of Public Safety’s Professional Development Center and the University of Utah developed and implemented a Diversity Sensitivity Program. This program is now a regularly scheduled session for those attending Peace Officers Standards and Training Academy (POST), and is also available to Utah Department of Public Safety personnel, members of the many Multi-Agency Task Forces through out the State, and to all other law enforcement agencies. Curriculum content includes topics such as the legal aspects of profiling individuals based on ethnicities, the differences in safety and social behaviors among cultures, and procedures to follow to avoid the practice, or even the appearance, of racial profiling.

INFORMATIONAL **CORIS ENHANCEMENTS (BARON)**
FUNDING SOURCE **AOC**
PROJECT YEAR **N/A**



The Administration Office of the Courts (AOC) is making enhancements to their Courts Electronic Citation filing program. A number of enhancements to the CORIS system are planned that affect the management of traffic violation cases. Upgrades planned include an automated driver license suspension form for use by the courts that will pull all the defendant data out of the driver history database, rather than requiring clerks to re-type it into a word processor document. As justice courts begin using CORIS, most are opting into the electronic citation filing program, greatly decreasing the time it takes to get a citation entered at the court. Additionally, justice courts are being added to the online-payment system, making it easier for defendants to pay their fines and fees, and thus resolve their cases in a timely manner.

INFORMATIONAL **LINEAR REFERENCING SYSTEM (JAGER)**
FUNDING SOURCE **UDOT**
PROJECT YEAR **N/A**



The Systems Planning & Programming (SPP) application is an Oracle database that contains the Utah Route Network, the official legal representation of the highways and roadways in Utah. This system is

maintained by the Utah Department of Transportation. All data within the SPP database is tied to a location on the Route Network using a Linear Reference System (LRS) ordered by route and milepost. Data typically includes roadway characteristics, roadway features, and traffic volumes. This project has taken on several phases beginning with identifying and mileposting all the State Roads in Utah. The next phases deal with identifying and referencing other roadway types, characteristics and features in a complete and uniform manner. Once the data is related to the Linear Reference System it can be linked to other traffic record information systems and used for analytical purposes. By linking a linear referencing system to other incident-based data, analysis of traffic record data becomes far more valuable to the local communities affected by crashes and other events.

INFORMATIONAL SAFETY MANAGEMENT SYSTEM (JONES)
FUNDING SOURCE UDOT
PROJECT YEAR N/A



The Safety Management System (SMS) application is an Oracle database used by the Utah Department of Transportation for the storage, retrieval, and analysis of crashes within the State of Utah. Crashes are located on the Utah Road Network using the LRS as defined in the SPP application. SMS contains a record of every crash within the State of Utah. Crashes are entered into SMS two different ways: by manual entry from a paper crash report sent in by law enforcement; and by electronic submittal. One objective of this project is to allow for the seamless retrieval of data across both the LRS and the SMS so crash data and roadway data can be joined together for greater flexibility in analysis of high crash locations.

INFORMATIONAL LOCATING/MAPPING HISTORICAL CRASH DATA (JONES)
FUNDING SOURCE UDOT
PROJECT YEAR N/A



The Utah Department of Transportation is locating and mapping historical crash data to allow analysis with current year crash trends. As time allows, staff are researching the historical data and providing geo-locating analysis to most accurately locate those crashes.

INFORMATIONAL MASTER INDEX SYSTEM (BATES)
FUNDING SOURCE DPS
PROJECT YEAR N/A



This index will create a link between the three main public safety systems: the citation/DUI/ crash records system, the driver licensing system, and the criminal history system. This link will be created by using data elements common with each system, such as name, date of birth or vehicle information. This index will allow accessibility to the data by other agencies requiring this data for traffic safety, criminal history or location of persons data. Some of the other agencies needing this type of data would be the Department of Health, Department of Workforce Services, and the Administrative Office of the Courts, among others. The plan of this project is to link to some of the data sources within these agencies as well.



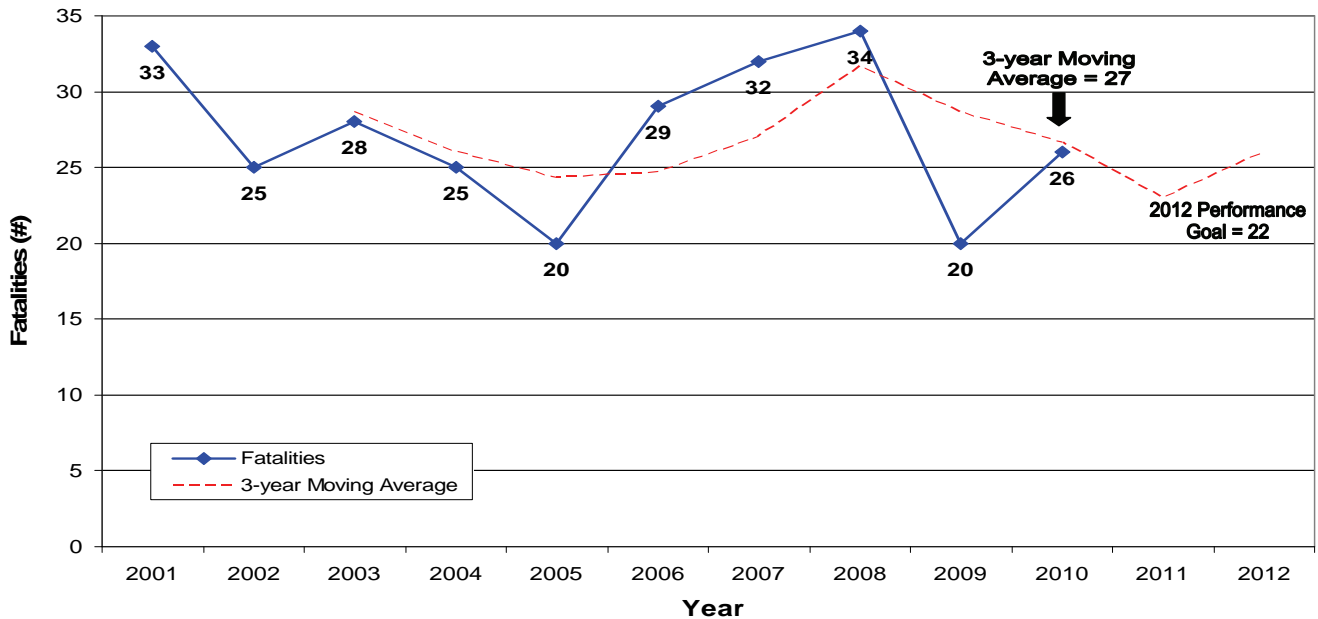
Performance Goal:

- Through support of prevention, educational and enforcement programs, reduce pedestrian and bicyclist traffic fatalities and injuries.

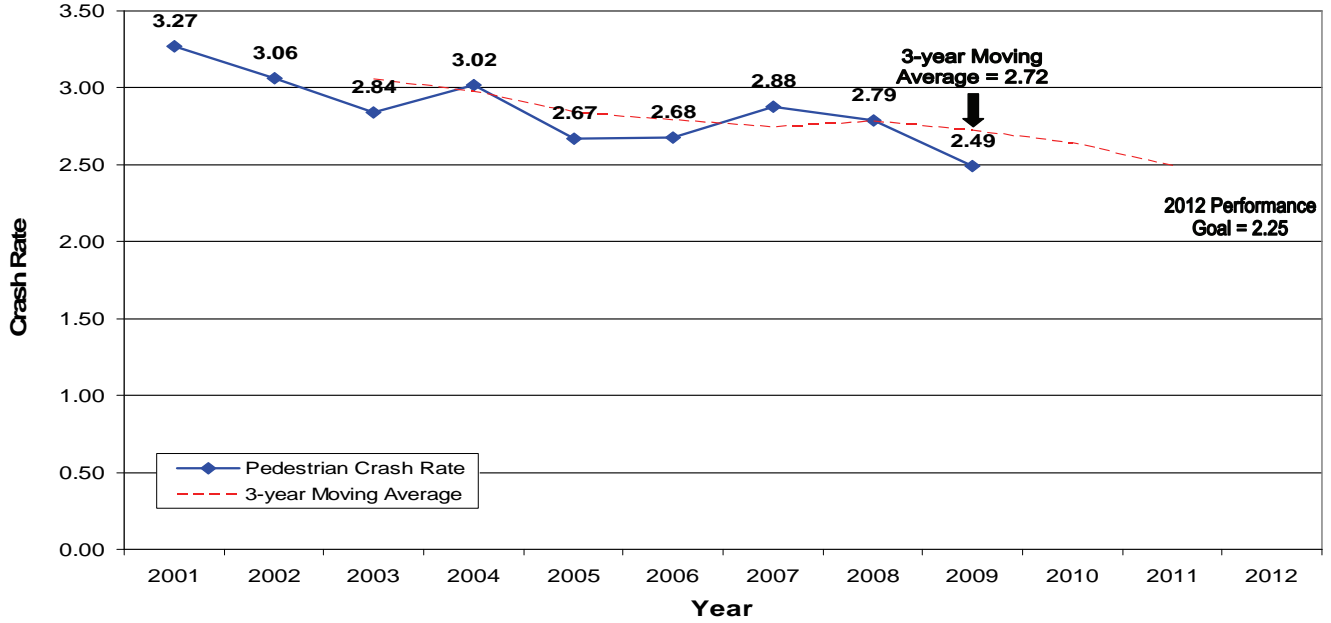
Performance Measure:

- Continue the downward move by demonstrating a reduction in pedestrian fatalities to 22 in CY2012.
- Reduce the rate of pedestrians in traffic crashes to 2.25 per 10,000 population in CY2012.
- Reduce the combined rate of pedestrians and bicyclists in urban traffic crashes per 10,000 population to 5.50 in CY2012.
- Reduce the combined rate of pedestrians and bicyclists in rural traffic crashes per 10,000 population to 3.00 in CY2012.
- Reduce the rate of bicyclists in traffic crashes per 10,000 population to 2.3 in CY2012.

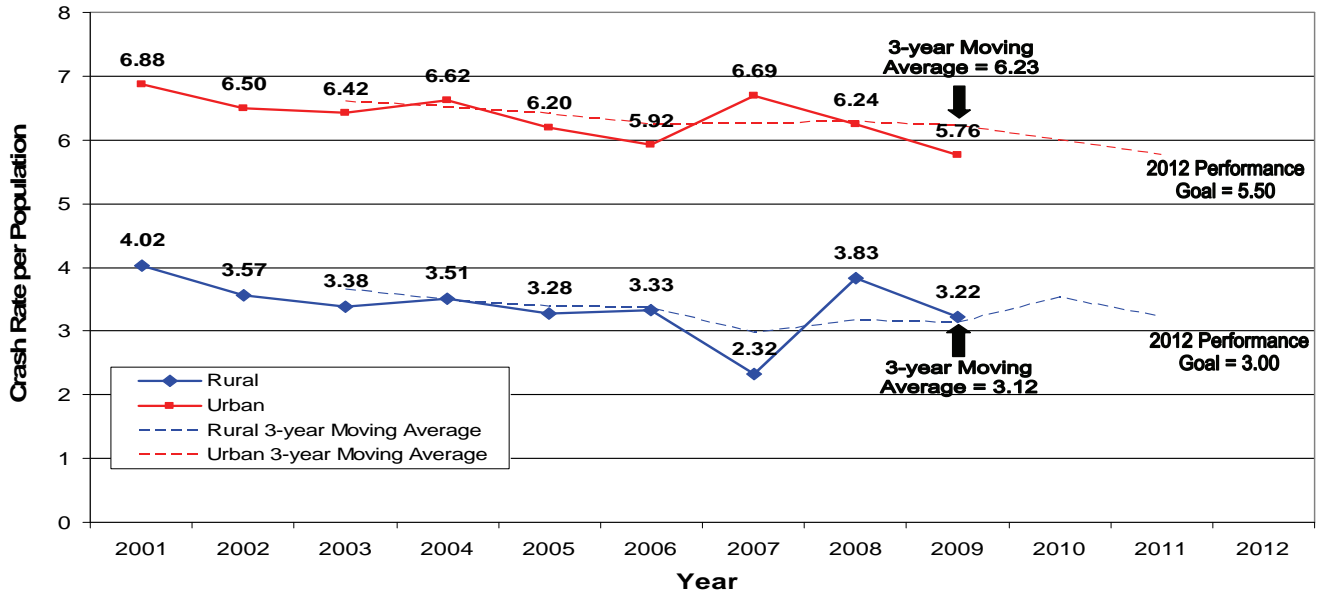
C-10: Number of Utah Pedestrian Fatalities



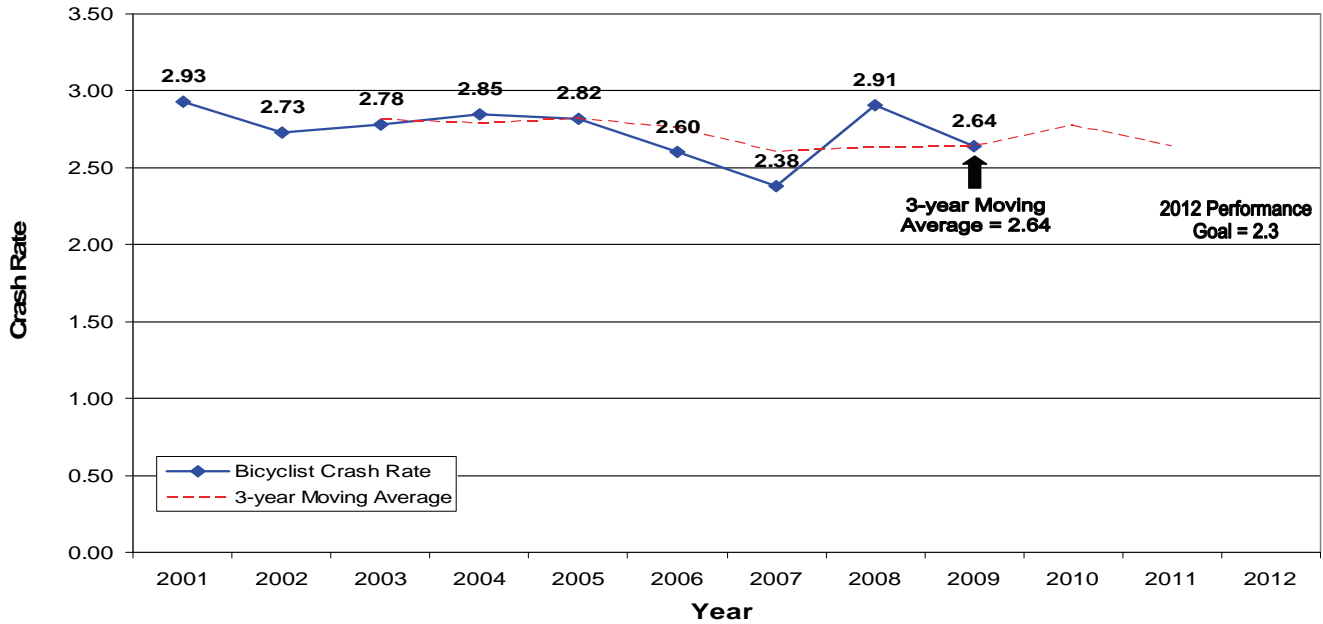
U-13: Rate of Pedestrians in Utah Crashes per 10,000 Population



U-3: Bicycle/Pedestrian Crash Rate per 10,000 Population, Rural vs. Urban



U-14: Rate of Bicyclists in Utah Crashes per 10,000 Population



Action Plan:

- Continue the longstanding partnership on pedestrian and bicycle projects and campaigns with the Utah Department of Transportation.
- Provide support for pedestrian and bicycle safety efforts such as bicycle and pedestrian rodeos, community safety fairs, and provide assistance to Community Traffic Safety Projects for related activities.

Justification:

- Pedestrian and bicycle deaths comprise about 15% of Utah traffic fatalities.

Other Partnering Agencies:

- The Utah Department of Transportation has partnered with the HSO on the *Heads Up* Pedestrian Safety media campaign, and the *Road Respect* Bicycle Safety Campaign.
- Primary Children’s Medical Center provides additional support for the *Spot the Tot* program.

Pedestrian And Bicycle Safety Projects

PS120701 **PEDESTRIAN AND BICYCLE SAFETY PI&E (KERI)**
FUNDING SOURCE **402**
FUNDING YEAR **ONGOING**

Walking and biking are critical components to transportation and recreation in Utah, and keeping pedestrians and bicyclists safe is a priority. Unfortunately, each year pedestrian and bicycle fatalities comprise about 15% of all Utah traffic fatalities, and serious injuries are a frequent occurrence as a result of a pedestrian or bicycle crash. This project will focus on reducing the serious injury and fatality rates through public information and education efforts, with an emphasis on the 5 to 19 year old age group. The State Pedestrian and Bicycle Safety Coordinator plans, facilitates and provides technical assistance for pedestrian and bicycle activities involving local and regional health and law enforcement agencies, and other community and safety organizations statewide. The Coordinator also serves as the chair of the Pedestrian and Bicycle Safety Task Force, and manages the statewide bicycle rodeo trailer program funded by the Utah Emergency Medical Services for Children Program. This project also provides educational materials and supplies to encourage, promote and support pedestrian and bicycle programs and activities statewide.

PS120702 **ROAD RESPECT (KERI)**
FUNDING SOURCE **UDOT**
PROJECT YEAR **ONGOING**



The Utah Department of Transportation in cooperation with the Highway Safety Office is sponsoring a "share the road" campaign and branded: *Road Respect: Car & Bike Rules To Live By*. The program features a web site, radio and print advertising as well as earned media opportunities created by a bicycle safety events in communities statewide. Educational components include having *Road Respect* ambassadors "train" drivers education classes on share the road basics, bicycle rodeos for children, distribution of car and bike safety tips and law card. Communication and encouragement will be given to law enforcement agencies to enforce traffic laws as they pertain to motorists and cyclists. The goal of the program is to inform roadway users about the rules of the road pertaining to bicycles and motor vehicles, and encourage both groups to follow those rules.

PS090703 **HEADS UP PEDESTRIAN SAFETY CAMPAIGN (KERI)**
FUNDING SOURCE **UDOT**
PROJECT YEAR **ONGOING**



Pedestrian fatalities continue to account for about 15% of all traffic-related collisions in Utah, and these crashes can be prevented through education and awareness directed at both pedestrians and drivers. The *Heads Up* pedestrian safety paid media campaign is a collaborative effort between the Utah Department of Transportation and the Highway Safety Office, and focuses on educating pedestrians and drivers by creating awareness and identifying the traffic responsibilities of each group. Paid media includes radio spots, billboards and busboards.

INFORMATIONAL **SAFE ROUTES TO SCHOOL (WOOD)**
FUNDING SOURCE **FEDERAL**
PROJECT YEAR **N/A**



The safety of children walking and bicycling to and from school is a major concern for parents, school administrators, and public officials due to the volume and speed of vehicular traffic around schools.

Students who choose to walk or bike have limited safe routes to choose from. To assist schools with addressing this public safety and health issue, UDOT participates in the federally-funded Safe Routes To School (SRTS) program. SRTS funding is used to create programs that educate children about how to safely walk or bike and that encourage children to use these healthy modes of transportation to get to school. Schools can also apply for SRTS grants to construct infrastructure improvements such as sidewalks that would increase the safety of children walking and bicycling to school.

INFORMATIONAL **STUDENT NEIGHBORHOOD ACCESS PROGRAM (WOOD)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



The Student Neighborhood Access Program (SNAP™) provides tools and resources to assist schools in the planning, education, and encouragement of students walking and biking safely to school. Schools create plans that detail the safest walking and biking routes within a one-mile radius of the school and distribute maps to parents. SNAP works to encourage the safety and health benefits of walking, as well as decrease air pollution and traffic congestion around schools, and coordinates closely with the Safe Routes To School (SRTS) program.

INFORMATIONAL **SAFE SIDEWALKS PROGRAM (JIANG)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



The Utah Legislature has recognized the need for adequate sidewalk and pedestrian safety devices and declares that “pedestrian safety” considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a funding source for construction of new sidewalks adjacent to State routes where sidewalks do not currently exist and where major construction or reconstruction of the route at that location is not planned for ten or more years.

INFORMATIONAL **SALT LAKE BICYCLE COLLECTIVE (MORRISON)**
FUNDING SOURCE **DONATIONS**
PROJECT YEAR **N/A**



The Collective’s goal is to share the virtues of bicycling with the community and build the bicycling environment with a creative advocacy organization, all while having fun and helping others. To convert more would-be bicycle commuters and leisure users, the group partners with city, county, and government agencies to provide information about safe and effective cycling. Activities include safe riding skill courses for children and adults, simple maintenance classes, bike refurbishment and earn-a-bike programs.



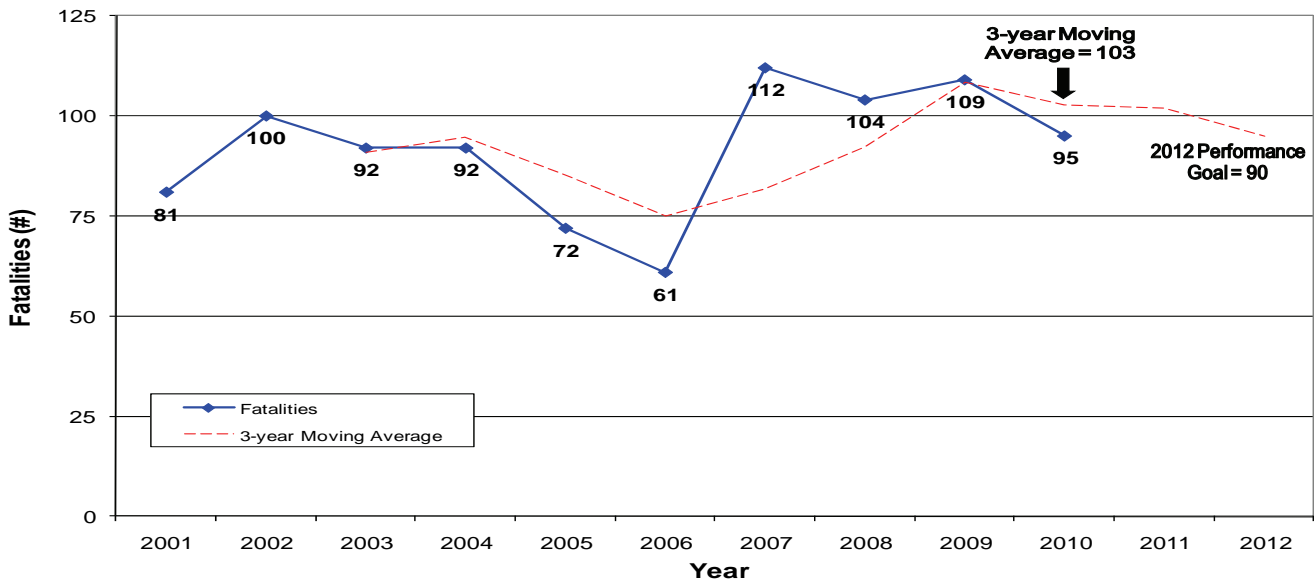
Performance Goal:

- Support prevention, educational and enforcement programs to reduce the number of speed-related fatalities.

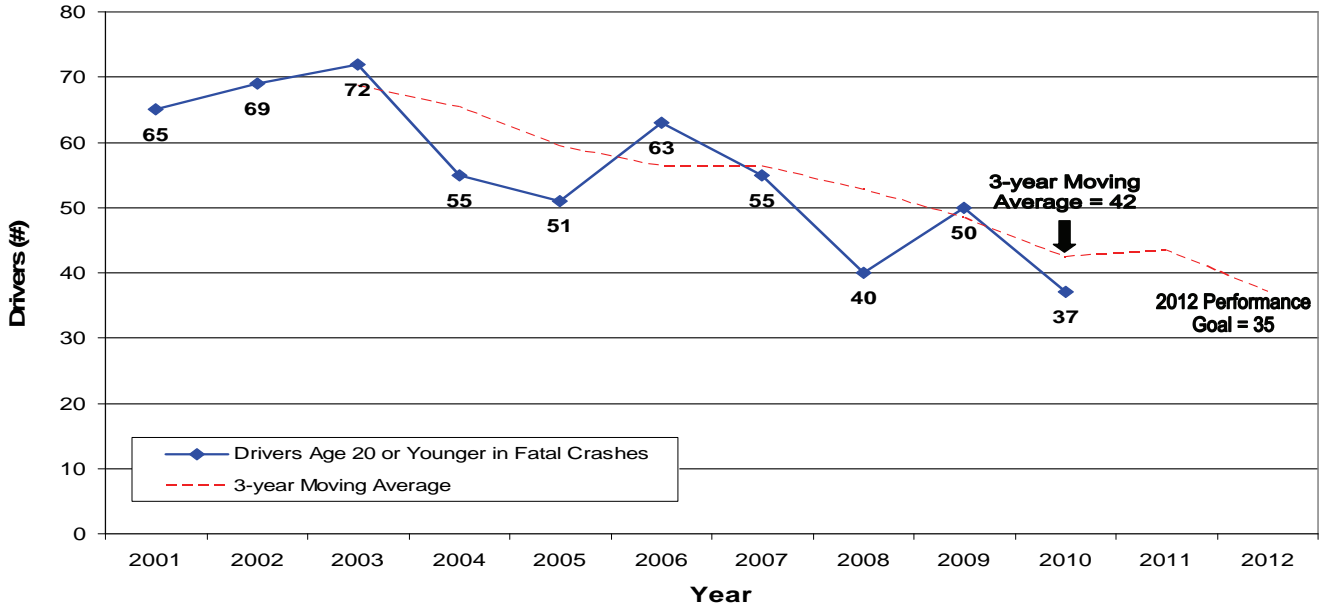
Performance Measures:

- Continue the downward trend in the number of fatalities that were speed-related to 110 in CY 2012.
- Continue the downward trend in the number of drivers aged 20 or under involved in a fatal crash to 35 in CY2012.
- Reduce the number of rural animal collision crashes to 14.7% in CY2012.
- Reduce the number of motor vehicle crashes involving a train to 25 in CY2012.

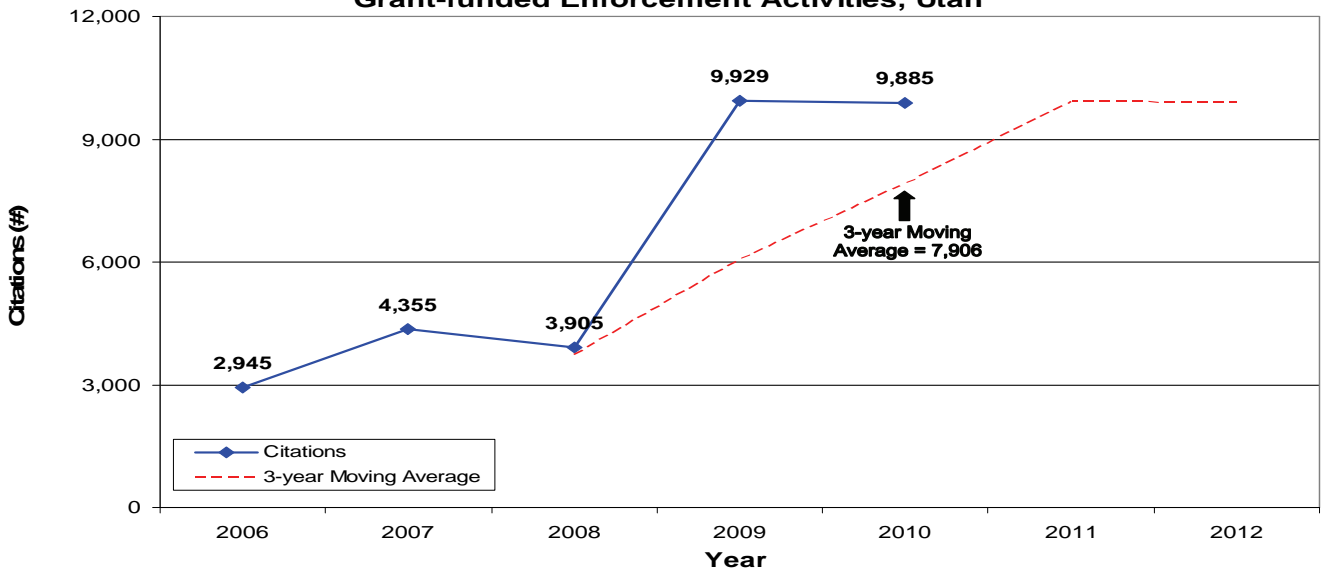
C-6: Number of Utah Speeding-Related Fatalities



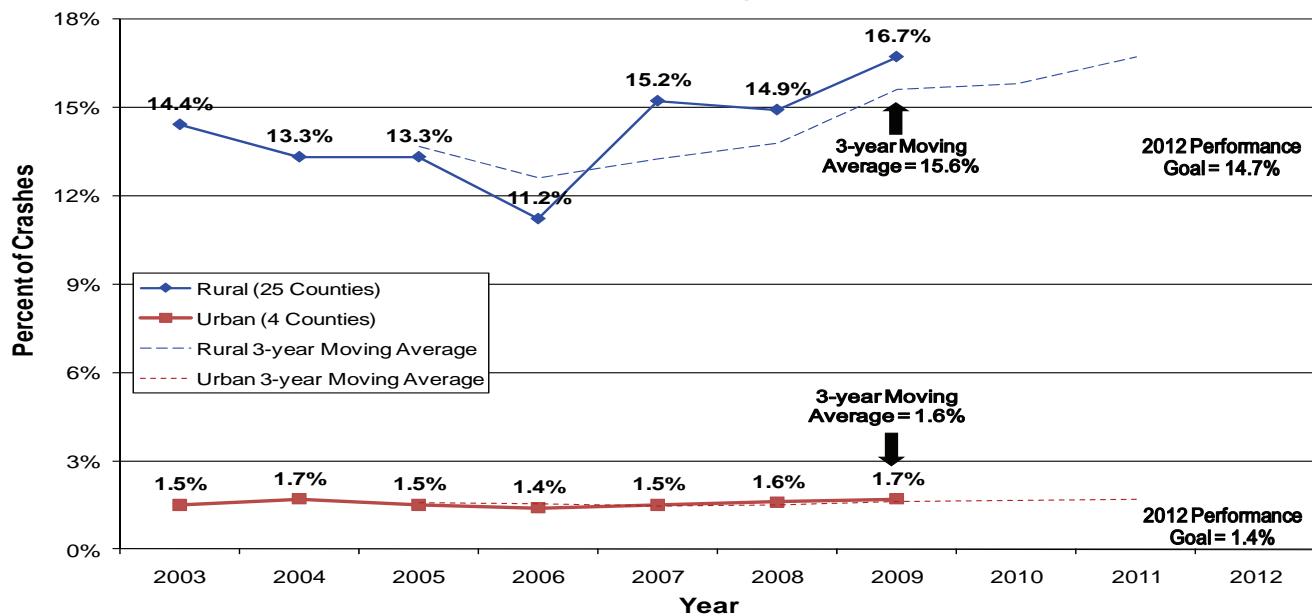
C-9: Number of Drivers Age 20 or Younger in Utah Fatal Crashes



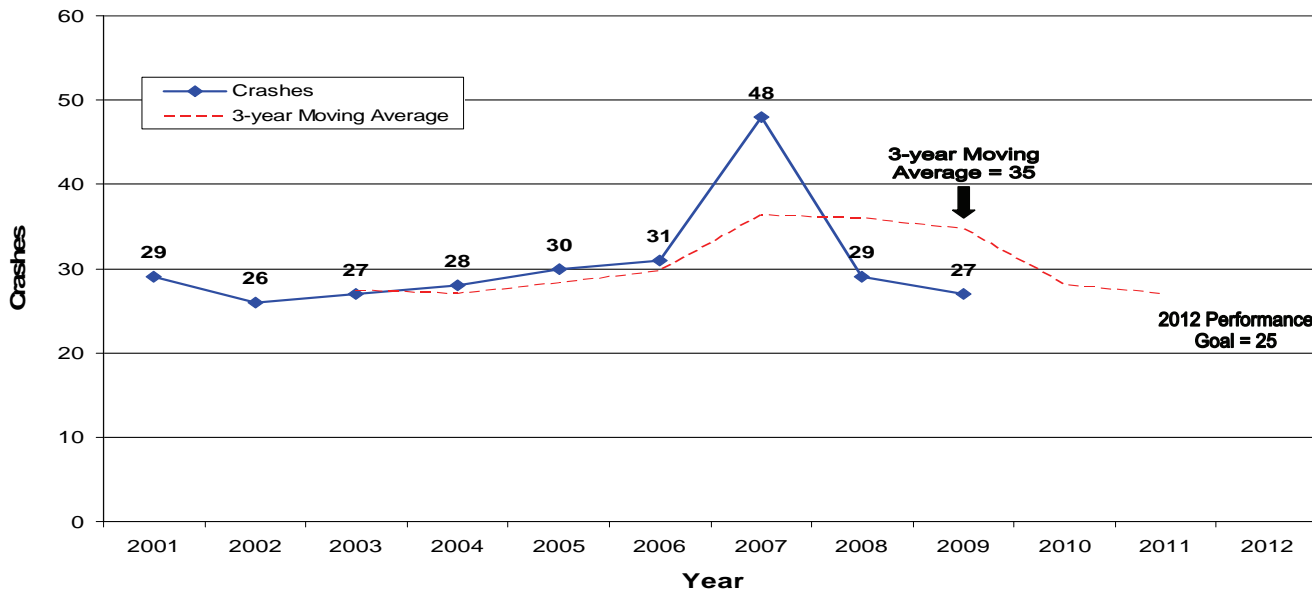
A-3: Number of Speeding Citations Issued During Grant-funded Enforcement Activities, Utah



U-20: Percent of Crashes Involving a Animal, Rural vs. Urban



U-16: Number of Utah Motor Vehicle Crashes With Trains



Action Plan:

- Promote railroad crossing safety.
- Continue the pilot project for distracted driving education and enforcement for a second year.
- Expand teen driving education and outreach to reduce this age group’s over-representation in motor vehicle crashes.
- Continue a pilot project to reach the high-risk 16-24 male demographic through the Midnight Drags program for a second year.
- Be an active partner of the *Zero Fatalities* program administered by the Utah Department of Transportation.
- Provide diversity training to law enforcement agencies.
- Implement a pilot project on safety regarding animals crossing the roadway.

Justification:

- Teen drivers are over-represented in Utah crashes.
- Speeding continues to be problematic on State highways and other major roads.

Other Partnering Agencies:

- Utah Department of Transportation provides HSIP flex monies for projects.

Roadway Safety Projects

RS120801	OPERATION LIFESAVER (TED)
FUNDING SOURCE	402/UDOT HSIP FLEX
PROJECT YEAR	ONGOING

The Highway Safety Office will continue to provide administrative support and funding to Operation Lifesaver Utah for the implementation of safety programs related to railroad crossings and train safety. The project director will continue to work closely with railroad authorities, the trucking industry and transit representatives in an effort to educate the public about the dangers of trespassing on railroad property, trying to “beat” the train, playing on railroad tracks, grade crossing safety, etc. Operation Lifesaver will continue to be involved at safety fairs and community events, driver education classes, training conferences, etc., by providing quality training, distribution of literature and other incentive items in an effort to keeping the public safe.

DD120802	LOGAN CITY DISTRACTED DRIVING PROGRAM (CAMERON)
FUNDING SOURCE	402
PROJECT YEAR	SECOND

Since the kickoff of Logan City’s distracted driving program in FFY2011, they have seen a significant increase in traffic on Main Street due to construction and the recent (Spring 2011) flooding. Although there has been a significant increase in traffic, the number of crashes has stayed about the same. Much of the success in reducing the crash rate is due to the education on the dangers of distracted driving by the Logan City Police Department, and the subsequent enhanced patrols. Officers have saturated the Main Street area watching for distracted drivers that violate Utah law. The number of traffic citations written on Main Street has increased by approximately 30%. Enforcement has included red light violations and the implementation of new technology for vehicles that are speeding and following too closely. Along with enforcement, education has played a key role in their project. This has allowed officers to develop distracted driving presentations that have been given to multiple schools, church and civic groups. Further commitment to this program will be a valuable tool that can be shared with other law enforcement agencies around the state.

RS120803 TEEN DRIVING EDUCATION AND OUTREACH PROGRAM (HELEN)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Utah Crash Facts from 2009 indicate that teenage drivers are still heavily over-represented in motor vehicles crashes – they represent only 7% of licensed drivers but are involved in 22% of all motor vehicle crashes. Every year, nearly 14,000 new teenage drivers receive their licenses in Utah, and bring with them a high level of inexperience. This project will provide training opportunities, resources, and public information and education programs for driver education teachers, law enforcement officers, parents, teen drivers, and other traffic safety partners to help reduce the incidence of teen driver crashes in Utah. It will also provide support for the Don't Drive Stupid: Let's Make It a Zero Fatalities Year program, which is a peer driven program aimed at bringing traffic safety messages to schools throughout the year.

RS120804 SPORTS MARKETING (HELEN)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

The National Highway Traffic Safety Administration recognizes the benefits of sports marketing as an effective way to reach young males ages 18-34, which are a high-risk demographic for traffic-safety related issues. This project will provide sponsorships for University of Utah athletic events and Utah Jazz basketball games and community events. As the University of Utah begins its inaugural season in the PAC-12 conference, traffic safety message will be promoted during football, basketball and gymnastics events. A new partnership will bring traffic safety messages to fans of the Utah Jazz both at Energy Solutions Arena and during television and radio broadcasts.

RS120805 ANIMAL COLLISION AWARENESS PROGRAM (HELEN)
FUNDING SOURCE 402
PROJECT YEAR FIRST



From 2007-2009, there were more than 8,400 vehicle-animal collisions in Utah. According to 2009 Utah crash data, animal-related crashes were the 9th highest type of crash in the State accounting for 5% of the total crashes. Preliminary 2010 fatal crash data indicates that there were 3 fatal animal-related crashes. The problem is greatest in rural areas of the state, with animal-related crashes accounting for more than half of several counties' total crashes. In order to help address the issue of vehicle-animal collisions in Utah, this project will provide funding to a media company to create, develop, design and implement an education and awareness campaign to raise awareness of vehicle-animal collisions, educate motorists on how to prevent them, the importance of speed awareness to allow adequate reaction time, and how to reduce the severity of the consequences (seat belt use) if one does occur.

K8120806/K2120806 REACHING RISK-TAKERS AT ROCKY MOUNTAIN RACEWAYS (DEREK)
FUNDING SOURCE 405/410
PROJECT YEAR THIRD

Motorsports are a high risk activity and racing fans are often the risk takers on the nation's roadways. This campaign focuses on the often difficult-to-reach demographic of males between the ages of 16-34. Traffic safety messages and events at local motorsports events will target spectators, both male and female, with relevant information about the benefits of driving safe. Signage, public announcements and activities promoting audience participation and behavior change will be used to increase seat belt use and reduce impaired driving in this high risk group.

INFORMATIONAL UDOT ZERO FATALITIES CAMPAIGN (HULL)
FUNDING SOURCE: UDOT
PROJECT YEAR: N/A



This campaign is raising the awareness of the public and has developed an operational philosophy within the State's safety organizations of the benefits of establishing a goal to achieve *Zero Fatalities* from traffic crashes. The effort is focused on an educational advertising campaign about the dangers of certain driving behaviors as identified in the State's Strategic Highway Safety Plan (SHSP), and it is showing signs of a significant cultural change in the community. This culture change applies to the four E's of safety: Engineering, Enforcement, Education, and Emergency Medical Services.

INFORMATIONAL MATF SUSTAINED SPEEDING ENFORCEMENT
FUNDING SOURCE: N/A
PROJECT YEAR: N/A



Most of the member agencies of the Multi-Agency Task Forces in Salt Lake, Davis and Utah Counties perform sustained speed enforcement. Each agency has a traffic division which enforces traffic laws with an emphasis on speeding violations. This enforcement often gets earned media, too, in local and statewide newspapers.

INFORMATIONAL TICKETING AGGRESSIVE CARS/TRUCKS PROGRAM (POLLEI)
FUNDING SOURCE: FMCSA
PROJECT YEAR: N/A



The Utah Highway Patrol has implemented the Ticketing Aggressive Cars and Trucks (TACT) program, a high-visibility education and enforcement campaign to reduce unsafe driving behaviors among drivers of passenger and commercial motor vehicles. The enforcement is focusing on the I-15 corridor through Salt Lake County, an identified hot spot for crashes involving commercial motor vehicles.

INFORMATIONAL UDOT TRUCK SMART CAMPAIGN (SHEPPICK)
FUNDING SOURCE: FMCSA
PROJECT YEAR: N/A



The Truck Smart educational campaign is designed to target drivers in passenger vehicles and encourage them to use safe driving behaviors, especially around commercial motor vehicles.

INFORMATIONAL UDOT DRIVE TO STAY ALIVE CAMPAIGN (SHEPPICK)
FUNDING SOURCE: FMCSA
PROJECT YEAR: N/A



The Drive to Stay Alive campaign focuses on the commercial motor vehicle driver and encourages them to use their seat belt, to not speed, to avoid driver distractions such as cell phones, and to be aware of drowsy driving issues.

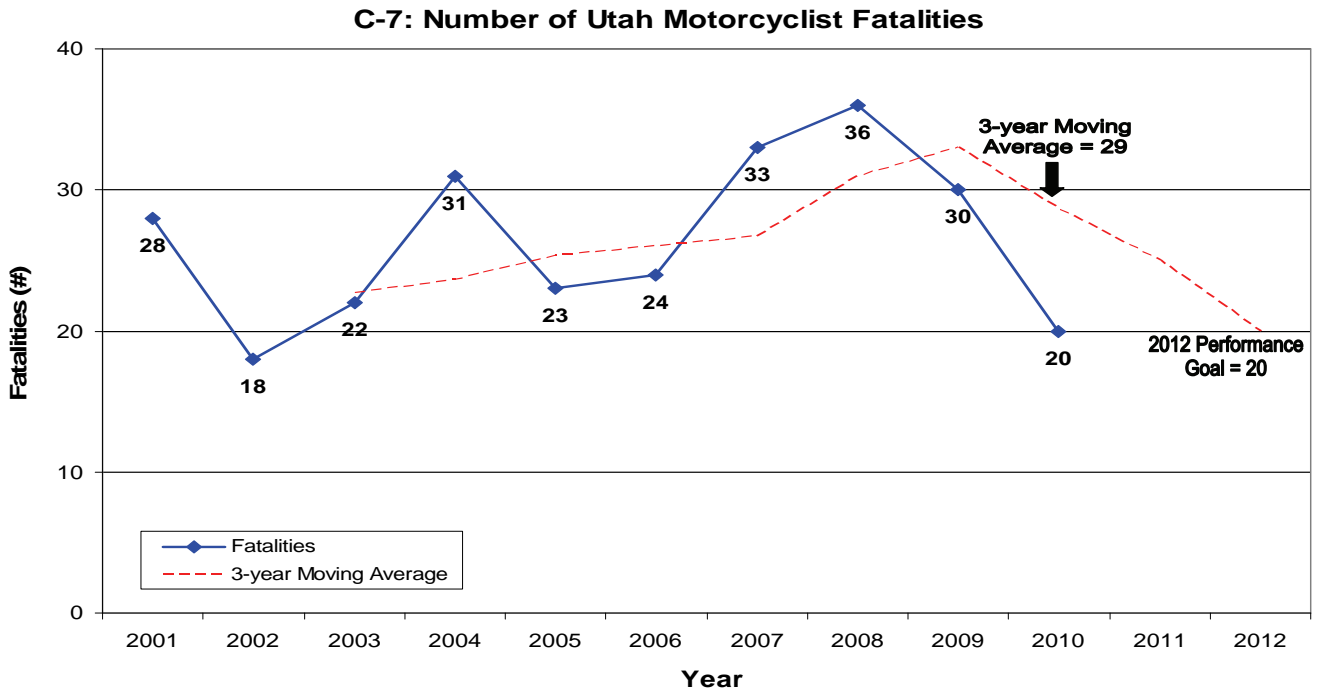


Performance Goal:

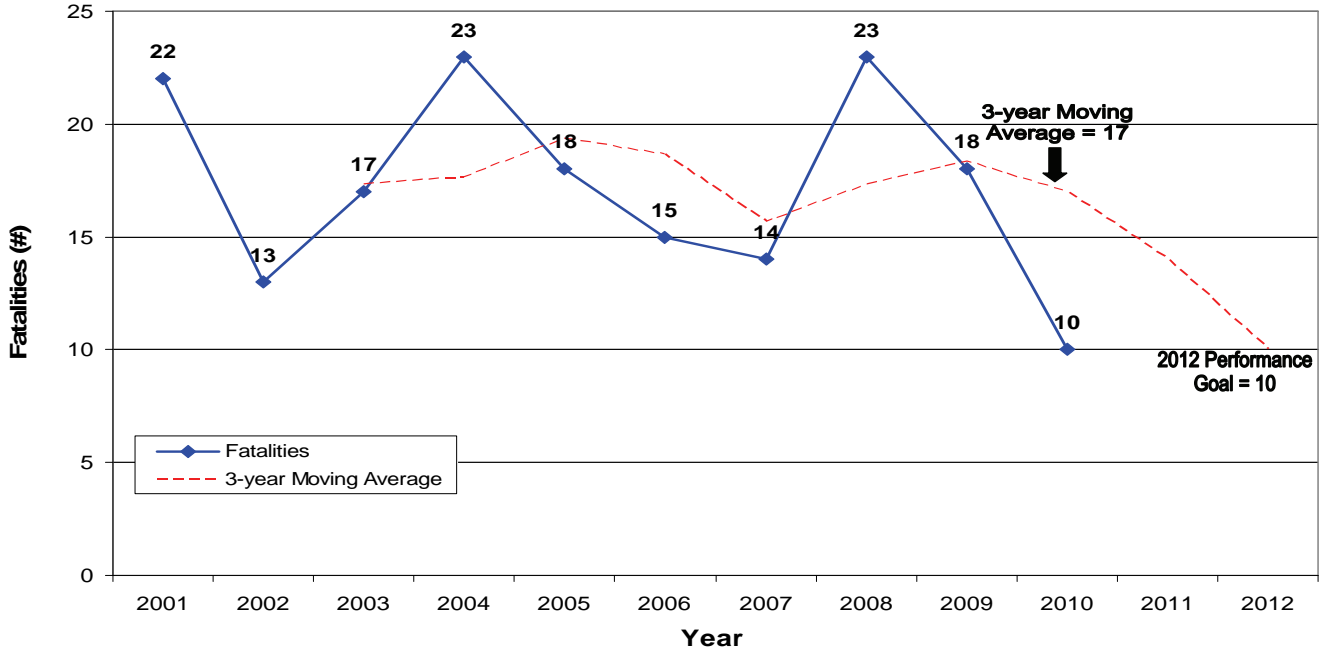
- Support training and educational programs to reduce motorcyclist traffic fatalities.

Performance Measures:

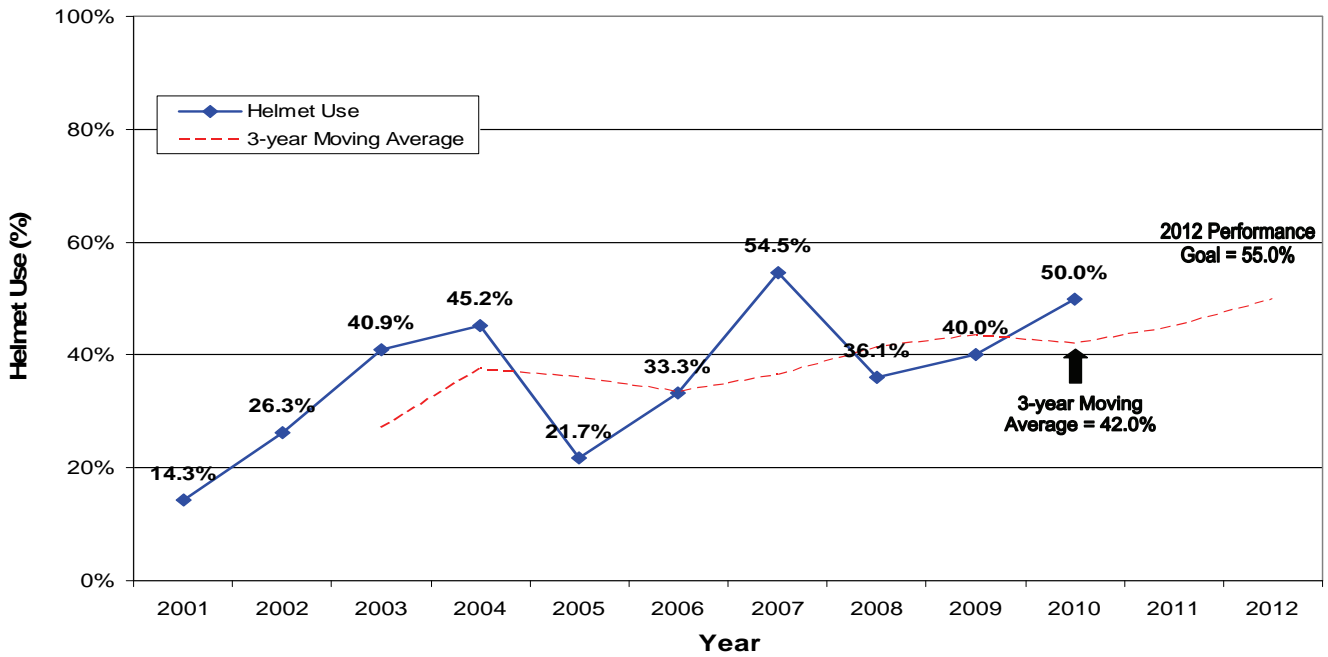
- Continue the downward trend in the number of motorcycle crash fatalities to 20 in CY2012.
- Reduce the number of non-helmeted motorcyclist fatalities to 10 in CY2012.
- Increase the percentage of helmeted motorcycle fatalities to 55% in CY2012.
- Reduce the rate of motorcyclists in Utah crashes to 14 per 1,000 registered motorcycles in CY2012.



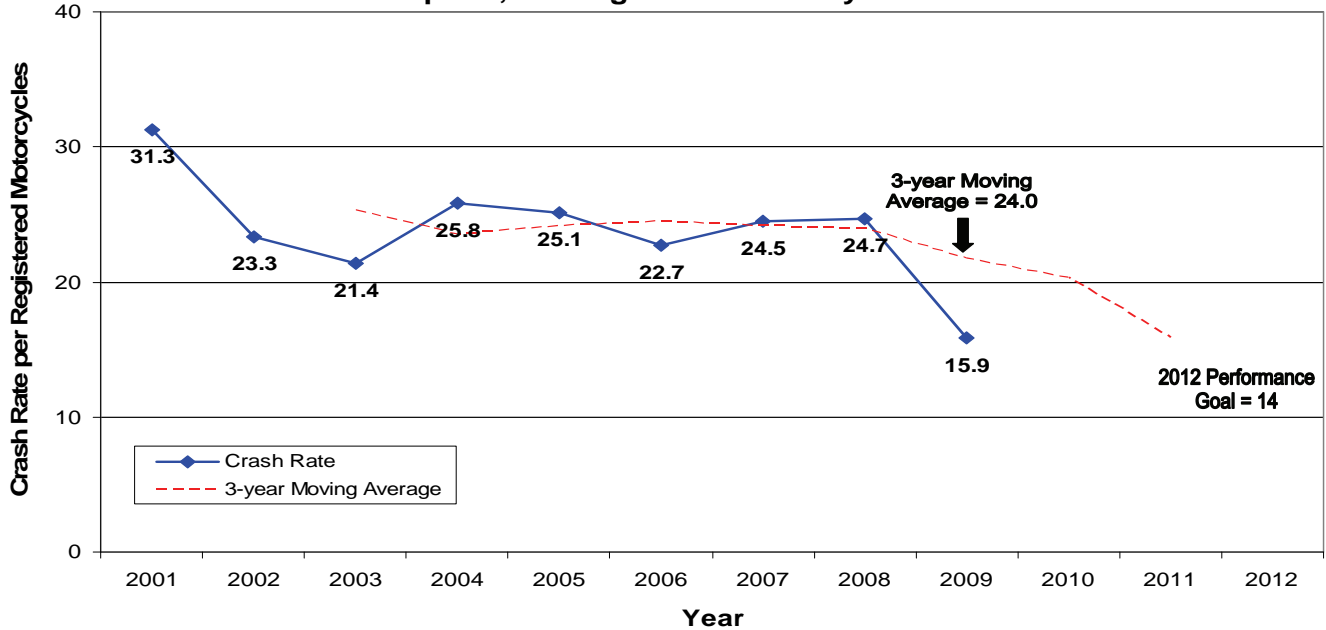
C-8: Number of Utah Unhelmeted Motorcyclist Fatalities



U-18: Percent of Utah Helmeted Motorcycle Fatalities



U-19: Overall Rate of Motorcyclists in Utah Crashes per 1,000 Registered Motorcycles



Action Plan:

- Continue to establish branding for the *DRIVE AWARE. RIDE AWARE.* motorcycle safety media campaign, and increase the public awareness of motorcyclist concerns.
- Continue partnerships with the Driver License Division, motorcycle enthusiast organizations and retailers to distribute educational materials.
- Expand partnerships to other motorcycle and highway safety organizations.
- Support the Governor’s Motorcycle Safety Advisory Committee, as requested.

Justification:

- Motorcycle registration levels and driver license motorcycle endorsements continue to be high.
- The number of recreational riders increases yearly.
- The number of new and non-traditional riders continues to increase.

Other Partnering Agencies:

- Utah Department of Public Safety’s Driver License Division oversees the Rider Education Program to provide training to motorcyclists.
- The Utah Highway Patrol provides training for motorcycle officers in law enforcement agencies statewide.

Motorcycle Safety Projects

MC120901 **MOTORCYCLE SAFETY PI&E (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

During the last ten years in Utah, nearly 11% of fatal crashes have involved a motorcycle. This project aims to increase motorcycle safety awareness by educating motor vehicle drivers and motorcyclists to share the road. Support to sub-grantees will be offered for projects demonstrating motorcycle safety awareness, providing education, providing law enforcement, or promoting the "DRIVE AWARE. RIDE AWARE." campaign. Offering support to campaign partners including educational materials, training, overtime shifts for law enforcement, supplies and technical support to motorcycle safety programs and activities will contribute to this program's objective statewide.

INFORMATIONAL **MOTORCYCLE RIDER EDUCATION PROGRAM (STROMBERG)**
FUNDING SOURCE **STATE**
PROGRAM YEAR **N/A**



This program administers rider training courses for beginner and experienced riders, as well as thorough instructor training, to reduce motorcycle crashes and the attendant injuries and fatalities they cause. Courses are available statewide, primarily in the counties where more than 80% of the State's motorcycles are registered. The standards for all the training courses meet or exceed those set by the Motorcycle Safety Foundation (MSF), and all instructors in the Utah program are MSF-certified. This program is funded with fees collected from motorcycle vehicle registrations and motorcycle endorsements issued as part of the driver licensing process. The Motorcycle Rider Education Program has been in effect since 1994, with a program-specific coordinator appointed by the Utah Department of Public Safety's Commissioner.

INFORMATIONAL **SHARE THE ROAD PROGRAM (STEIN)**
FUNDING SOURCE **DONATIONS**
PROGRAM YEAR **N/A**



Motorcycles continue to be a popular choice of transportation in Utah, especially with recent spikes in gasoline prices. The motorcycle enthusiast organization ABATE (American Bikers Aimed Toward Education) of Utah is reminding Utah drivers of the importance of sharing the road. Volunteers from ABATE have been teaching the "Share the Road" courses to thousands of new drivers across the Wasatch Front in high school driver education classrooms each year since 1995. The volunteers are led by the principle in motorcyclists believing that safety is best improved by education for both riders and the motoring public. The instructors explain sharing America's roadways safely requires understanding and cooperation. They follow Motorcycle Safety Foundation-based curriculum and guidelines and follow up with a quiz and feedback forms for each student.



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:

- Provide staff members with continuing education opportunities, encourage new and continued professional affiliations, and inspire refinement of leadership skills.
- Successful alignment of the annual Highway Safety Plan (HSP) with the goals and measures of Utah’s Strategic Highway Safety Plan (SHSP).

Action Plan:

- Offer at least one professional development opportunity to each staff member in FFY2012 and support professional affiliations.
- Continue to participate as part of the Utah Safety Leadership Team and updating of Utah’s Strategic Highway Safety Plan (SHSP).
- Encourage staff interaction with highway safety advocacy groups and organizations.

Planning And Administration Projects

PA121001	PLANNING AND ADMINISTRATION (DAVE)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

Effective planning and administration are crucial elements of the successful Highway Safety Program in Utah, and this project provides funding for these activities. The HSO continually studies and analyzes annual and historical state and national crash data to identify trends, emerging problem areas, and to measure the success of previous efforts. State and federal funding resources are also analyzed to determine if the available monies can be used to effectively address the identified problems. This information is incorporated as part of the Highway Safety Planning and Reporting process for Utah. Other tasks performed include providing support for project development such as technical assistance, resource allocation, monitoring and reporting, and funding office space and three staff vehicles. Staff fully or partially funded may include the director, the deputy director, a finance officer, three program managers, two law enforcement liaisons, an administrative secretary, five program coordinators, a research analyst, and office support personnel.

PA121002 PLANNING AND ADMINISTRATION (DAVE)
 FUNDING SOURCE 402 P&A STATE MATCH
 PROJECT YEAR ONGOING



This State match portion compliments the federal funds in providing planning and administration and giving direction for the highway safety program in Utah. Staff fully or partially funded may include the director, the deputy director, a finance officer, three program managers, two law enforcement liaisons, an administrative secretary, five program coordinators, a research analyst, and office support personnel.

STATE MATCH SECTION 410
 DESCRIPTION EASY/PARENTS EMPOWERED (TERI)
 FUNDING SOURCE STATE
 PROJECT YEAR ONGOING



The 2009 Student Health and Risk Prevention survey asked a new question to students who reported that they used alcohol: What is the source of your alcohol? Almost 10% of 12th graders statewide chose "I bought it myself at a store." While not the largest source of alcohol for these underage drinkers (that remains the domain of the social supply of alcohol,) it is a source that the State works actively to address through the Eliminating Alcohol Sales to Youth (EASY) program. By providing reimbursement to law enforcement agencies statewide, EASY enables alcohol compliance checks to be conducted at off-premise retailers in cities large and small. The program also provides funding for Parents Empowered, Utah's statewide media and education campaign which works to eliminate the social supply of alcohol to minors by educating parents about the harms of underage drinking. The 2009 SHARP survey indicated that alcohol use among Utah's youth is decreasing, due at least in part to these programs. This decrease will positively impact the HSO's effort to reduce impaired driving and underage drinking.

STATE MATCH SECTIONS 402 AND 410
 DESCRIPTION DUI IMPOUND FUND (DAVE)
 FUNDING SOURCE STATE
 PROJECT YEAR ONGOING



Utah continues to be a low alcohol-related fatality rate state due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2010, over 14,000 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When the vehicles are retrieved by the owners, various impound fees are collected and the person arrested must pay specific reinstatement fees to regain a valid driver license when eligible. The Utah Legislature has earmarked a portions of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and new digital in-car video systems to enhance officer safety and video integrity during DUI stops.

STATE MATCH SECTIONS 405 AND 2011
 DESCRIPTION TRAFFIC SAFETY OUTREACH (DAVE)
 FUNDING SOURCE STATE
 PROGRAM YEAR ONGOING



The Utah Highway Patrol has an enthusiastic statewide public information and education group with over 15 PI&E officers, and a sergeant to manage the program. Their goal is to gain compliance with

State traffic laws by voluntary participation rather than enforcement-induced compliance. The PI&E group provides representation at community events such as fairs, school classes and new-car-owner orientation presentations at car dealerships. They interact with the public on a broad array of traffic safety issues with special focus on seat belt and child safety seat use.

STATE MATCH
DESCRIPTION **SECTIONS 408 AND 1906**
FUNDING SOURCE **MASTER INDEX SYSTEM (BATES)**
PROJECT YEAR **STATE**
PROJECT YEAR **N/A**



This index will create a link between the three main public safety systems, the citation/DUI/ crash records system, the driver license system, and the criminal history system. This link will be created by using data elements common with each system, such as name, date of birth or vehicle information. The index will allow accessibility to the data by other agencies requiring this data for traffic safety, criminal history or location of persons data. Other agencies with a need for this data includes the Department of Health, Department of Workforce Services, Administrative Office of the Courts, etc. This project will also to link to related data sources within these agencies.

STATE MATCH
DESCRIPTION **SECTION 410**
FUNDING SOURCE **PER SE HEARINGS (DAVE)**
PROJECT YEAR **STATE**
PROJECT YEAR **ONGOING**



Each year 14,000 to 15,000 drivers in Utah are arrested for driving under the influence of alcohol, and this arrest most often results in the person's driving privilege being sanctioned as specified in Utah statute. To assure due process and offer an impartial forum in which the person can contest the administrative sanction, an administrative hearing may be requested in which a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, and over 30 full and part-time hearing officers. In addition to impaired driving-related subjects, the hearings may cover auto homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

STATE MATCH
DESCRIPTION **SECTION 402 AND 2010**
FUNDING SOURCE **MOTORCYCLE RIDER EDUCATION**
PROJECT YEAR **PROGRAM (STROMBERG)**
PROJECT YEAR **STATE**
PROJECT YEAR **ONGOING**



This program administers rider training courses for beginner and experienced riders, as well as thorough instructor training, to reduce motorcycle crashes and the attendant injuries and fatalities they cause. Courses are available statewide, primarily in the counties where more than 80% of the State's motorcycles are registered. The standards for all the training courses meet or exceed those set by the Motorcycle Safety Foundation (MSF), and all instructors in the Utah program are MSF-certified. This program is funded with fees collected from motorcycle vehicle registrations and motorcycle endorsements issued as part of the driver licensing process. The Motorcycle Rider Education Program has been in effect since 1994, with a program-specific coordinator appointed by the Utah Department of Public Safety's Commissioner.

PLANNING PROCESS DESCRIPTION

The planning process for the Highway Safety Program in Utah tends to be cyclical and ongoing, and the Highway Safety Office (HSO) staff is likely to be concurrently working on three separate Highway Safety Plans (HSP) at any one time: Completing the closeout of the previous year, managing the current year, and planning the upcoming year simultaneously. The planning calendar below serves as Utah's guide for the HSP process:

January:	Review by program management staff of current and previous year's programs, discussion of future focus areas, and alignment with Utah's Strategic Highway Safety Plan (SHSP).
February:	Analyze available Utah-specific crash data and other information and prepare the HSO's 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 the HSO's performance goals.
June:	Identify desired projects while keeping within the predicted funding levels.
July:	Prepare, review, print and submit a draft HSP (with integral Performance Plan) to the National Highway Traffic Safety Administration (NHTSA) Regional Office for input.
August:	Make changes and final additions to the Highway Safety Plan, including the HS217 budget detail.
September:	Submit the final HSP to NHTSA for approval.
October:	Implement approved projects by finalizing project contracts, and sending a formal approval letter authorizing them to proceed and confirming the grant amount.
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, and finalize the fiscal aspects.

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 planning process being interrupted or delayed. The appropriations process often injects interesting twists and turns and can make the planning process especially challenging.

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

Data Analysis

The Highway Safety Office (HSO) undertakes data collection and analysis as the first step in the process of developing the Performance Plan. This requires extensive research and the use of statistical reports and information from many sources, including:

- ◆ Fatality Analysis Reporting System (FARS)
- ◆ Utah's Crash Repository Database
- ◆ Utah's Annual Crash Summary
- ◆ Driver License Division's Driver Tracking System
- ◆ Occupant Protection and Other Observational Studies
- ◆ Telephone Surveys
- ◆ NHTSA Supplied Statistical Information
- ◆ Other information and data from governmental and private sector safety organizations

This information is then analyzed by the HSO's research analyst and used to establish a historical trend line covering at least the previous five years of available crash data, and often even ten years to get a long perspective. With this data, the performance planning process moves forward to the problem identification stage.

Problem Identification

Using the information from the data analysis process, the trend in each of the GHSA-suggested performance measures is evaluated for the strength or weakness of probability factors. The data is then further scrutinized and analyzed to determine other influencing factors such as urban and rural, young and older drivers, and non-behavioral factors such as weather and road construction, all intended to more accurately identify Utah's behavioral traffic crash problems.

The program management staff then considers other planning and direction documents, such as Utah's Strategic Highway Safety Plan, recommendations from recent Management Reviews and Program Assessments, previous Highway Safety Plan acceptance letters, the Regional Action Plan from the Region 8 Office, and a variety of publications and studies such as NHTSA's [Countermeasures That Work](#).

A collaboration among 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's Highway Safety Office
- ◆ Utah Department of Transportation
- ◆ Utah Department of Health
- ◆ Utah Highway Patrol
- ◆ Safe Kids Utah
- ◆ Regional and local health and law enforcement agencies
- ◆ Various non-profit highway safety organizations, advocate coalitions and individuals

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

Performance Goals

The performance goals and measures for identified problem or focus areas are established by the HSO's program management team using the following steps:

- ◆ Review the problem areas identified during the analysis process
- ◆ Examine national and regional 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 performance 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 which 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 in subgroups and collectively 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 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 and again compared to the HSO's performance goals and measures. The most promising are accepted, as funding levels permit, and detailed in the appropriate focus area within the Highway Safety Plan.

Monitoring and Technical Assistance

Two important aspects of performance planning are monitoring and technical assistance. The HSO's program management staff monitor projects on an ongoing basis, using close contact and interaction with the project staff to assure the project is on track. Each year more than 90% of projects with outside agencies receive an on-site monitoring visit.

Technical assistance covers a broad scope of activities, many of which occur on an as-needed basis. The HSO offers a wide variety of technical assistance including data analysis, purchasing assistance, and general information on grant rules. The HSO also provides periodic training to prospective, new and continuing subgrantees to help them understand the federal and State guidelines, and

procedures which pertain to the grant funds available through the HSO. A Grant Program Reference Manual is available online and contains a description of the grant process, the required proposal and grant forms, and information on the most frequently asked questions received by the program management staff.

Annual Report

At the end of the federal fiscal year, each project is asked to submit a final report detailing their 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 later, and serves dual functions as the final phase of the previous-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 its performance goals and measures. The individual project listings include a description of the project, the funding source, and the HSO program manager or coordinator who will oversee the project. Also, the project year indication will assist the reader in understanding the duration of the collaboration between the project agency and the HSO (if five or more years, the indication is "Ongoing"). Other projects or programs which enhance the highway safety program are shown as a "Partner Program."



Performance Goal:

- Increase public recognition of highway safety-specific campaigns through branding while increasing public awareness of traffic safety issues and concerns.

Performance Measure:

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

Action Plan:

- Provide a year-long, sustained media campaign to educate the public on the dangers of underage alcohol consumption, and the health and social implications of early alcohol addiction.
- Continue an aggressive *Click It or Ticket* media campaign in conjunction with the national efforts.
- Continue an aggressive *Drive Sober or Get Pulled Over* media campaign.
- Continue a sustained radio, billboard and busboard campaign on pedestrian safety, in conjunction with earned media from press releases and enforcement blitzes.
- Continue the use of the *DRIVE AWARE. RIDE AWARE.* identifier for the motorcycle safety and education media campaign.

Justification:

- Sustained paid and earned media continues to demonstrate measurable results in establishing branding and awareness with the public.
- Creative or “edgy” messages are more effective at penetrating the “white noise” atmosphere of media over-saturation.

Other Partnering Agencies:

- Utah Department of Transportation
- Department of Alcoholic Beverage Control
- Governor’s Motorcycle Safety Advisory Committee

Paid Media Projects

<p>PM121101/K2PM121101 FUNDING SOURCE PROJECT YEAR</p>	<p>OCCUPANT PROTECTION PROGRAM MEDIA CAMPAIGN (KRISTY) 402/405 ONGOING</p>
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Utah’s 2010 safety belt use rate was reported to be 89.0%, which demonstrates an increase of 21.4% from 1999. For the last decade, the *Click It or Ticket* Campaign and other programs have been successful in raising awareness about the importance of safety restraints. However, the lack of seat belt use continues to be one of the leading causes of death in motor vehicle crashes. To help inform the public about the importance of proper restraint, the HSO will conduct two media campaigns during

the year. To assure the campaigns are effective, a contract will be secured with an advertising agency to assist with developing a media plan and all media outreach related to the program. This contract will include public relations activities, campaign development and production costs, and media placement. The agency will produce and/or place television and radio spots, outdoor, movie theatre, and online advertisements. The campaigns will be tied into the *Zero Fatalities* message, and will run November 2011 and during the national mobilization in May-June, 2012. All media efforts will be shared and coordinated with the National Highway Traffic Safety Administration, when necessary.

The campaigns will include *Click It or Ticket* and a new campaign that targets hard core non-users of safety belts. For the last decade, the *Click It or Ticket* Campaign and other programs have been successful in raising awareness about the importance of safety restraints. Unfortunately, it was unknown if the current programs and campaigns were effective in changing behavior among the hard-core non-users. Nationally, this group of motorists comprises a small percentage of drivers, but they have significantly more traffic violations, higher crash involvement rates, higher arrest rates, and higher rates of alcohol consumption than those who buckle up all or part of the time. In 2009, a study was conducted to determine what messages will motivate non-users of seat belts to change their behavior and become users. Two focus group studies were performed among urban and rural drivers who do not regularly or never use seat belts when driving. It was determined that the most effective method for motivating non-users of seat belts to buckle up was the urging from spouses, children, and grandchildren. The study also found that the presence of law enforcement was not effective and that traditional media campaigns do not work.

K8PM121102	IMPAIRED DRIVING MEDIA CAMPAIGN (TERI)
FUNDING SOURCE	410
PROJECT YEAR	ONGOING

Males aged 18-34 represent the demographic at the highest risk for impaired driving, and are also the demographic that is the most difficult to reach. The Impaired Driving Median Campaign will utilize the new NHTSA *Drive Sober or Get Pulled Over* campaign identifier and will focus on heightened public awareness through advertising and publicity including radio, print and non-traditional messaging, all designed to compliment saturation patrols and DUI checkpoints detailed elsewhere in this plan. The campaign will reinforce that impaired driving is still one of America's most often committed and deadliest crimes, involving over 10,000 people that die yearly in alcohol related crashes nationwide. The campaign's goal is to affect a behavioral change in the demographics at highest risk for driving impaired.

K6121103	MOTORCYCLE MEDIA CAMPAIGN (DEREK)
FUNDING SOURCE	2010
PROJECT YEAR	ONGOING

Approximately 50 percent of all motorcycle crashes involve another motor vehicle. The "DRIVE AWARE. RIDE AWARE." motorcycle safety awareness campaign focuses on educating motor vehicle drivers and motorcyclists about the importance of sharing Utah's roadways with each other to decrease motorcycle injuries and fatalities. Paid media related to motorcycle safety awareness and the "DRIVE AWARE. RIDE AWARE." campaign will be purchased with this project's funding. Social media, public presentations and other activities will also be used during Utah's motorcycle riding season.

K3PM121104	BOOSTER SEAT MEDIA CAMPAIGN (KRISTY)
FUNDING SOURCE	2011
PROJECT YEAR	SECOND

In 2008, a law was passed in Utah that increased the age of mandatory child restraint use from age five years up to eight years. This law proved effective in increasing booster seat use among children ages 4 through 7 by 45 %. Unfortunately, while 90% of children ages 0-1 and 71% of 4-year-olds were in a child safety seat in 2009 crashes, only 43% of 6-year-olds and 11% of 8-year-olds were in a booster seat. The decrease in child safety seat use for children ages 4-8 years is concerning and indicates that children are still moving to adult-sized seat belts too early. Many parents and children are unaware of the benefits that booster seats provide. To help increase awareness of the importance of booster seats, a 15-minute video was produced, which profiled the story of Kyle who was seriously injured in a crash due to the lack of proper restraint. A coinciding television spot was also produced. During the year, the video and television spot will be available to traffic safety advocates statewide for use in presentations, waiting rooms, trainings, and other outreach efforts. Funds from this project will be used to place the television spot during national Child Passenger Safety Week or another optimal time. Funding for the booster seat campaign is shared between the HSO and the Utah Department of Transportation, who funds website development and maintenance, production costs, and other related campaign materials.

INFORMATIONAL	PARENTS EMPOWERED (DABC)
FUNDING SOURCE	STATE
PROJECT YEAR	ONGOING



The *"Parents Empowered"* media campaign continues as a companion project for the EASY program, and seeks to curtail the social supply of alcohol to minors through increased parental interaction with children. Using money collected from the beer tax, it provides messages through various media sources such as radio, television and newspaper, and empowers parents to help prevent their children's involvement with alcohol.

CERTIFICATIONS & ASSURANCES

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
- 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

Section 402 Requirements

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;

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));

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.

(23 USC 402 (b)(1)(E);

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. (23 USC 402(1)).

Other Federal Requirements

Cash drawdown's will be initiated only when actually needed for disbursement. 49 CFR 18.20.

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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.

Federal Funding Accountability and Transparency Act

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (l) 80 percent or more of its annual gross revenues in Federal awards; and (ll) \$25,000,000 or more in annual gross revenues from Federal awards; and (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute (s) which may apply to the application.

Drug-Free Workplace

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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), (b), (c), (d), (e), and (f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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 commis-

sion 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 re-

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.

Policy to Ban Text Messaging While Driving

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2012 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).

Signature of Governor's Representative for Highway Safety

Governor's Representative for Highway Safety

Date

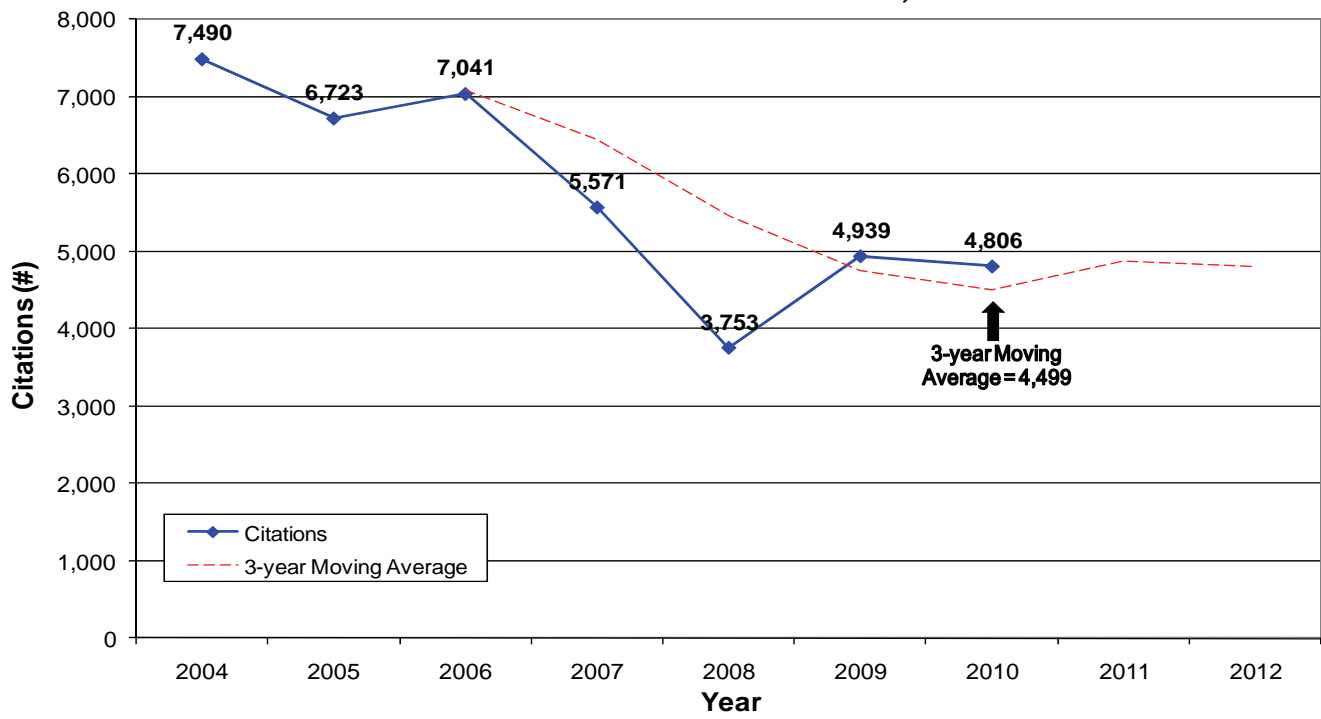
State of Utah

Federal Fiscal Year 2012

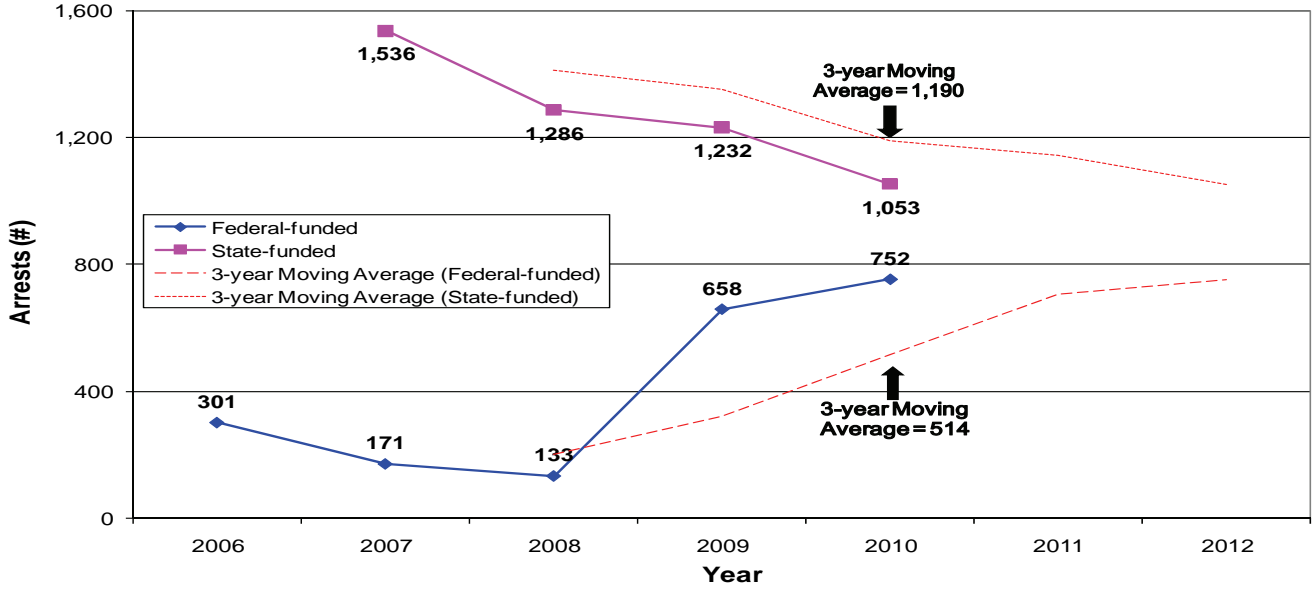


Activity Measures And Surveys

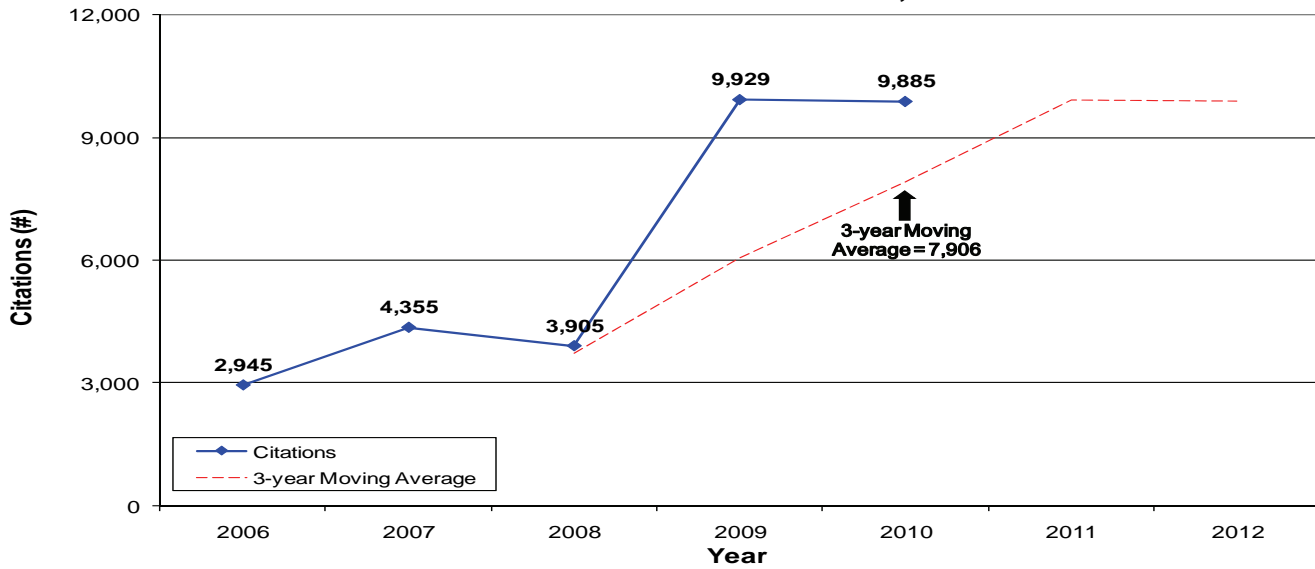
A-1: Number of Seat Belt Citations Issued During Grant-funded Enforcement Activities, Utah



A-2: Number of Impaired Driving Arrests Made During Grant-funded Enforcement Activities, Utah



A-3: Number of Speeding Citations Issued During Grant-funded Enforcement Activities, Utah

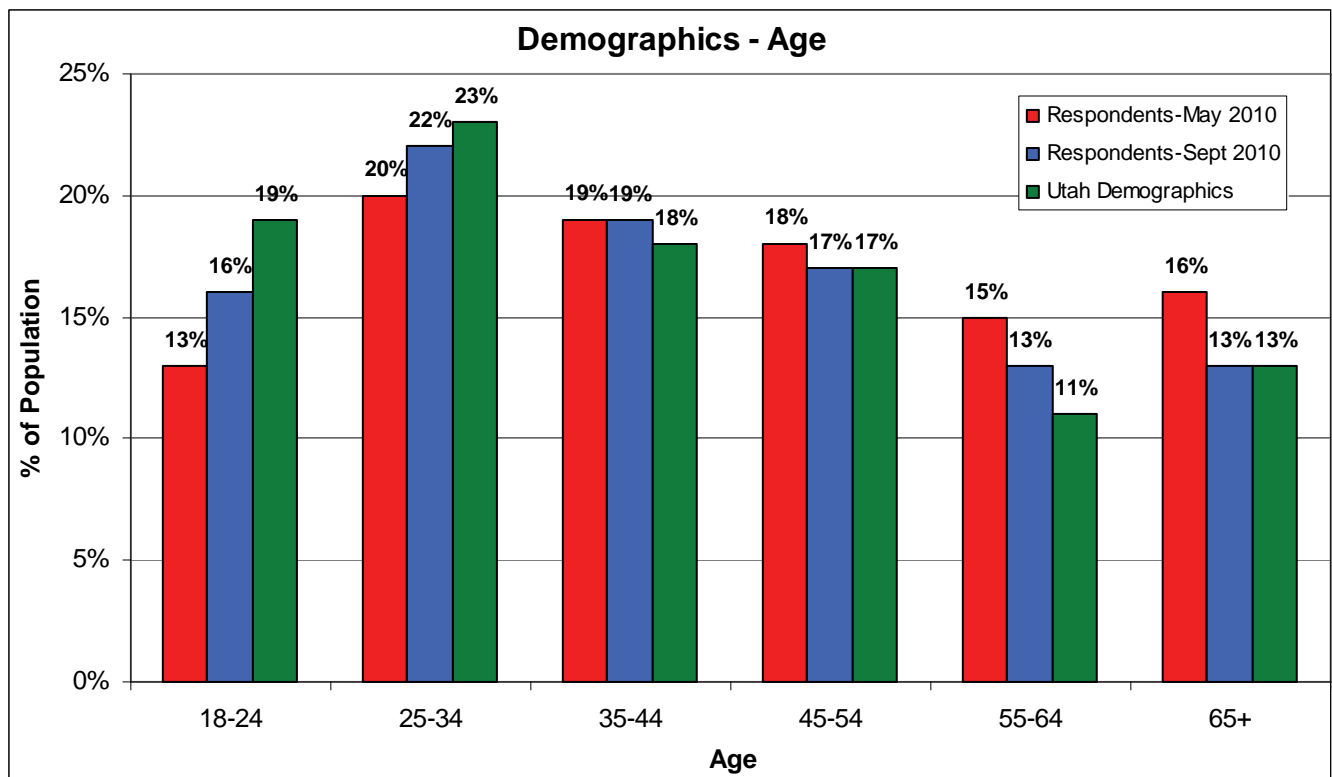


As states continue to develop Traffic Safety Performance Measures to incorporate performance-oriented programs, Utah is committed to a performance-based approach and conducted a statewide survey. This survey collected data following the recommended set of questions distributed by the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Association (GHSA).

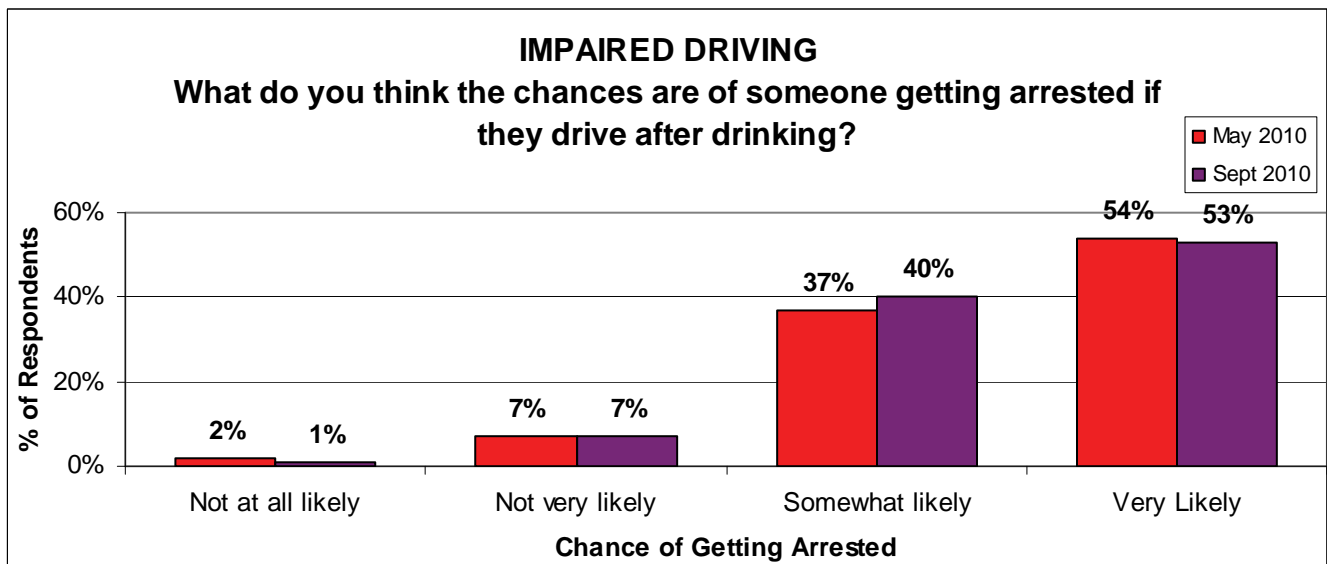
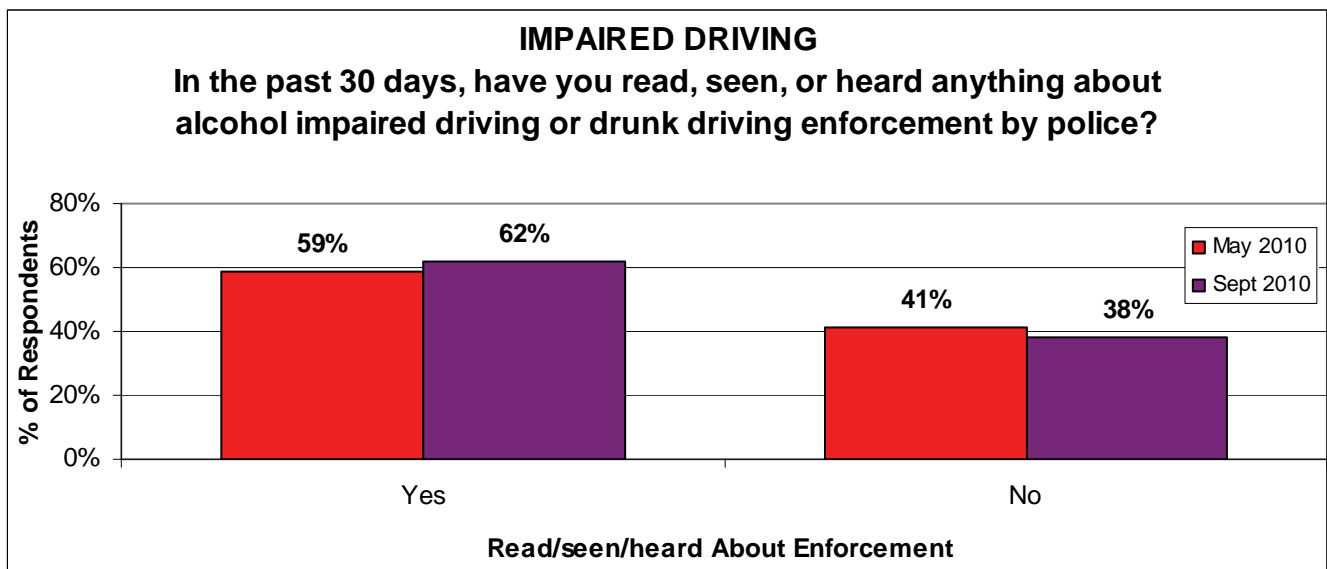
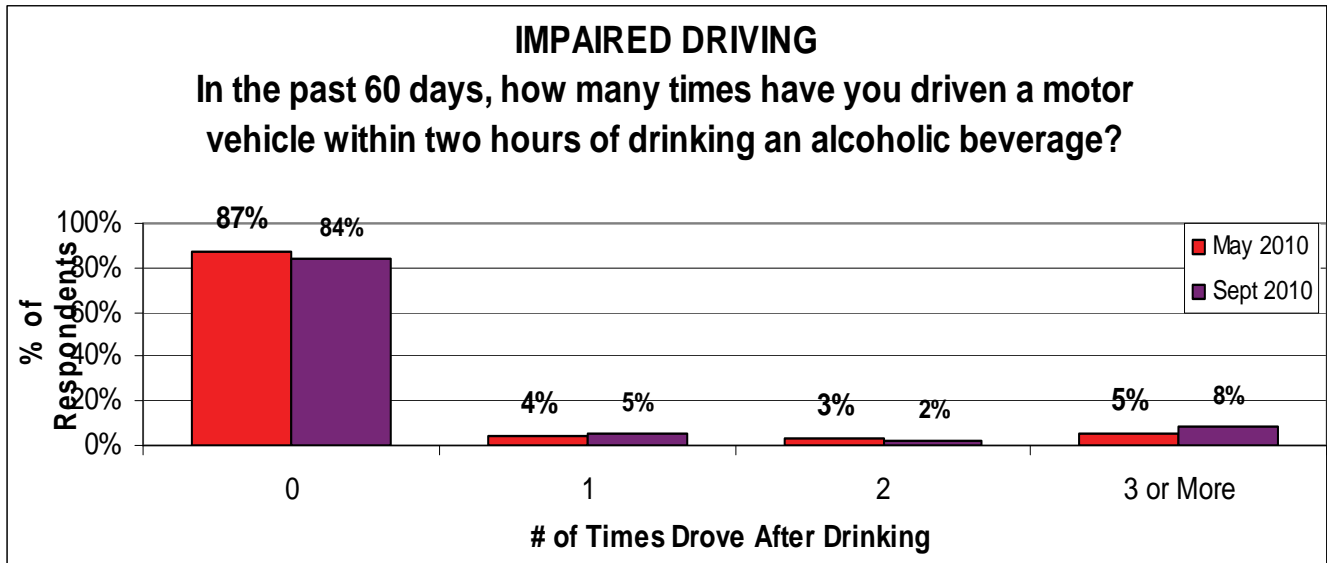
The survey questions are designed to track driver attitudes and awareness on impaired driving, seat belt use and speeding issues. A contracted vendor was used to survey the public by telephone to gather this data. The graphs in this section report the sampled data from the vendor’s presentation to the Highway Safety Office.

Highway Safety is pleased to report a summary of the data collected and utilize this information in planning sessions to combat roadway fatalities and injuries.

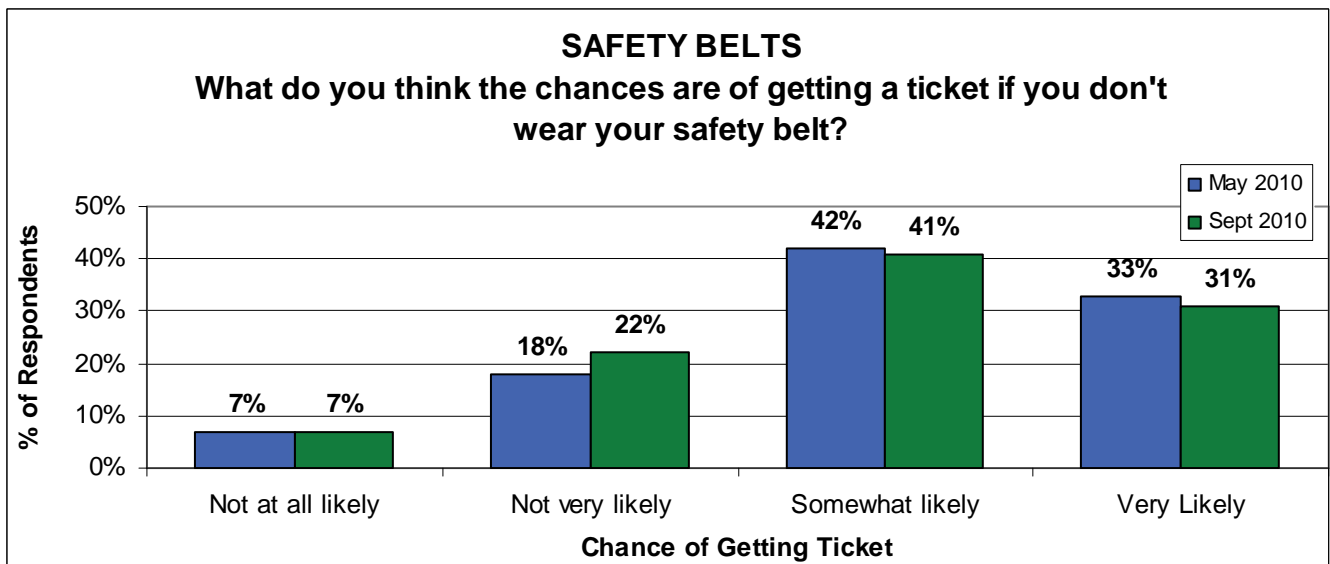
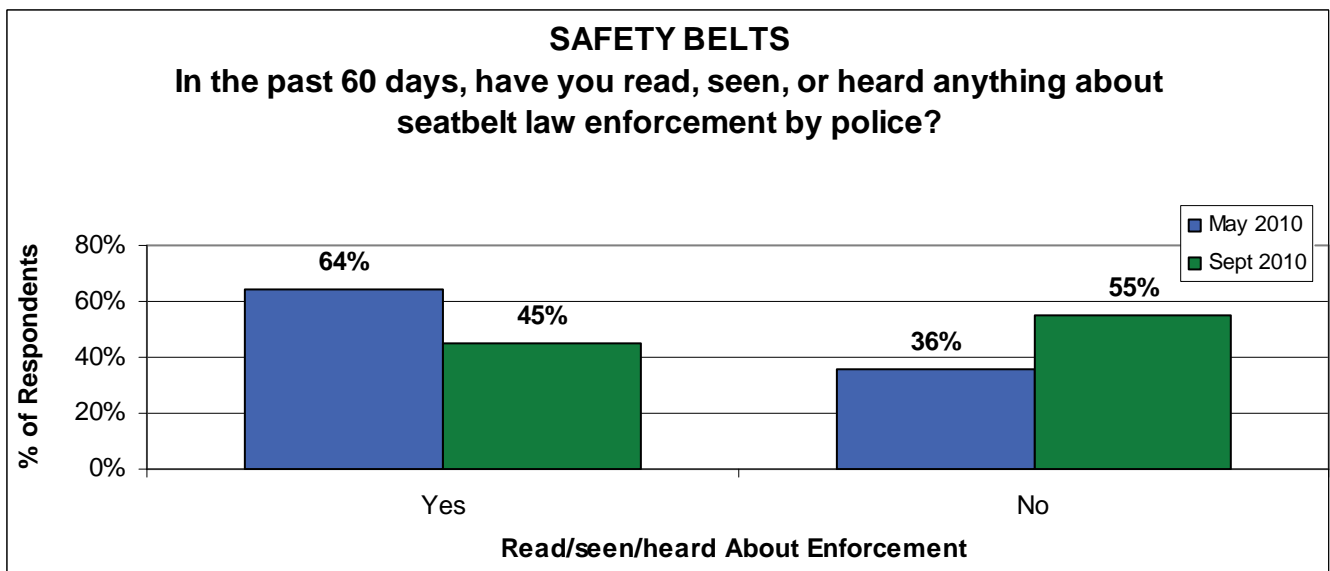
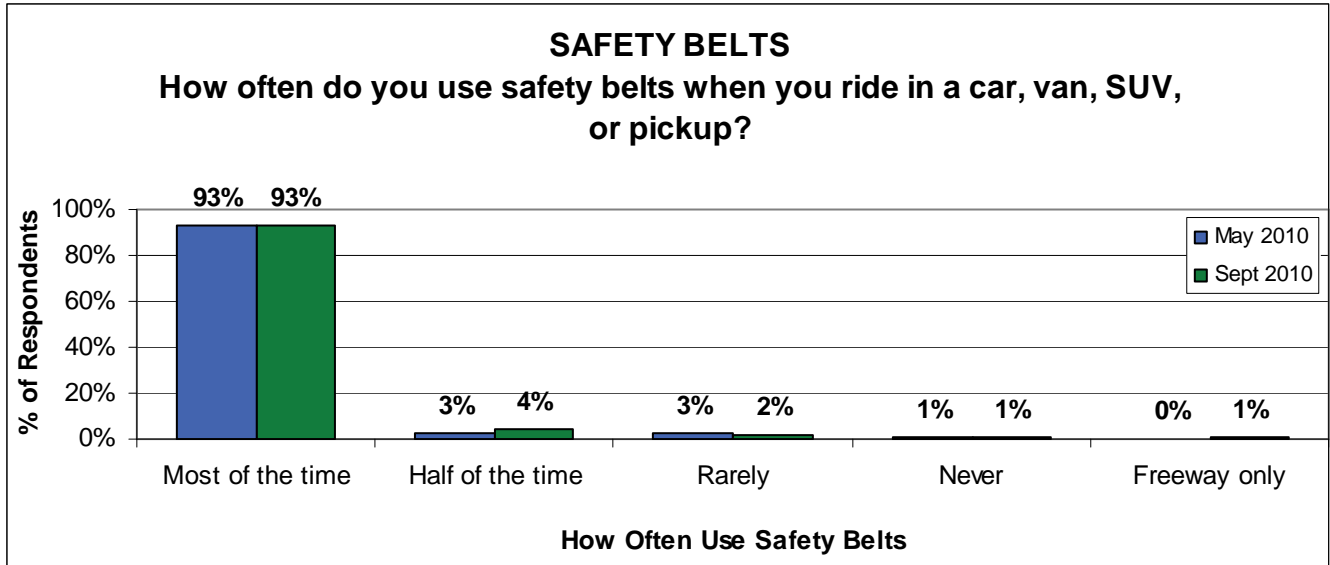
The representative statewide sample included a total number of 815 survey responses. The survey was conducted in May and September 2010.



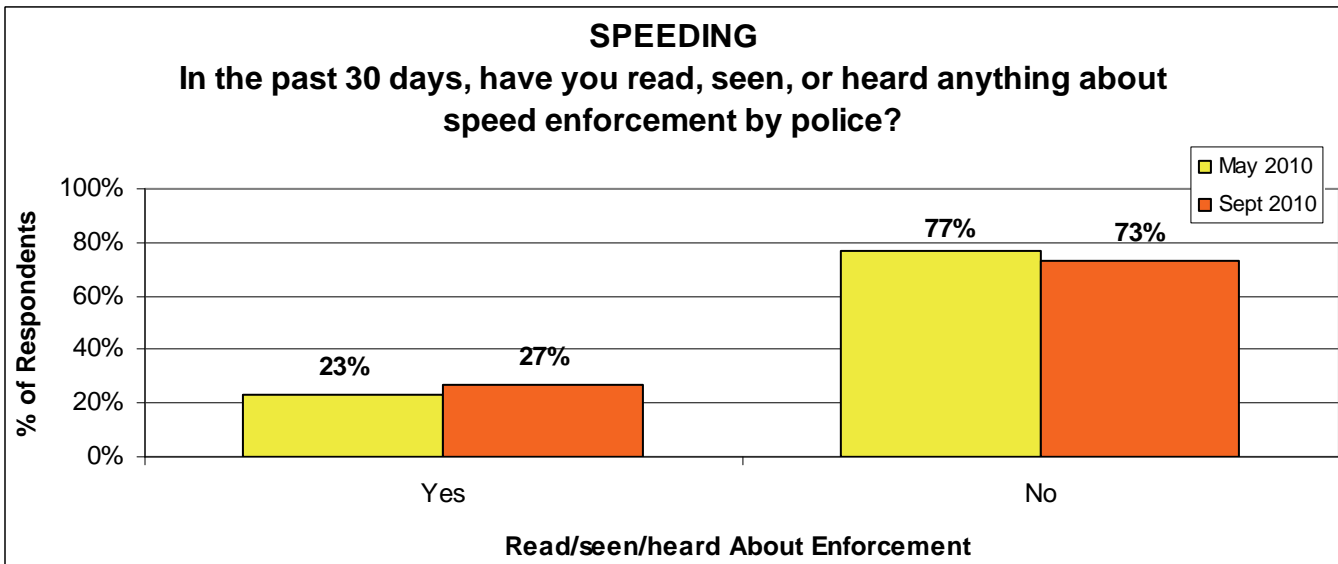
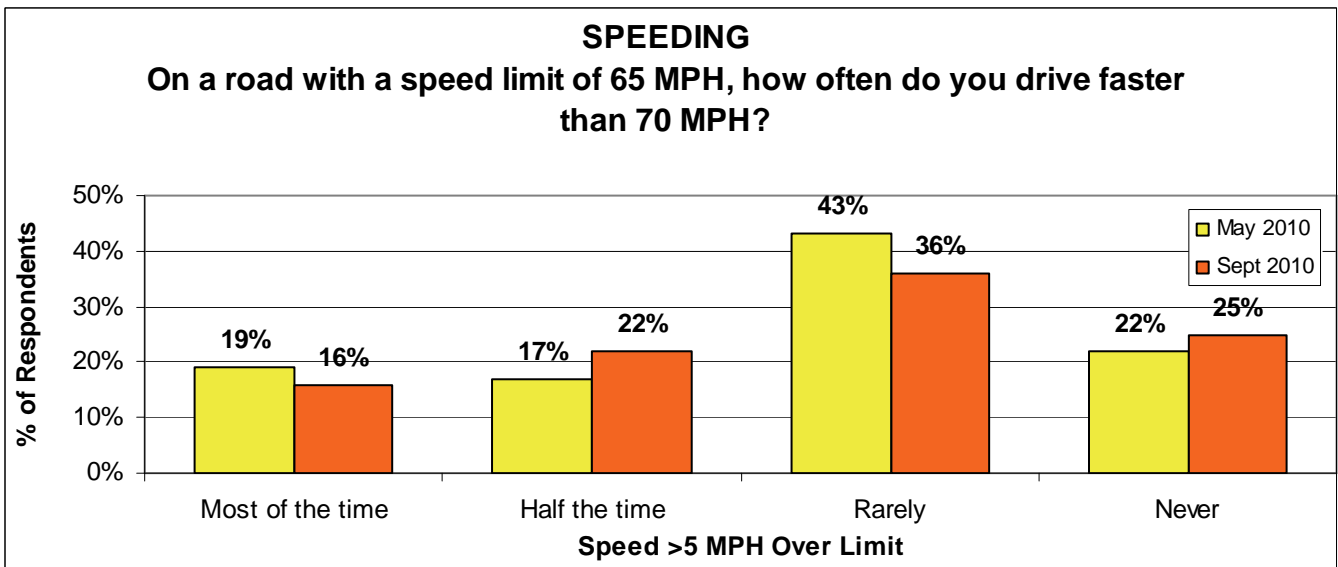
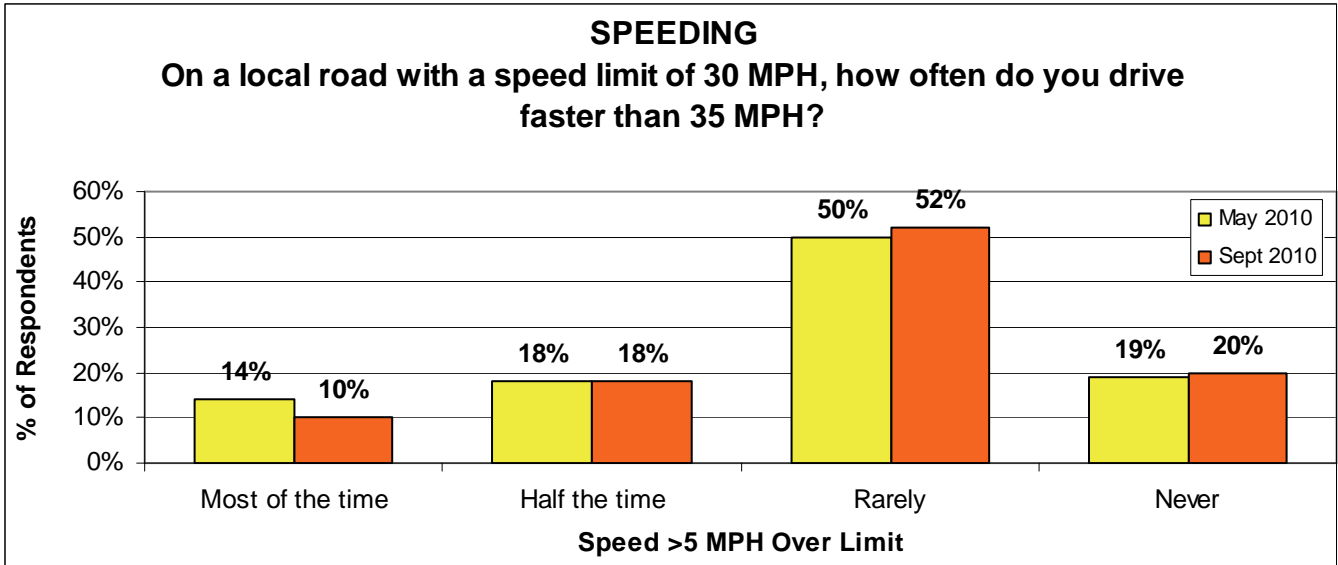
IMPAIRED DRIVING



SAFETY BELTS

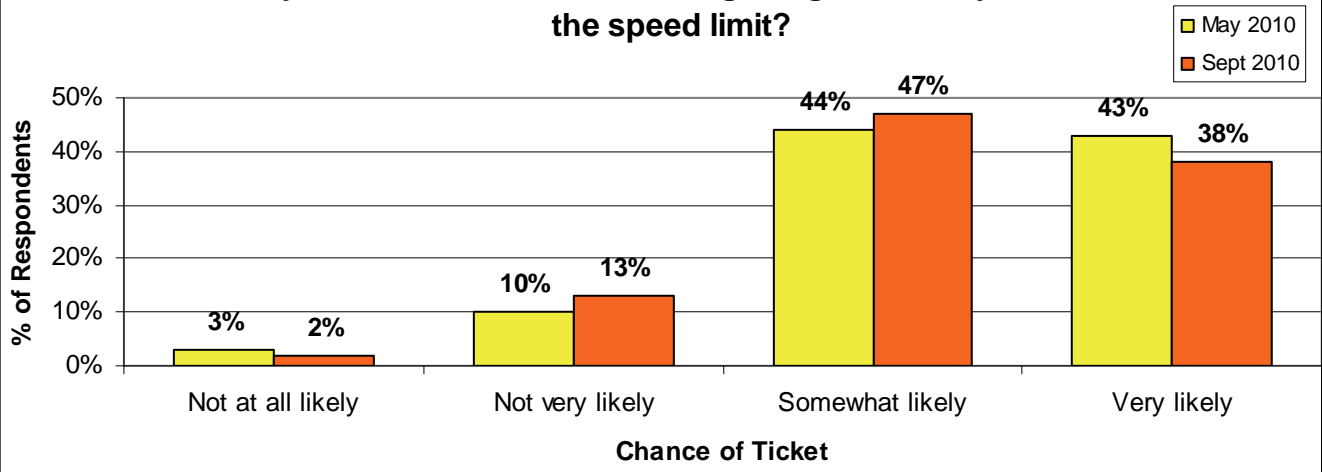


SPEEDING



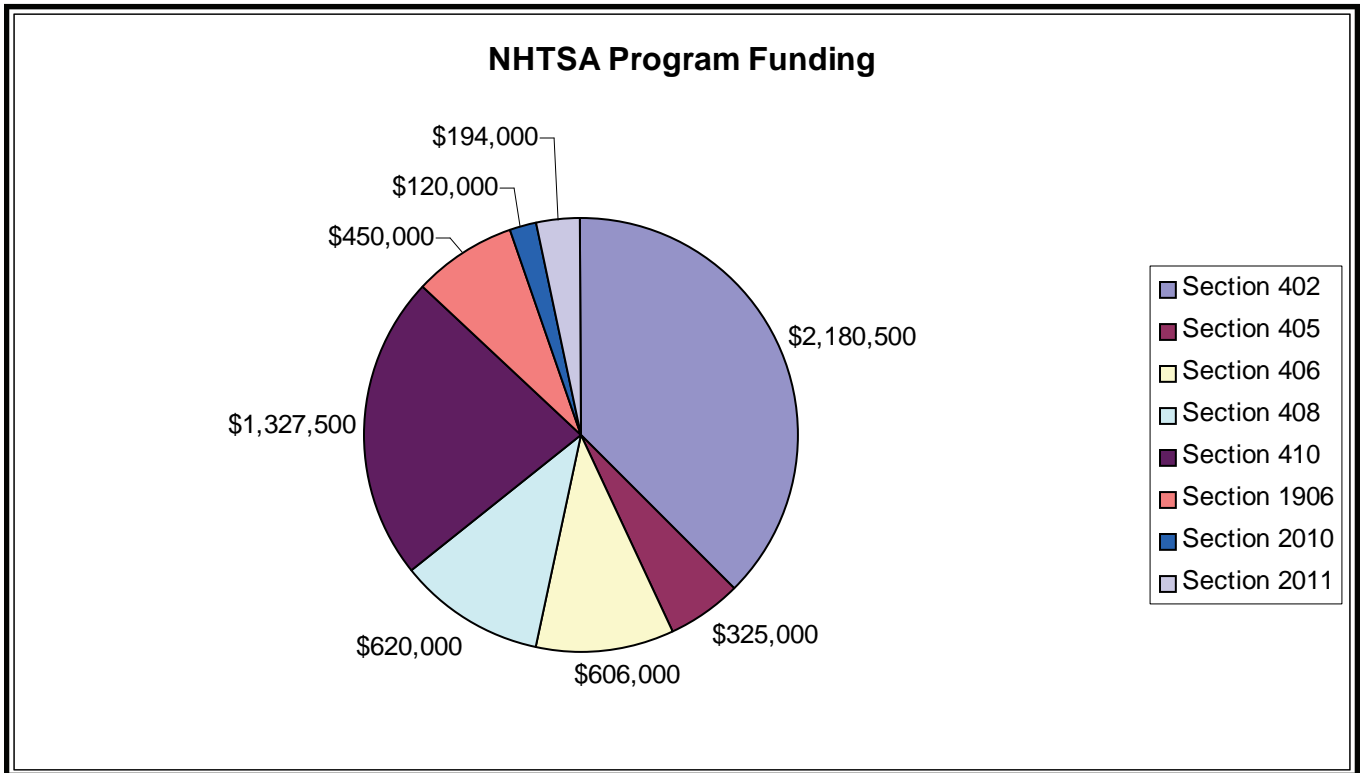
SPEEDING

What do you think the chances are of getting a ticket if you drive over the speed limit?





Budget



Note: Levels may include some carryover funding.

APPENDICES

APPENDICES

CONTENTS

Survey Results

HS-217

Amendments