

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."

For FFY2013, Utah continues with an aggressive, wide ranging highway safety program using high-visibility enforcement and media to support the national campaigns such as *Click It or Ticket* and *Drive Sober or Get pulled Over*, and also supporting local communities in fighting their traffic safety problems with the Community Traffic Safety Program. This Highway Safety Plan, coordinated with Utah's Strategic Highway Safety Plan, supports the new Surface Transportation Bill passed by Congress, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 reforms various surface transportation programs and provides funding for two fiscal years, FFY2013 and 2014. The behavioral highway safety grant programs are consolidated into two programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program.

As the reader would expect, MAP-21 contains a mix of ongoing focus areas, and adds some new twists to the list. The Section 402 portion continues the core highway safety program from the recent past, and continues to focus on: reducing deaths and injuries from speeding; encouraging the use of occupant protection; reducing deaths from alcohol impairment; preventing motorcycle crashes, reducing injuries and deaths from school bus crashes; reducing crashes from unsafe driving behavior (including aggressive, fatigued and distracted driving); improving traffic law enforcement; improving driver performance (including driver education, testing and examinations, and driver licensing); improving pedestrian performance and bicycle safety; improving traffic records (including accident investigations, vehicle registration, operation and inspection) and emergency services.

The new Section 405 is a consolidated incentive program covering six different priority areas: occupant protection, traffic records, impaired driving, motorcyclist safety, distracted driving, and state graduated driver licensing laws. It creates tiers by earmarking a portion of the consolidated program funding for each of the six priority areas. States would receive funding for any one of the tiers by satisfying fairly rigorous eligibility criteria.

MAP-21 passed very late in the highway safety planning process cycle for FFY2013, too late for dramatic changes to be made in each state's FFY2013 applications. However, the reader will find some changes in this plan, such as the Description of State's Success Meeting Last Year's Performance Targets section under Planning and Administration, which incorporate those new aspects for the FFY 2014 application.

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."

TABLE OF CONTENTS

TABLE OF CONTENTS

SECTION

Police Traffic Services Program 6

Community Traffic Safety Program 10

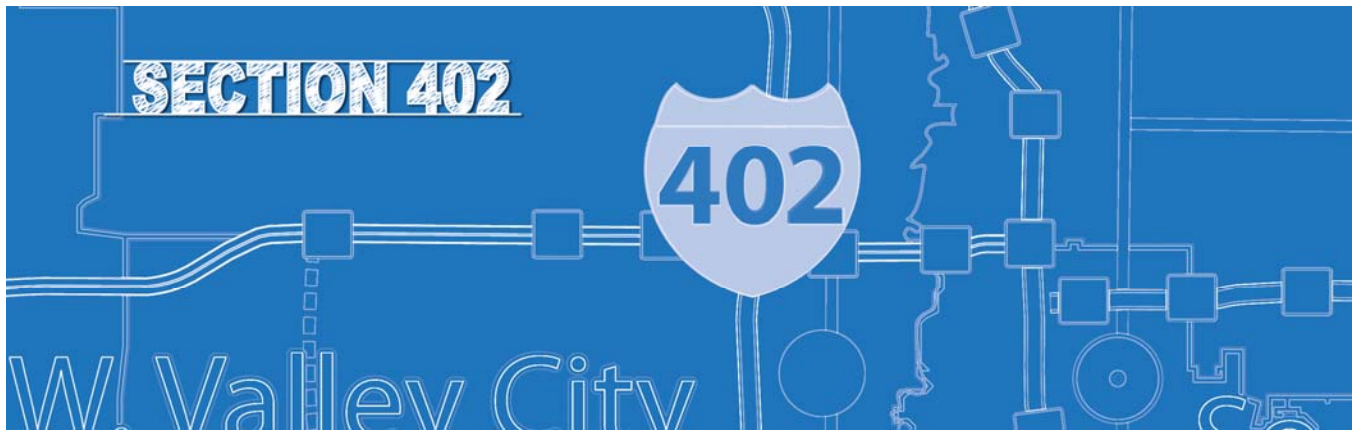
. 23

. 31

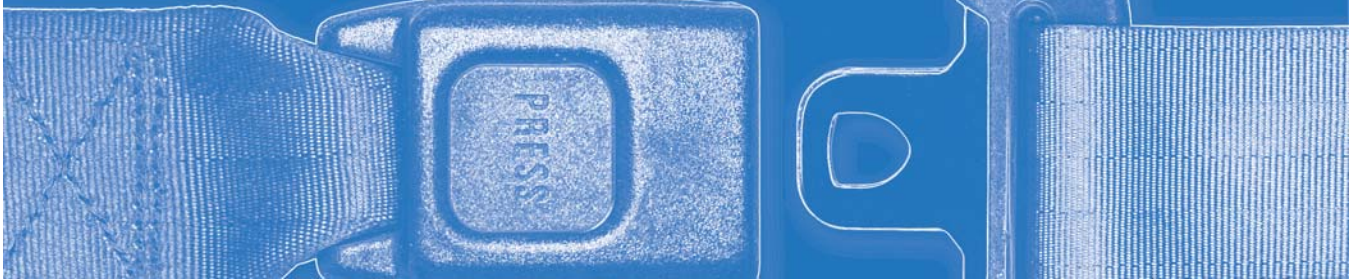
. 40

. 48

<u>SECTION 402</u>	<u>PAGE</u>
OCCUPANT PROTECTION PROGRAM	4
IMPAIRED DRIVING PROGRAM	14
COMMUNITY TRAFFIC SAFETY PROGRAM	25
MOTORCYCLE SAFETY PROGRAM	38
PEDESTRIAN AND BICYCLE SAFETY PROGRAM	42
ROADWAY SAFETY PROGRAM	48
POLICE TRAFFIC SERVICES PROGRAM	54
TRAFFIC RECORDS PROGRAM	58
PAID MEDIA PROGRAM	64
PLANNING AND ADMINISTRATION PROGRAM	66
SECTION 402 CERTIFICATIONS/ASSURANCES	75
ACTIVITY MEASURES AND SURVEYS	84
BUDGET	87
APPENDIX A—HS 217	
APPENDIX B—AMENDMENTS	



OCCUPANT PROTECTION PROGRAM

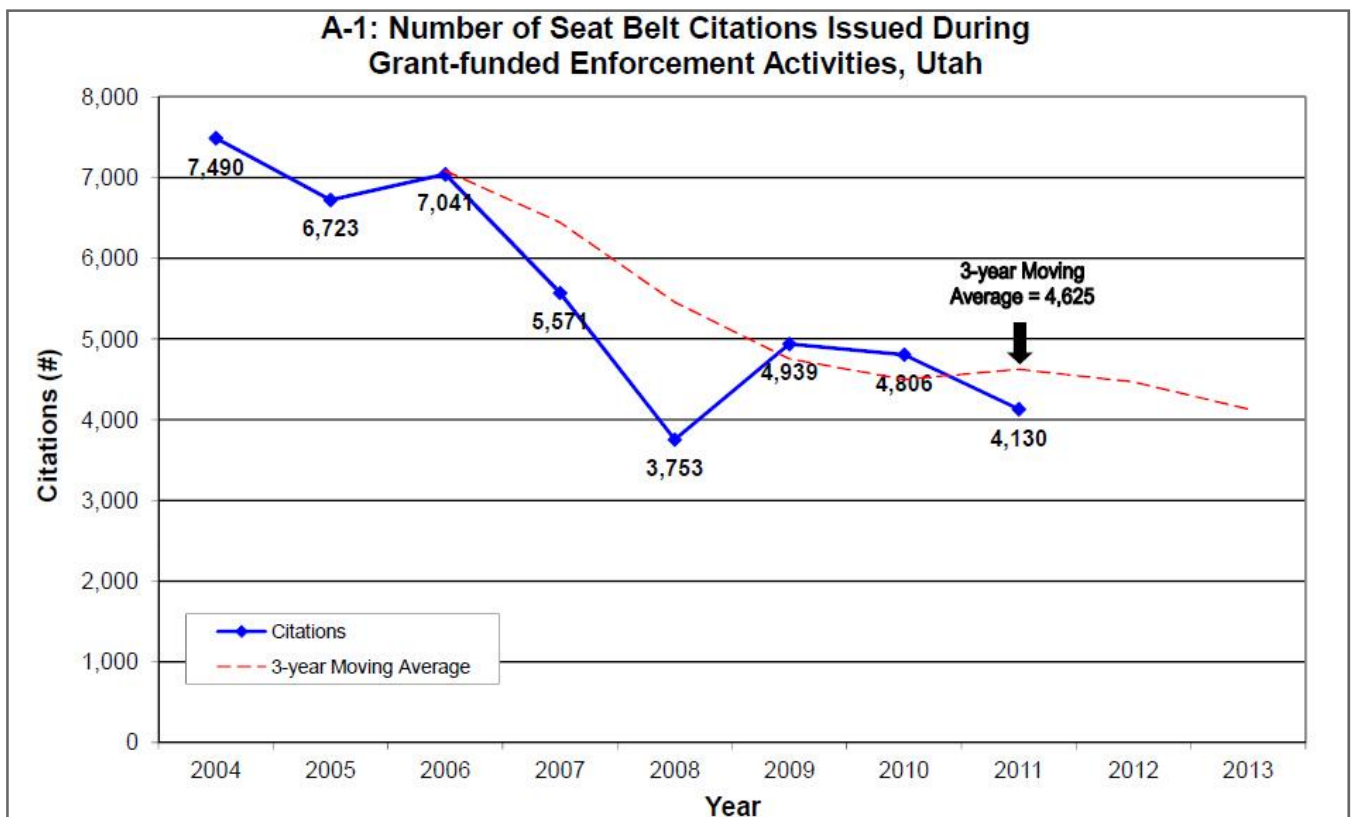


Performance Goal:

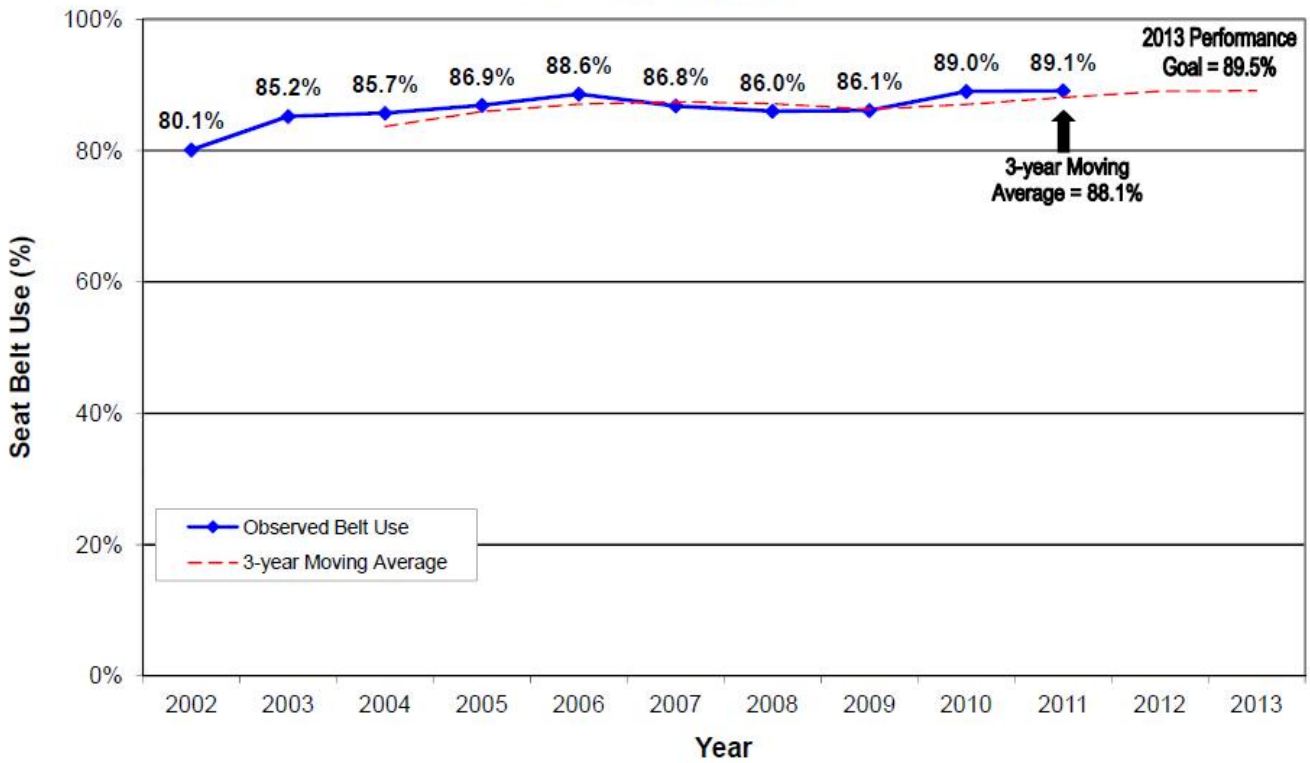
- Sustain the favorable conversion trend of unbelted drivers and improperly restrained children through continued support of prevention, educational and enforcement programs.

Annual Performance Targets:

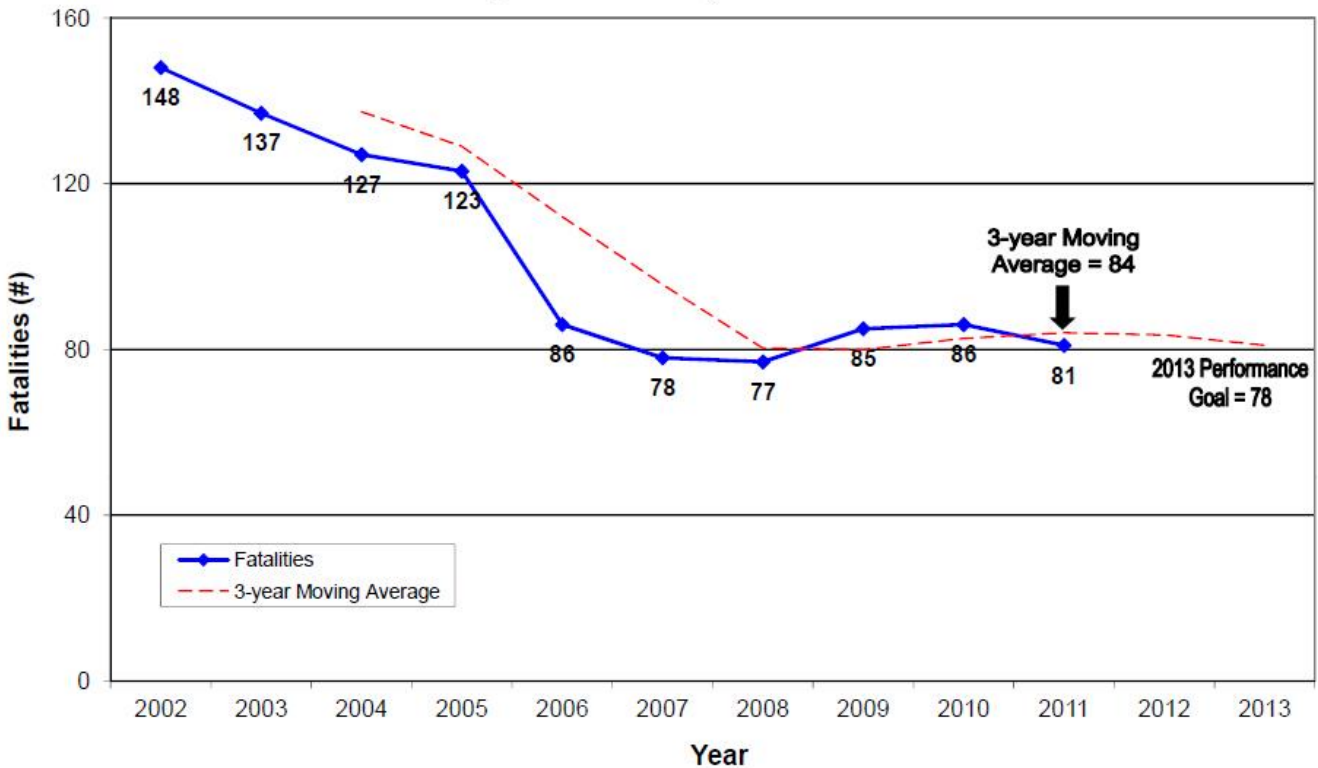
- Continue the favorable trend by reducing the number of unrestrained passenger vehicle occupant fatalities in all seating positions to 78 in CY2013.
- Maintain seat belt usage above 85% in CY2013.
- Continue the upward trend in child safety seat use for ages 0-8 involved in traffic crashes to 70% in CY2013.
- 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 90% for ages 0-1, 82% for ages 2-4 and 42% for ages 5-8 in CY2013.
- Increase the percentage of Utah motor vehicle crash occupant fatalities ages 10-19 that were restrained to 50% in CY2013.



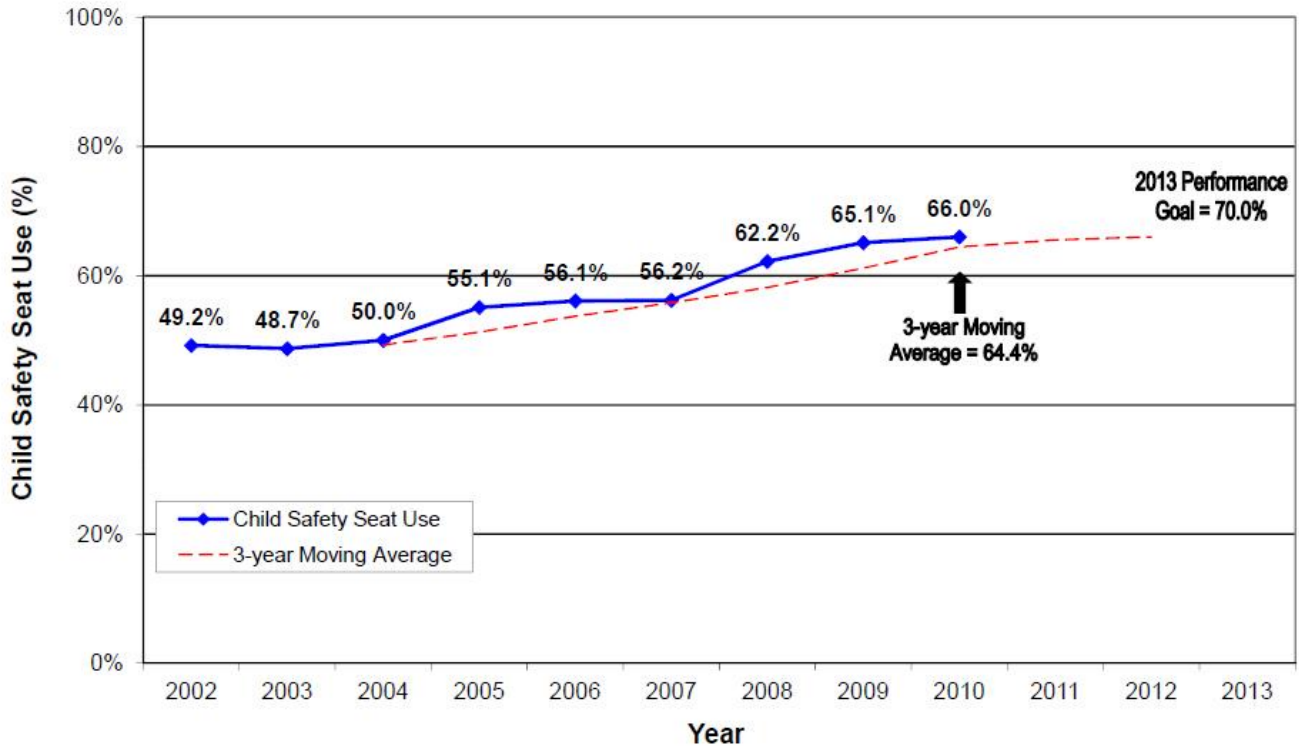
B-1: Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles



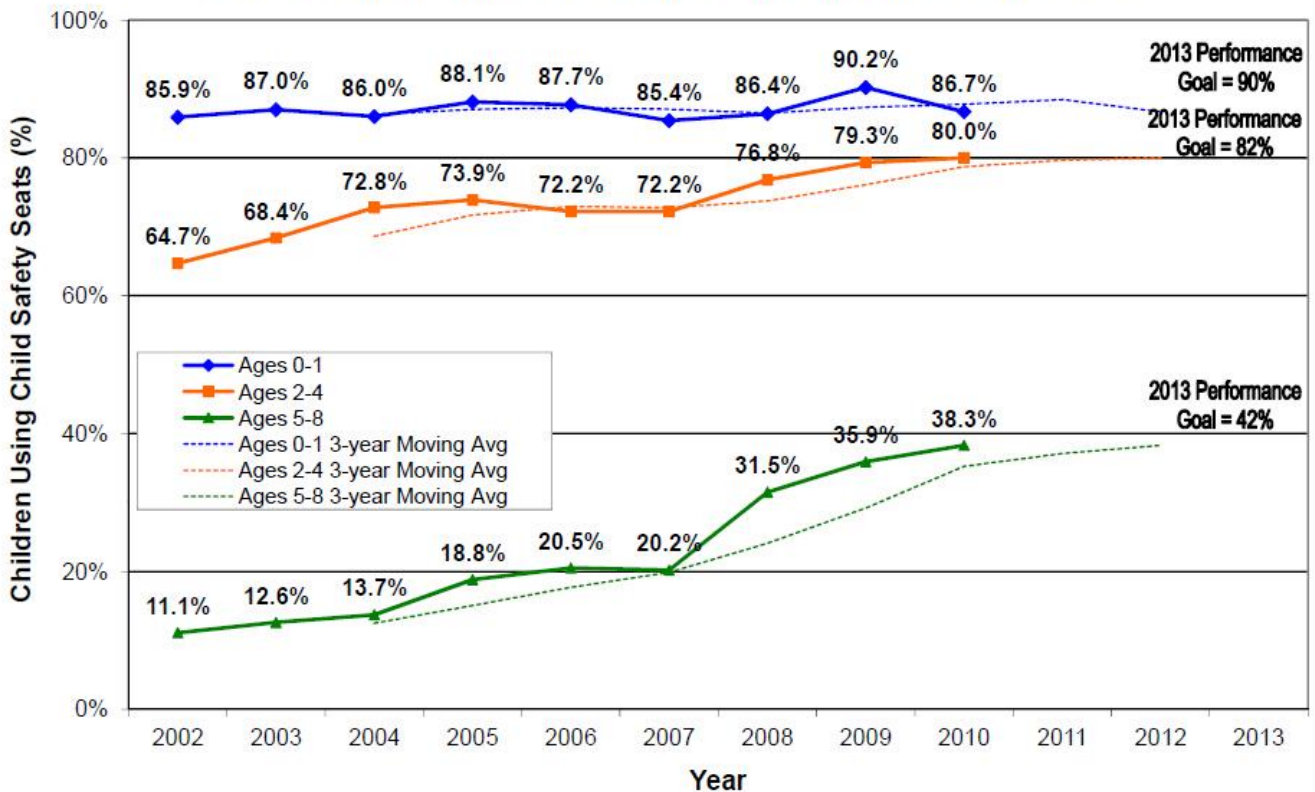
C-4: Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



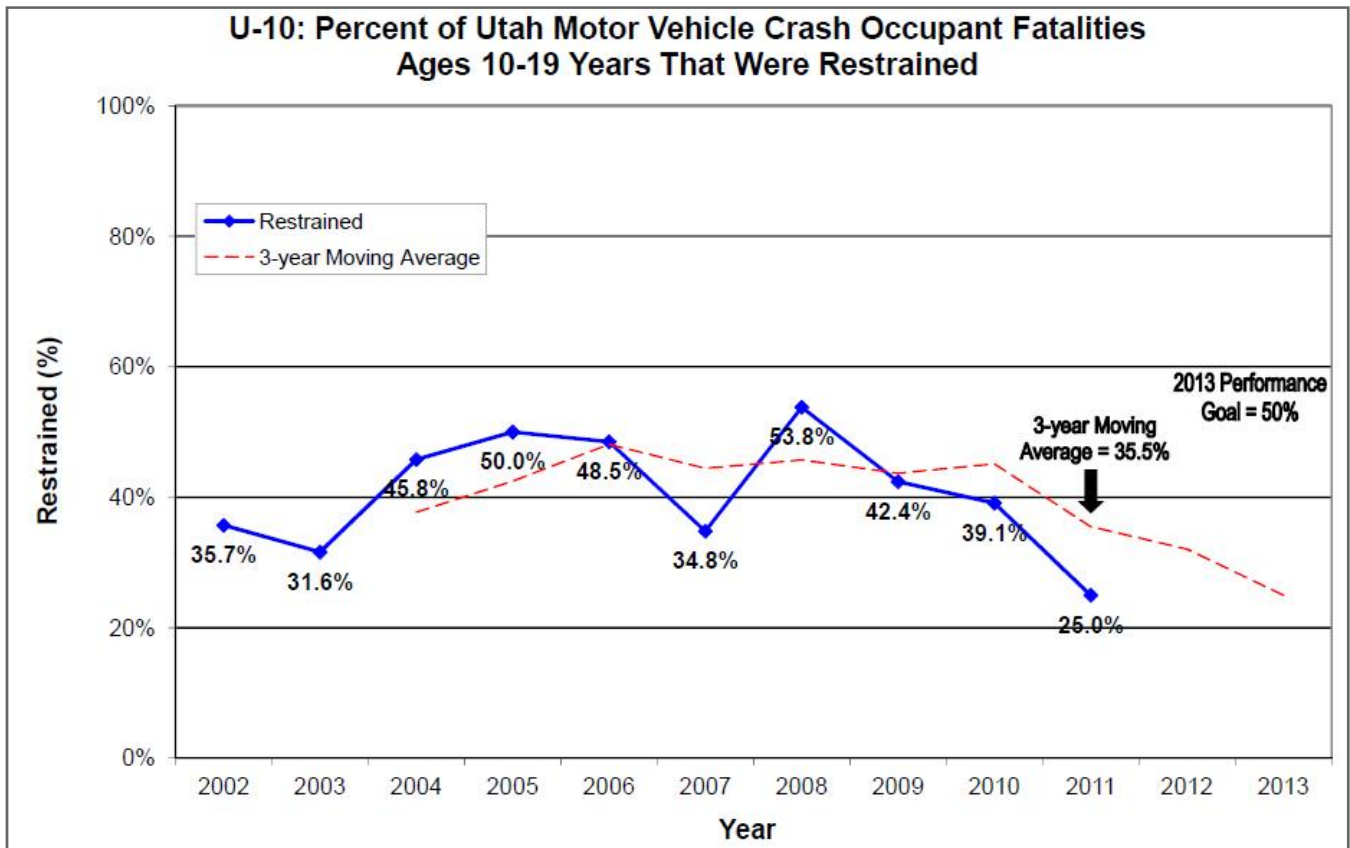
U-2: Utah Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes



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.
- Develop and implement a program designed to increase seat belt use in rural communities.
- 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 Community Traffic Safety 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 FFY2013.
- Conduct one Child Passenger Safety Technician Renewal Course in FFY2013.
- Conduct a statewide safety belt observational survey in June 2013.

Justification for Each Performance Target:

- Targets A-1, B-1 and C-4 are part of the NHTSA/GHSA core measures for state highway safety offices.
- Failure to buckle up is one of the leading traffic related behaviors that contributes to fatalities.
- High-visibility enforcement has proven to be most effective in behavioral change.
- Observed seat belt usage surveys are much more accurate than self reported measures.
- Properly restrained children have a much higher chance of surviving a traffic crash, but many children ages 5-8 still ride in an adult-sized safety belt or are unrestrained.
- Child safety seat misuse continues to exceed 90%, according to data obtained during safety seat inspection clinics conducted throughout the State.

Other Partnering Agencies:

- Utah Department of Transportation
- Emergency Medical Services for Children

- Utah Department of Education
- Safe Kids Utah
- Primary Children’s Medical Center Child Advocacy Program
- Utah Safety Council
- Utah Highway Patrol
- Utah Department of Health
- Local health departments and a widespread group of safety advocates

Occupant Protection Projects

OP130401 SAFE KIDS UTAH CAMPAIGN COORDINATOR (KRISTY)
FUNDING SOURCE 402
FUNDING YEAR ONGOING

The leading cause of death in Utah for children ages 1-14 years continues to be unintentional injury. The mission of Safe Kids Utah is to make Utah a safer place for children by preventing injuries and deaths through raising community awareness, influencing policies, promoting safety, and establishing private/public partnerships. While the coalition’s target areas include poisonings, falls, suffocation, fire, and drowning/submersion, its primary focus continues to be the prevention of motor vehicle injuries. The leading cause of death for ages 1-14 is motor vehicle crashes, and from 2006-2010, each year an average of 23 were killed and 278 hospitalized. This has a large emotional impact on families and the community, and there is also a monetary impact. Hospitalization charges were over \$4 million in 2010 and emergency room charges were approximately \$6 million for this age group.

Project funding will be used to help support a Utah Department of Health staff member who will oversee the Safe Kids Utah program which includes 14 local chapters and coalitions. The coordinator will spend at least 75% of her time on activities related to highway safety issues that include child passenger safety, bicycle and pedestrian safety, seat belt use, and back-overs. The funded position is dedicated specifically to this continuing highway safety project.

OP130402 CLICK IT OR TICKET STEP SUPPORT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Motor vehicle crashes are a leading cause of death for people in Utah and across the United States. Further impact is felt when estimating Utah’s economic loss due to crashes, which was \$1.6 billion in 2010. Seat belts reduce the risk of injury and death by about 70 percent when used correctly, according to the National Highway Traffic Safety Administration. In fact, in 2010, unbuckled motorists were 31 times more likely to die than buckled motorists involved in crashes on Utah’s roadways. Still, more than 300,000 Utah motorists still fail to regularly wear their seat belts. Research has shown that many people who continue to ride unprotected are risk takers, young, male, nighttime motorists, or are child passengers in vehicles driven by an unbuckled adult. High-visibility enforcement has proven to be effective in changing behavior and increasing seat belt usage among non-users.

The goal of this project is to incorporate enforcement activities into the State’s educational efforts and conduct an effective high-visibility campaign that aims to increase the number of motorists who buckle up. 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 2012 and May-June 2013. Short enforcement periods will also occur during specific holiday periods, such as Easter weekend and in July. Special emphasis will be placed on areas of the State where the Safety Belt Observational Survey was conducted which coincides with 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.

OP130403 SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)
FUNDING SOURCE 402
PROGRAM YEAR ONGOING

Since 1986, the Utah Safety Belt Observational Survey has been conducted annually in Utah and samples seat belt use among drivers and front seat passengers. The study is designed to accommodate the probability requirements of the National Highway Traffic Safety Administration (NHTSA) as written in the federal register, as well as the specific needs of the State. The survey is a top priority of the Highway Safety Office (HSO), as the results are reported to the NHTSA and contribute to the national use rate. The survey is also a required element of each state's Highway Safety Plan and the results are used in planning the Highway Safety Program for Utah. The study will be conducted in June 2013 and the results will be provided to NHTSA and made available to the State's traffic safety partners and the public. Funds will be used to contract with a survey coordinator, provide four surveyors and travel, conduct training, and support statistical analysis.

K3130404 CPS FITTING STATION SUPPORT (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR FOURTH

In 2010, 86.7% of child crash occupants ages 0 to 1 and 80% of ages 2-4 were in a child safety seat. Sadly, only 38.3% of 5-8 year-olds who were involved in crashes were restrained in a child safety seat or booster, and approximately 90% of all car seats inspected are installed incorrectly. 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.

The goal of this project is to increase the proper and consistent use of child safety seats by supporting and advertising the State's fitting stations and increasing the number of stations around the State where parents can receive instruction on how to use their child's safety seat. The objectives are to provide supplies such as child seats and teaching materials to the fitting stations and to provide training opportunities to fitting station personnel. Scholarships may be provided to fitting station coordinators and volunteers who would like to attend in-state conferences, CEU activities, CPS Technician Trainings, and updates. Some fitting stations will acquire program income through the sale of low cost child safety seats. All income will be monitored and reprogrammed to continue activities directly related to the program.

OP130405 UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 402/405
PROGRAM YEAR ONGOING

This project will support various programs being conducted by the Utah Safety Council which include Utah Network of Employers for Traffic Safety (NETS) program, Buckle Up For Love, and Alive at 25.

The purpose of NETS is to engage employers to improve the safety and health of employees and their families by preventing traffic crashes that occur both on and off the job by implementing safety policies and providing workplace training and programs. In 2010, a Utah motor vehicle crash occurred every 10 minutes, a person was injured every 24 minutes and a person was killed every 34 hours. Many of these incidents occur during the workday or during the commute to and from work and these

traffic injuries and fatalities cost employers nationwide approximately \$125 billion yearly. Motor vehicle crashes are the leading cause of death on the job and about three workers die each day in traffic related incidents.

Buckle Up For Love works to increase education, awareness and usage of child restraints as well as Utah's occupant protection and booster seat laws. Of the 8,632 Utah children ages 0-9 involved in a crash, 985 children were injured and 7 were killed. Many of these injuries and deaths may have been prevented had the children involved been properly restrained at the time of the crash. The program offers free car seat inspections and educational resources to the public as well as providing a means for individuals who observe an unrestrained or improperly restrained child in a motor vehicle to report the incident. Owners of reported vehicles are sent life-saving information regarding the importance of child safety restraints and other child traffic safety information.

The purpose of the Alive at 25 program is to reduce the number of traffic fatalities and crashes amongst Utah drivers 15-24 years of age by focusing on the attitudes and behaviors that affect young drivers and prepare them to deal with dangerous driving habits and situations. In 2010, Utah drivers in this age group represented 19% of all licensed drivers in Utah, yet were involved in 42% of all motor vehicle crashes. Young drivers were involved in 20,548 motor vehicle crashes resulting in 9,700 injured persons, and 80 fatalities. Young drivers age 15-24 years are 1.8 times more likely than other drivers to be involved in a crash. Although the number of young driver crashes has continually decreased in the past several years, education must continue in order to continue saving lives. This 4-hour course was developed by the National Safety Council for young people aged 15-24 to help them choose safe driving practices, be aware of driving hazards, understand how their decisions affect others, how to be in control of the vehicle and the importance of personal responsibility behind the wheel.

The program will be administered by the Utah Safety Council. 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.

K2130406 OCCUPANT PROTECTION TRAINING & SUPPORT (KRISTY)
FUNDING SOURCE 405/2011
PROGRAM YEAR ONGOING

In 2011, Utah reported a safety belt use rate of 89.2%. While the majority of the State's motorists buckle up, restraint use among occupants killed in crashes in 2010 was only 51.0%. 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. Despite the higher safety belt use rate in 2011, an upcoming change in survey methodology will report usage rates from many of the State's rural counties and subsequently lower the overall statewide usage rate.

The goal of the project is to increase the proper and consistent use of child safety seats, safety belts and air bags on Utah roads. The project will work to provide education, training, and resources in an effort to decrease motor vehicle-related death and injury through increased use of safety restraints. This project will support the Click It Club elementary school-based program, the *Click It or Ticket* Campaign, child passenger safety technician program and training, the State's new occupant protection website, rural seat belt use, Saved By The Belt program, safety restraint elements of the HSO's sports marketing program, and other related activities.

K3130407 PCMC SPECIAL NEEDS CHILD PASSENGER SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 2011
PROGRAM YEAR ONGOING

Primary Children's Medical Center (PCMC) serves as the main resource and contact for Utah families who need assistance with transportation of children with special healthcare needs. PCMC provides and manages the State's only child passenger safety hotline with follow-up consultations to assist families with any passenger safety related needs. In addition, the staff assists the HSO with other occupant protection projects and activities around the State.

PCMC treats hundreds of children yearly with special healthcare needs and those who are injured as the result of a motor vehicle crash or from other injury causes. Often these children require assistance with car seats and special needs car seats. PCMC's child passenger safety technicians educate the families of these children and others from the community and provide resources to make sure that all kids ride safely. Staff members also assist health departments and other hospitals with training and products to serve their clients as well. They help families residing across the entire State as one of the few children's hospitals in Utah. Funding will be used to support staff time to operate the hotline, conduct training, and oversee the fitting station. In addition, funds will be used to purchase child safety seats and the very costly special needs car seats and assist needy families burdened with countless medical bills.

K3130408 TRAINING COORDINATOR CONTRACT (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR THIRD

In 2010, 8,632 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 hover around 90%. In addition, parents are still confused about "The 4 Steps" of child passenger safety. The Child Passenger Safety (CPS) Program continues to be an essential piece of Utah's overall Occupant Protection program, as it provides statewide resources and guidance aimed at increasing the proper and consistent use of child safety seats, safety belts and air bags.

This project will fund a Occupant Protection Training Coordinator whose primary responsibility is to oversee and coordinate all child passenger safety (CPS) and occupant protection training courses and related activities on behalf of the HSO, and in close coordination with the Occupant Protection Program Manager. 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.

K3130410 SALT LAKE COUNTY CPS PROGRAM (KRISTY)
FUNDING SOURCE 405
PROJECT YEAR SECOND

Motor vehicle crashes are the 5th highest cause of injury deaths in Salt Lake County which houses 37% of the State's population. According to the Utah Department of Health, in 2009, the rate of emergency room (ED) visits (66.8 per 10,000 people) and the hospitalization rate (6/10,000) for motor vehicle crashes in Salt Lake County were higher than the State averages (ED 60.9 & hospitalization 4.7), and 14 small areas in the county have higher rates of ED visits than the State average. According to HSO data, only 65 percent of kids in crashes were properly restrained in a car seat and only 61.7 percent of kids ages 5-8 were restrained in an age appropriate booster. Further, underserved populations have unique problems specific to motor vehicle safety, based on linguistic and cultural norms. In 2010, 17% of the population in the county was of Hispanic/Latino origin. The laws on traffic safety are often times hard for these populations to understand, and inadequate information can result in more fatalities, traffic offenses and life altering results.

This intent of this project is to decrease child motor vehicle related fatalities and injuries caused by improper use of child restraints. Planned strategies include the following: maintaining a child passenger safety work group to coordinate efforts in the Salt Lake County fitting stations, educating parents/ caregivers on traffic and child passenger safety, expanding a permanent car seat recycling program to get old and unsafe car seats out of the market, and working with HSO to implement traffic safety media campaigns. Special focus will be placed on conducting events and teaching classes in underserved, uninsured, and disenfranchised communities. Funding will be used to support a part-time project coordinator. Without this funding, the program would be drastically reduced and limited. In addition, 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 or purchase additional car seats or supplies.

K2130411 **RURAL SEAT BELT PROGRAM (KRISTY)**
FUNDING SOURCE **405**
PROGRAM YEAR **FIRST**



For more than a decade, Utah's seat belt program has focused much of its resources on the State's more urban counties which house approximately 85 percent of the population. The success of these efforts has resulted in an increase in seat belt use from 66.7 percent in 1998 to 89.2 percent in 2011. For the next decade, more attention will be given to the State's rural and frontier areas. With changes in the statewide seat belt observational survey, Utah will now be conducting the study in 17 counties, 13 of which are rural. While this will surely lower our overall seat belt usage rate, it will also help develop an effective program that targets the State's low belt use areas.

Crash data from 2010 indicates that while urban areas had a higher rate of total crashes per vehicle mile traveled, rural areas had a higher rate of fatal crashes per vehicle mile traveled. Crashes occurring in rural areas were 2.9 times more likely to result in a death than crashes in urban areas. In addition, occupants in rural crashes were 1.8 times more likely to be unrestrained than occupants in urban crashes. This project will work to develop a comprehensive and effective program that is designed to increase seat belt use among rural motorists. This will be a multi-year project that includes all elements of program planning and will utilize the Positive Community Norming model. Initially, the program will be piloted in three selected communities for at least two years. It will then be pushed statewide after the program elements have proven to be effective in increasing seat belt usage.

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. The troopers interact with the public on a broad array of traffic safety issues with special focus on seat belt and child safety seat use, using tools such as the Seat Belt Convincer to provide opportunities for critical interventions regarding high-risk behavior on the roads.

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



Through a collaborative partnership under the umbrella of the *Zero Fatalities* program, a State clearinghouse for occupant protection information at www.clickitutah.com has been launched. The website includes content for all ages, including educational materials, training opportunities, and information about State and local programs. The site provides insight into Utah’s occupant protection laws and offers a compilation of frequently asked questions. The creative elements developed for the site, *Click It Utah* and *Saved By The Belt* are being used to brand the program, bringing more attention to the issue of safety restraints for all motorists in Utah.

INFORMATIONAL	SUSTAINED SEAT BELT LAW 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. Using a data-driven approach to identify high crash areas, monthly saturation patrols are used across the State and often incorporate a higher focus on crash hotspots.

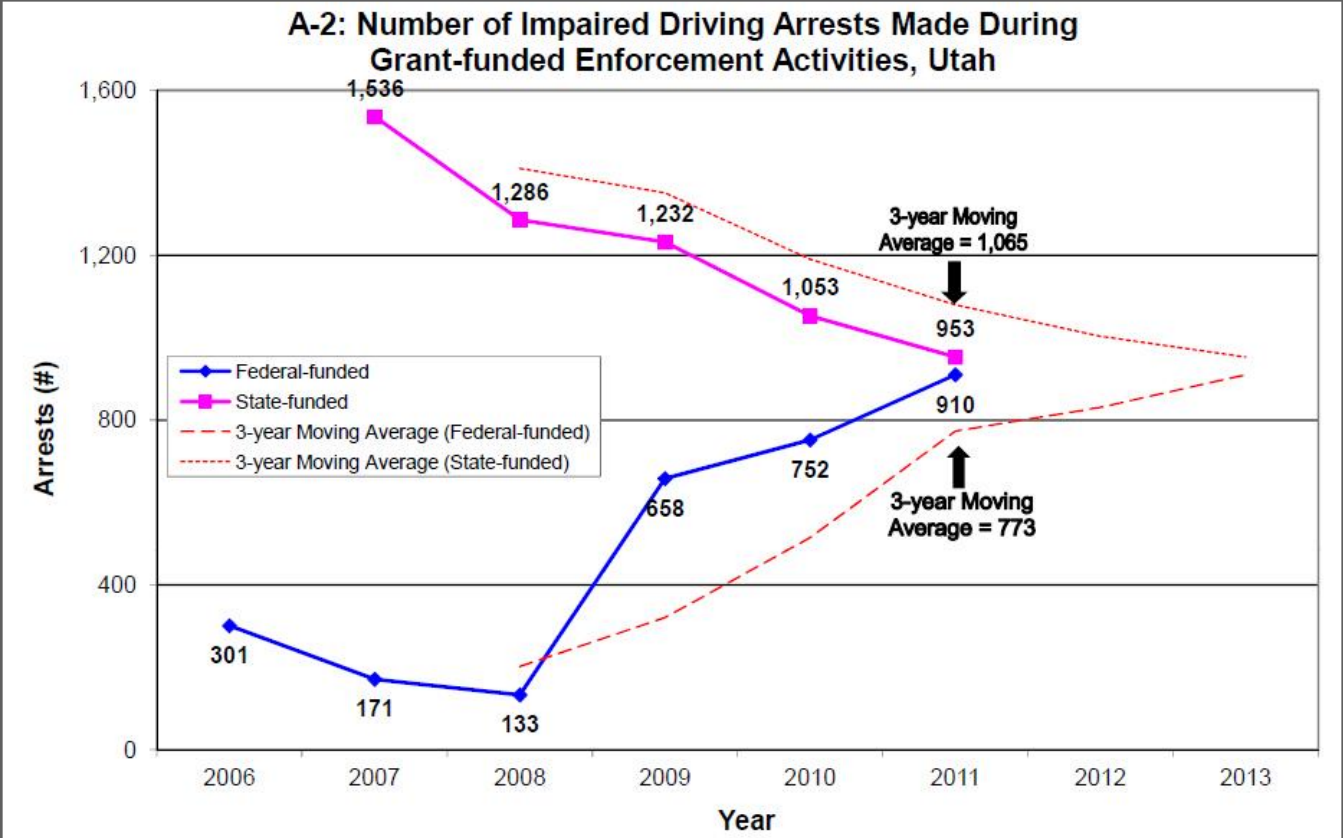


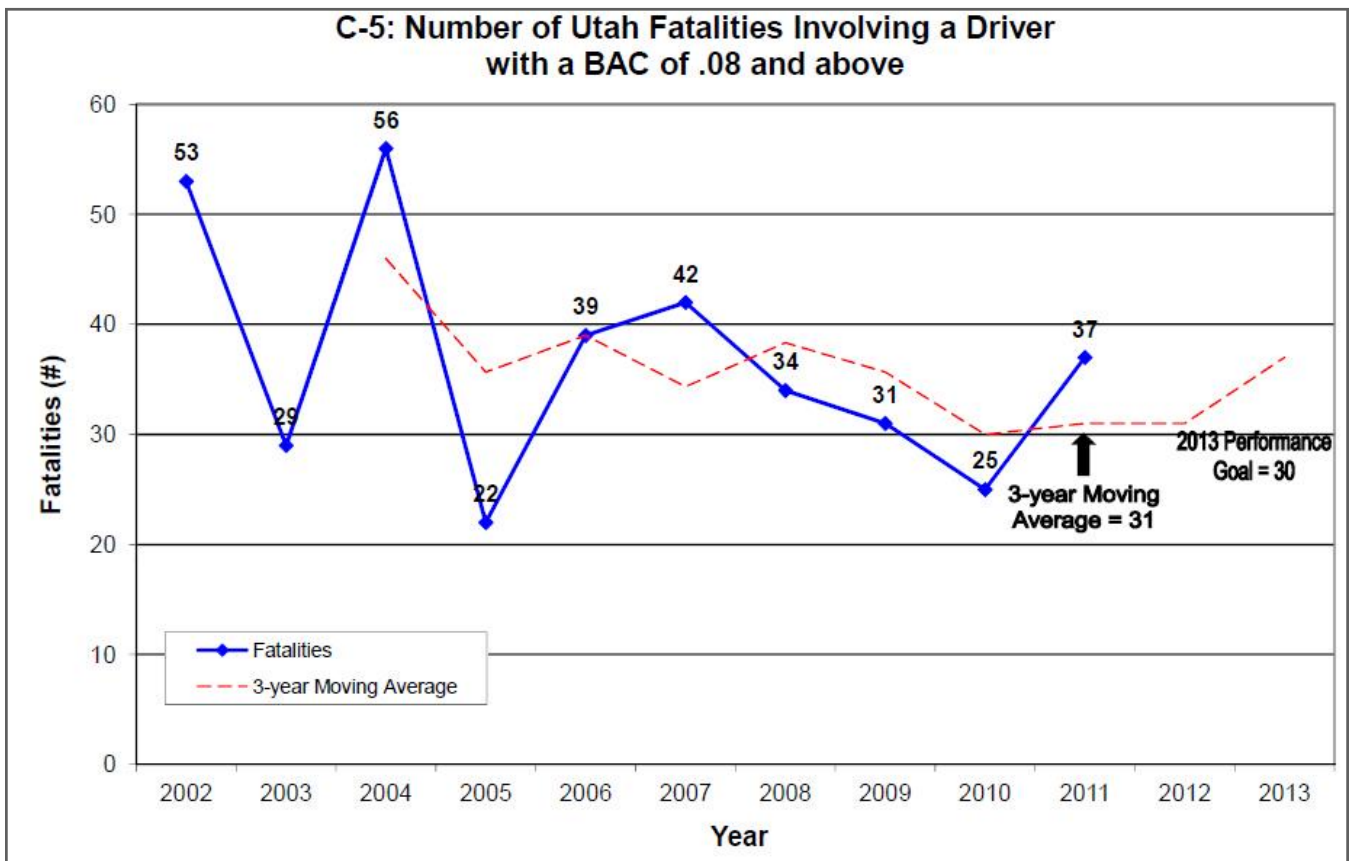
Performance Goal:

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

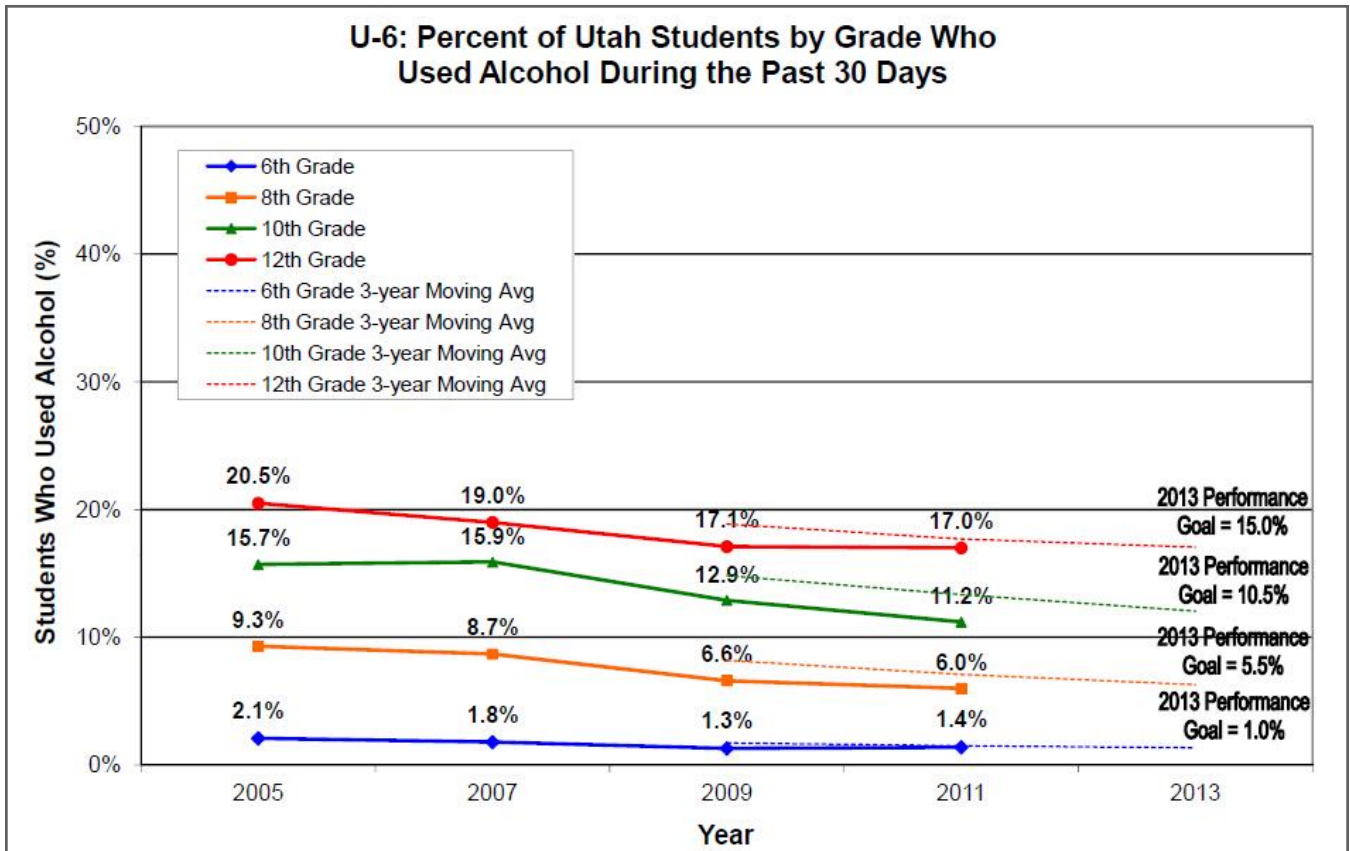
Annual Performance Targets:

- Reduce the upward swing in the number of fatalities involving a driver with a BAC of .08 or higher to 30 in CY2013.
- Increase the number of DUI arrests made during State-funded overtime enforcement shifts to 1048.
- Reduce the percent of students by grade who used alcohol within the past 30 days to 1% for 6th grade, 5.5% for 8th grade, 10.5% for 10th grade and 15% for 12th grade in CY2013.
- Reduce the alcohol impaired crash rate per 100 million vehicle miles traveled to 6.0 in CY2013.
- Increase the number of grant-funded DUI checkpoints to 30 in CY2013.
- Reduce the rate of Utah fatalities involving alcohol-impaired drivers per 100 million vehicle miles traveled to 0.085 in CY2013.

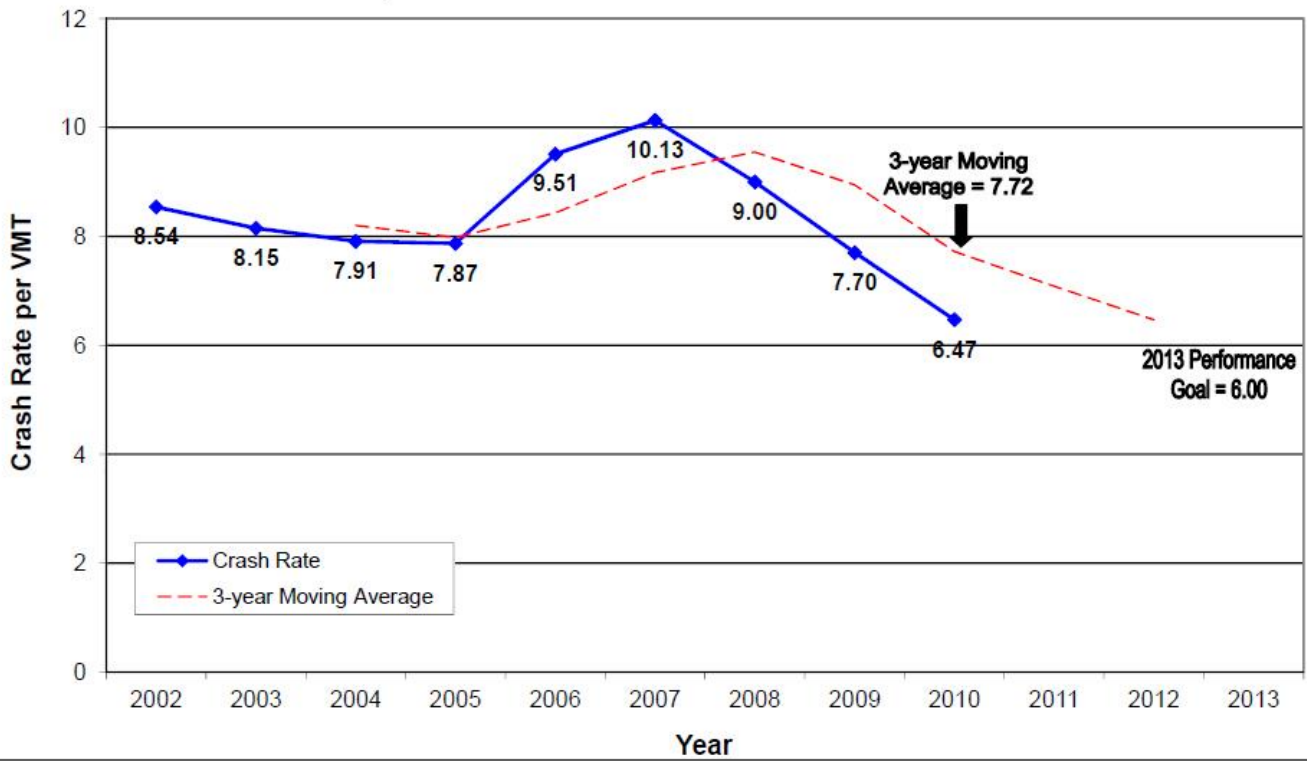




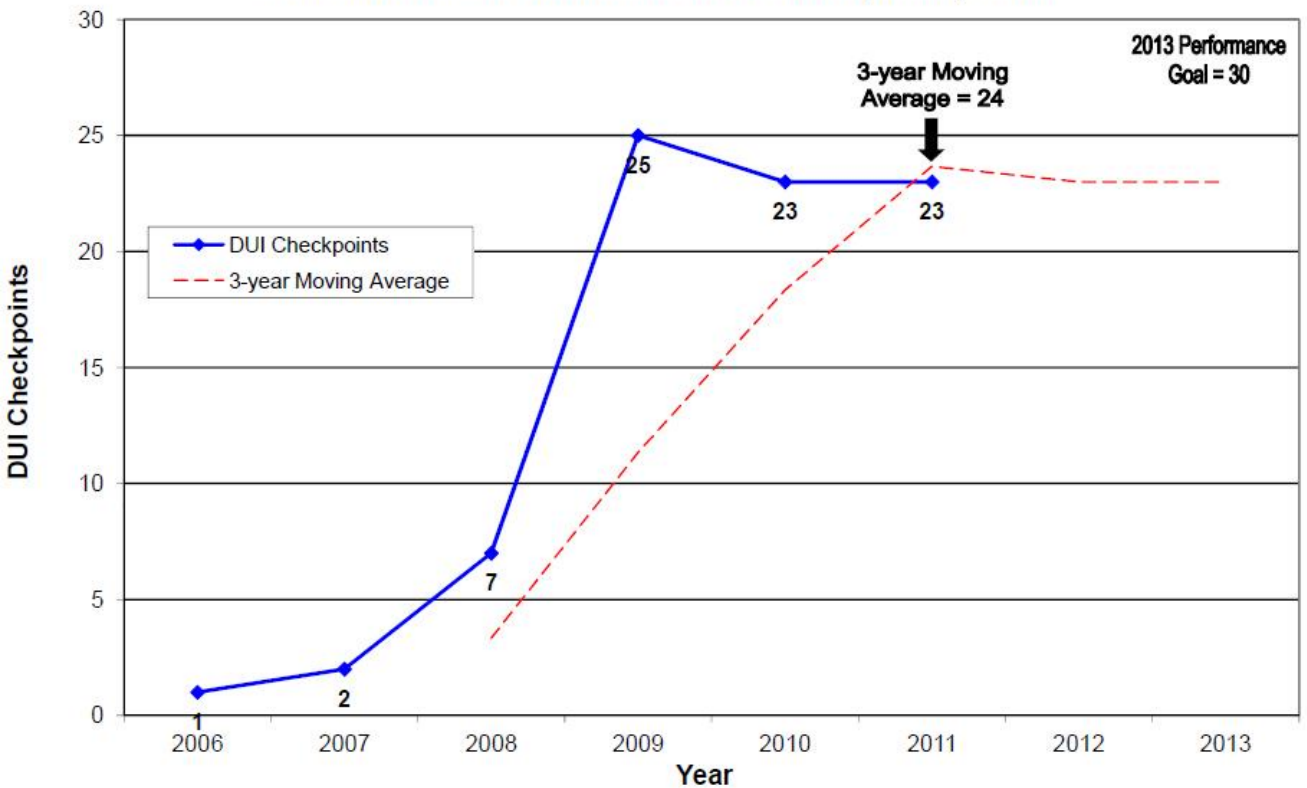
Note: Chart C-5 represents actual numbers and does not reflect NHTSA's imputation model.

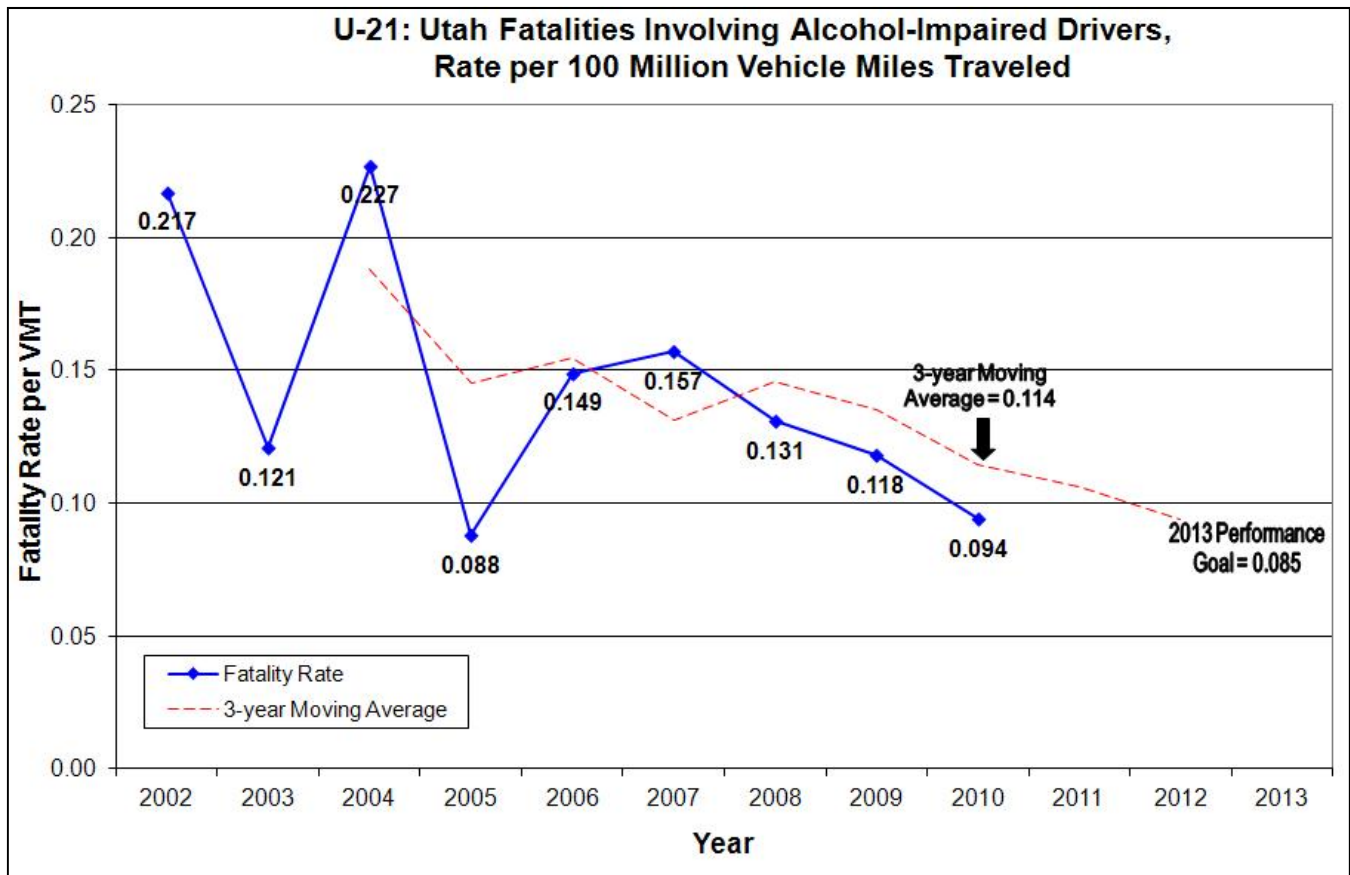


U-7: Utah Alcohol-Impaired Overall Crash Rate per 100 Million Vehicle Miles Traveled



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





Action Plan:

- Conduct DUI enforcement mobilizations and provide overtime shift funding in conjunction with “Drive Sober or get Pulled Over” national media campaigns.
- Support the Youth Alcohol and Drug Enforcement Task Forces, comprised of multiple local law enforcement agencies, to reduce alcohol- and drug-related crashes and fatalities among minors.
- Continue collaborative efforts with high schools, college campuses, coalitions and 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, prosecutors and justice courts regarding prosecution for impaired driving and other traffic-safety-related violations.
- Support active DUI Courts to reduce the impaired driving recidivism rate.

Justification for Each Performance Target:

- Targets C-5 and A-2 are part of the NHTSA/GHSA core measures for state highway safety offices.
- Utah desires to continue fighting impaired drivers and related crashes on Utah roadways.
- Positive community and socio norming media and enforcement programs need years of sustained visibility (checkpoints and media) to show the desired effect.

Other Partnering Agencies:

- Other Utah Department of Public Safety agencies, including the Utah Highway Patrol, Driver License Division, and the State Bureau of Investigation
- The Utah Prosecution Council and the Attorney General’s Office
- Colleges and universities statewide
- Utah Department of Alcoholic Beverage Control
- Utah Department of Human Services, Division of Substance Abuse and Mental Health
- Mothers Against Drunk Drivers (MADD)
- A wide range of student and youth groups and organizations

Alcohol Projects

K8130301 **YOUTH SUPPORT (TERI/JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

In 2011, there were 667 (Not-a-Drop) arrests for youth offenders under the age of 21 years, 7% of people arrested for DUI last year were under the age of 21, and alcohol continues to be available to the underage drinker. In alcohol-related crashes in 2010, there were 98 property damage crashes involving youth under the age of 21 years, 98 youth involved in injury crashes, and 3 youth that were in fatal crashes. While statewide efforts to reduce underage drinking have made progress and are trending downward, there is still work to be done in this area. This program creates partnerships with statewide peer leadership groups that involve high school students in activities and campaigns that focus on underage drinking and impaired driving resistance. It provides funding to support a traffic safety component focusing on youth and parents at the Utah Council for Crime Prevention Conference and The First Lady's Parenting Conference and Expo, Chiefs and Sheriff's Conferences, training and seminars focusing on educating the community about underage drinking and its consequences.

K8130302 **ALCOHOL PROGRAMS PUBLIC INFORMATION AND EDUCATION (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

DUI remains a crime that is frequently committed and Utah's law enforcement agencies arrested over 13,000 people suspected of DUI in 2011. Significant elements for the prevention of impaired driving and underage drinking are public awareness and education. This project provides funding for many impaired driving and underage drinking public information and education efforts throughout the State. This awareness and education project will support law enforcement agencies' aggressive enforcement of DUI. Funding for seminars, community events, conferences and training will help sustain community awareness to help reduce impaired driving and underage drinking.

K8130303 **STATEWIDE DRE, ARIDE AND PHLEBOTOMY PROGRAM (TED)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Law enforcement officers in Utah remain committed to combating the issues dealing with drunk and impaired driving along with underage drinking, and the important tools include drug recognition training, field sobriety training and phlebotomy programs. 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.

K8130304 **SIP/TRACE AND YOUTH ALCOHOL SUPPRESSION (JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Restaurants and bars are the most visible locations that serve alcohol for on-site consumption in the State, but special events like concerts and raves, held at all-age venues, offer alcohol, too. 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.

K8130305 DUI ENFORCEMENT, CHECKPOINTS AND EQUIPMENT (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

While Utah continues to have the lowest alcohol-related fatality rate in the nation due to the sustained efforts of law enforcement, traffic safety advocates and community pressure, there were over 13,000 people arrested for DUI of alcohol or drugs in 2011. Of those, 59% were in the 21-36 year old demographic, there were 667 Not a Drop arrests for youth offenders under the age of 21, and alcohol-impaired driver crashes were 3 1/2 times more likely to be fatal than other crashes. This project provides funding for DUI overtime enforcement shifts for saturation patrols, enforcement equipment, supplies and specifically DUI checkpoints during targeted holiday or special event enforcement efforts. This effort helps provide communities throughout Utah with the resources to sustain the statewide, high-visibility enforcement needed to eliminate impaired driving.

K8130306 DUI COURT DAVIS COUNTY (TERI)
FUNDING SOURCE 410
PROJECT YEAR THIRD

The Davis County Felony DUI Court project aims to make offenders accountable for their actions, bring about behavioral change that ends DUI recidivism, and stops the abuse of alcohol. Over the past several years, the Davis County Attorney's Office has experienced 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 intervention being offered. This court offers offenders a program with a treatment process, frequent visits before the judge and random, regular chemical testing. The goal is to make the offender substance free, reducing the offender's recidivism rate and, in turn changing behavior.

K8130307 DUI COURT RIVERDALE (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

In 2011, the Riverdale Justice Court processed 63 DUI cases, an average of over 5 misdemeanor DUI cases each month. Of those offenders, 12 elected to enter into the DUI Court's assistance program. Since the DUI Court started in 2005, 106 participants entered into the DUI Court's program, 62 have graduated and 22 were unsuccessful in following the program. Of the 62 graduates, 12 have re-offended with new alcohol and/or drug charges. This 20% recidivism rate compares very favorably to the 50% rate for non-participating DUI offenders. This project seeks to enhance the adult misdemeanor DUI court that is currently in operation. The mission of the DUI court is to increase community safety

through an interdisciplinary approach that reduces recidivism and promotes individual responsibility and accountability by providing treatment, supervision, and judicial oversight.

K8130308 **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. To help ensure that DUIs and other traffic-related charges are prosecuted most effectively, the TSRP will provide training and support to both law enforcement agencies and prosecutors throughout the State. The TSRP will maintain working relationships with law enforcement agencies and work to improve communication with officers about legislative and case law updates. By maximizing the effectiveness of law enforcement’s handling of DUIs, from arrest to prosecution, and promoting effective prosecution of other traffic law violations, the TSRP’s efforts will help remove at-risk drivers from Utah’s roadways.

K8130309 **WATCH IT IN WASATCH, OVER THE LIMIT, UNDER ARREST (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **THIRD**

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.

K8130310 **SANDY CITY YOUTH ALCOHOL TASK FORCE (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130311 **LOGAN YOUTH ALCOHOL TASK FORCE (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated

areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130312 **HEBER YOUTH ALCOHOL COALITION (JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130313 **UNIVERSITY OF UTAH CAMPUS COALITION (JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130314 **UNIFIED PD YOUTH ALCOHOL TASK FORCE (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130315 **DIXIE STATE COLLEGE CAMPUS COALITION (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130316 **UTAH STATE UNIVERSITY CAMPUS COALITION (JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130317 **UTAH VALLEY UNIVERSITY CAMPUS COALITION (JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

K8130318 **SALT LAKE COMMUNITY COLLEGE CAMPUS COALITION (JILL)**
FUNDING SOURCE **410**
PROJECT YEAR **FIRST**



Law enforcement agencies face significant challenges in responding to calls or effectively addressing large or numerous underage drinking parties at residences, parks, campgrounds and other isolated areas, or provide ongoing surveillance at liquor stores, grocery and convenience stores to ensure youth are not trying to get adults to buy alcohol for them. With assistance from the Highway Safety Office, they will be able to specifically target underage drinking and impaired driving. This project will provides funding to law enforcement agencies and school, university and youth-based organizations to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

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



Each year over 10,000 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 most recent SHARP (Student Health and Risk Prevention) surveys, about 10% of 12th grade students who used alcohol continue to report 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 **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 2011, over 13,000 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 **YOUTH ALCOHOL/DRUG ENFORCEMENT TASK FORCES (TERI)**
FUNDING SOURCE **OJJ**
PROJECT YEAR **ONGOING**



While underage drinking gatherings frequently occur in private homes, they also occur anywhere teens think they can drink alcohol undetected - canyons, campgrounds, parks and other isolated areas. Regular patrols can face significant challenges in responding to calls and effectively addressing large or numerous underage drinking gatherings. Dedicated Youth Alcohol and Drug Enforcement Task Forces throughout the State enable jurisdictions large, small, combined and alone to target underage drinking activity in their communities. There are currently 21 task forces that are actively

enforcing underage drinking laws in cities, counties, and State parks throughout the State. By preventing and dispersing underage drinking gatherings and activities, these task forces help reduce impaired driving and underage drinking throughout Utah.

INFORMATIONAL **USE ONLY AS DIRECTED (CCJJ)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



The HSO has partnered with the “Use Only as Directed” public awareness and education campaign funded through the Utah Commission on Criminal and Juvenile Justice (CCJJ), stressing the dangers of driving while under the influence of prescription drugs. Driving under the influence of alcohol and/or drugs, both illicit and prescription is not only dangerous, it’s illegal. The goal of the campaign is to bring awareness to this emerging issue and stop impaired driving throughout Utah, whether caused by drugs and/or alcohol.

INFORMATIONAL **WE ID (PETILOS)**
FUNDING SOURCE **N/A**
PROJECT YEAR **N/A**



The Utah Department of Alcoholic Beverage Control (DABC) has launched their *We ID* campaign, a non-subtle message to underage customers that they will be asked for ID if attempting to purchase alcohol in the State-run liquor stores. This program works to eliminate access to alcohol by minors.



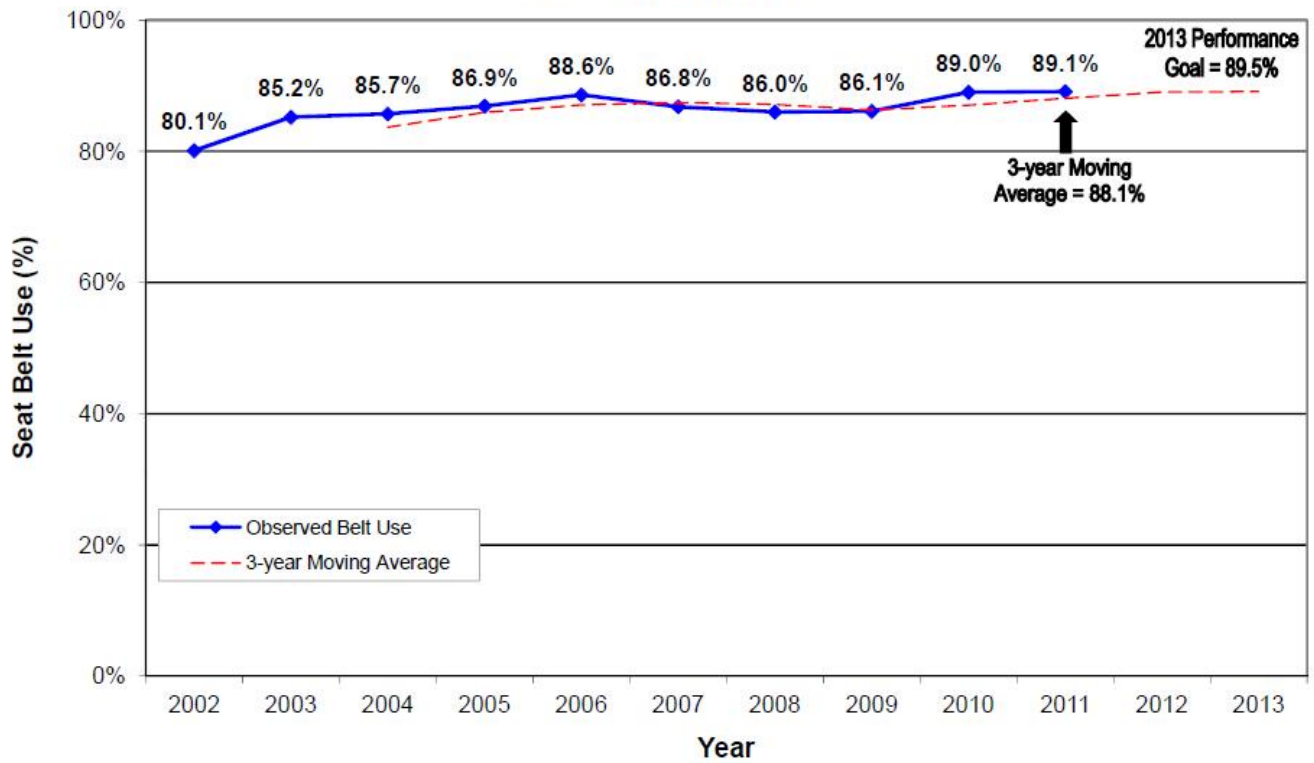
Performance Goal:

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

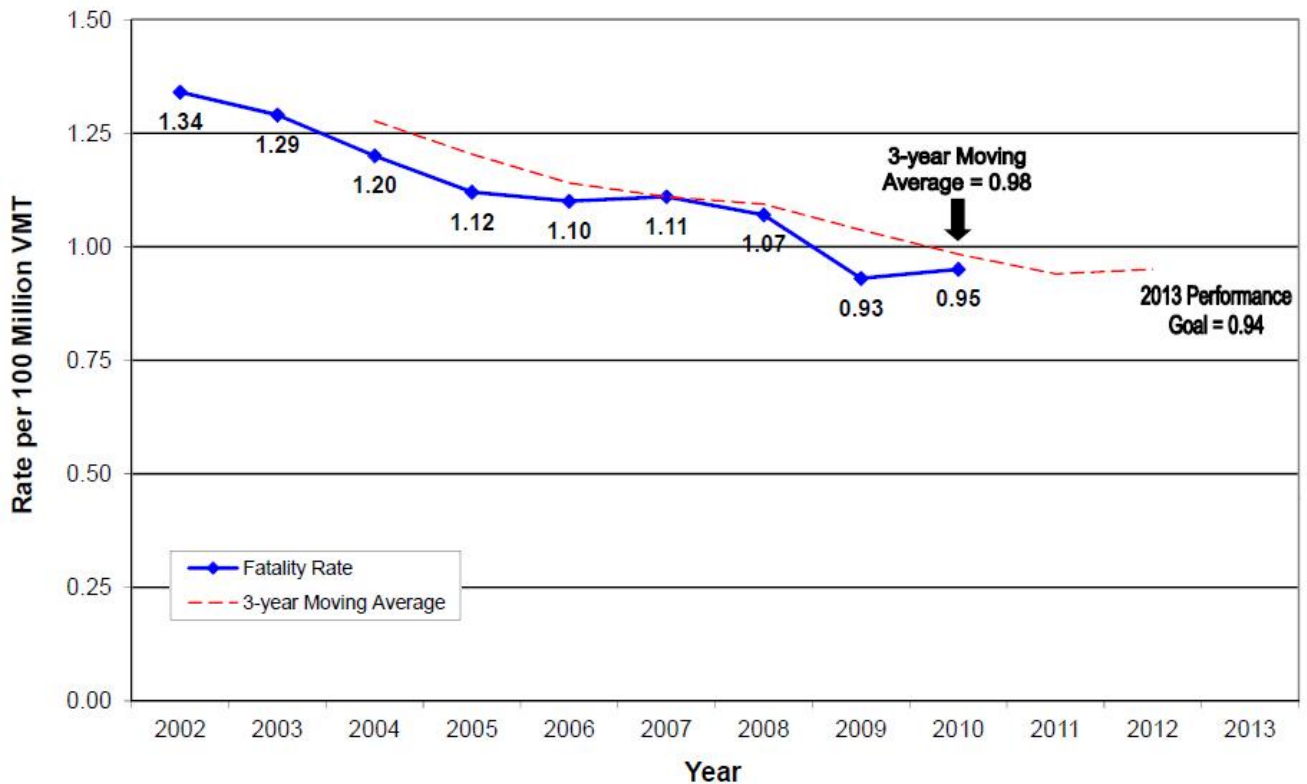
Annual Performance Targets:

- Continue the favorable downward trend in the overall motor vehicle crash fatalities rate to 0.94 in CY2013.
- Continue the favorable downward trend in the motor vehicle crash fatalities rate in rural areas to 1.58 in CY2013.
- Continue the favorable downward trend in the motor vehicle crash fatalities rate in urban areas to 0.60 in CY2013.
- Maintain seat belt usage above 85% in CY2013.
- Continue the favorable upward trend of children ages 0-8 involved in a traffic crash using a child safety seat to 70% in CY2013.
- Reduce the urban pedestrian/bicycle crash rate per 10,000 population to 6.0 in CY2013.
- Reduce the rural pedestrian/bicycle crash rate per 10,000 population to 3.2 in CY2013.
- Reduce the rate of teen driver crashes per 1,000 licensed drivers to 65 in CY2013.
- Continue the downward trend in the alcohol impaired crash rate per 100 million miles traveled to 6.0 in CY2013.
- Reduce the percentage of Utah traffic deaths involving a person of Hispanic decent to 10% in CY2013.
- Increase the percentage of Utah traffic deaths for ages 10-19 who were restrained to 50% in CY2013.
- 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 90% for ages 0-1, 82% for ages 2-4 and 42% for ages 5-8 in CY2013.

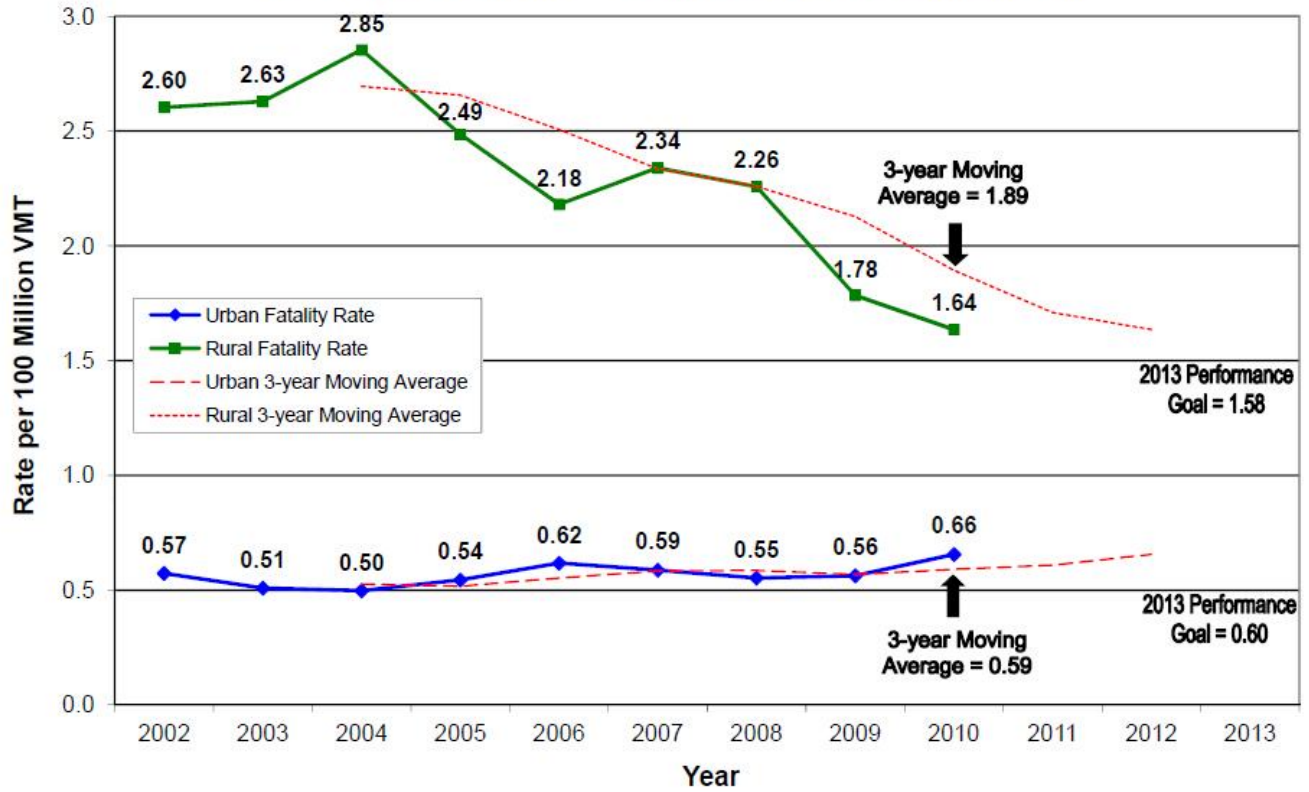
B-1: Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles



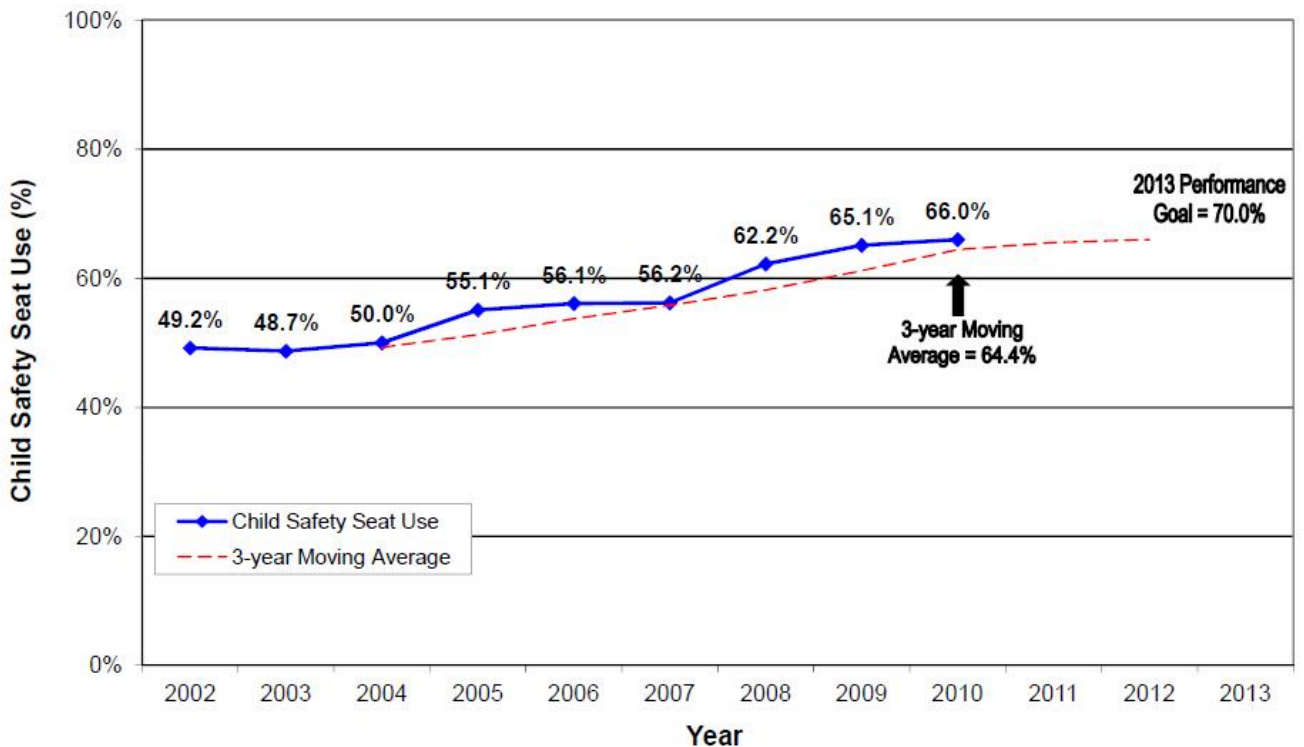
C-3: Utah Total Fatality Rate per 100 Million VMT



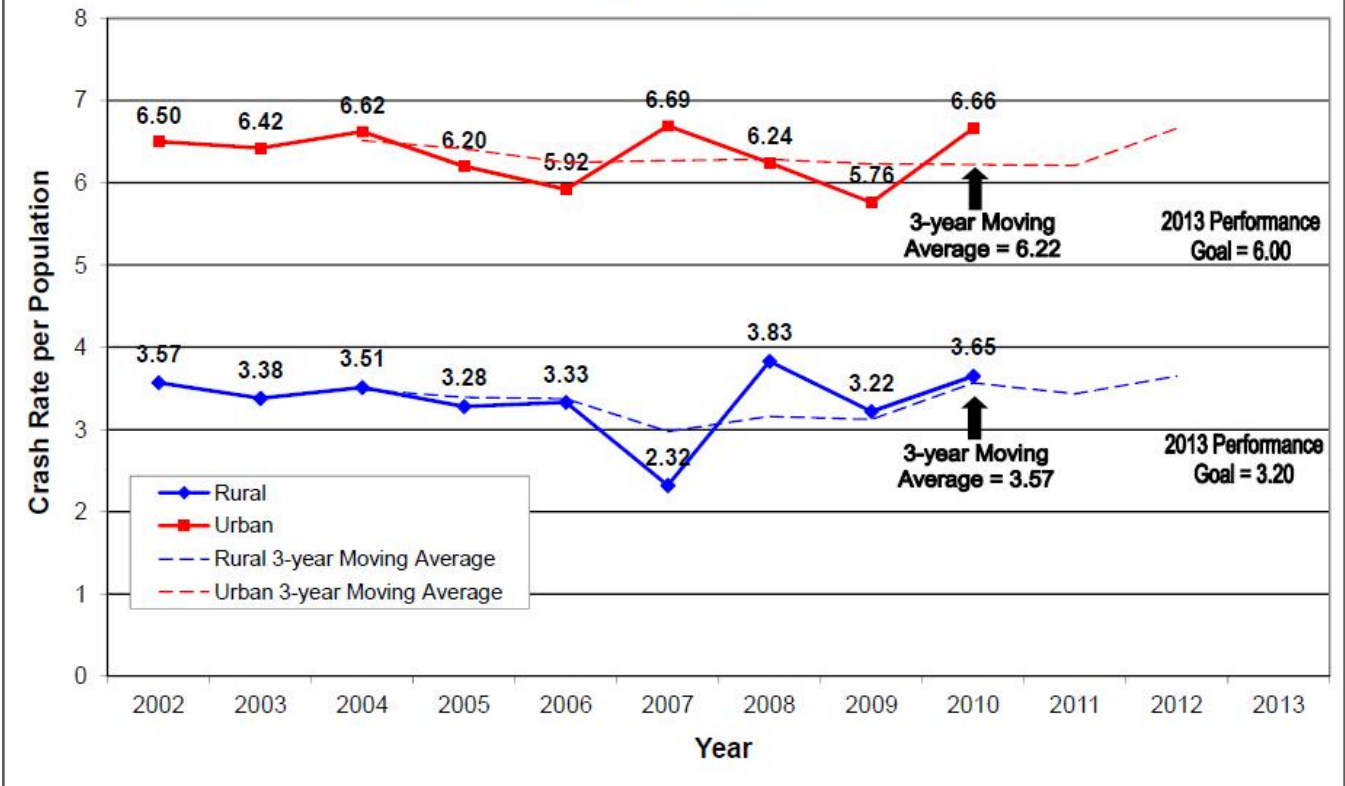
C-3a: Utah Urban/Rural Fatality Rate per 100 Million VMT



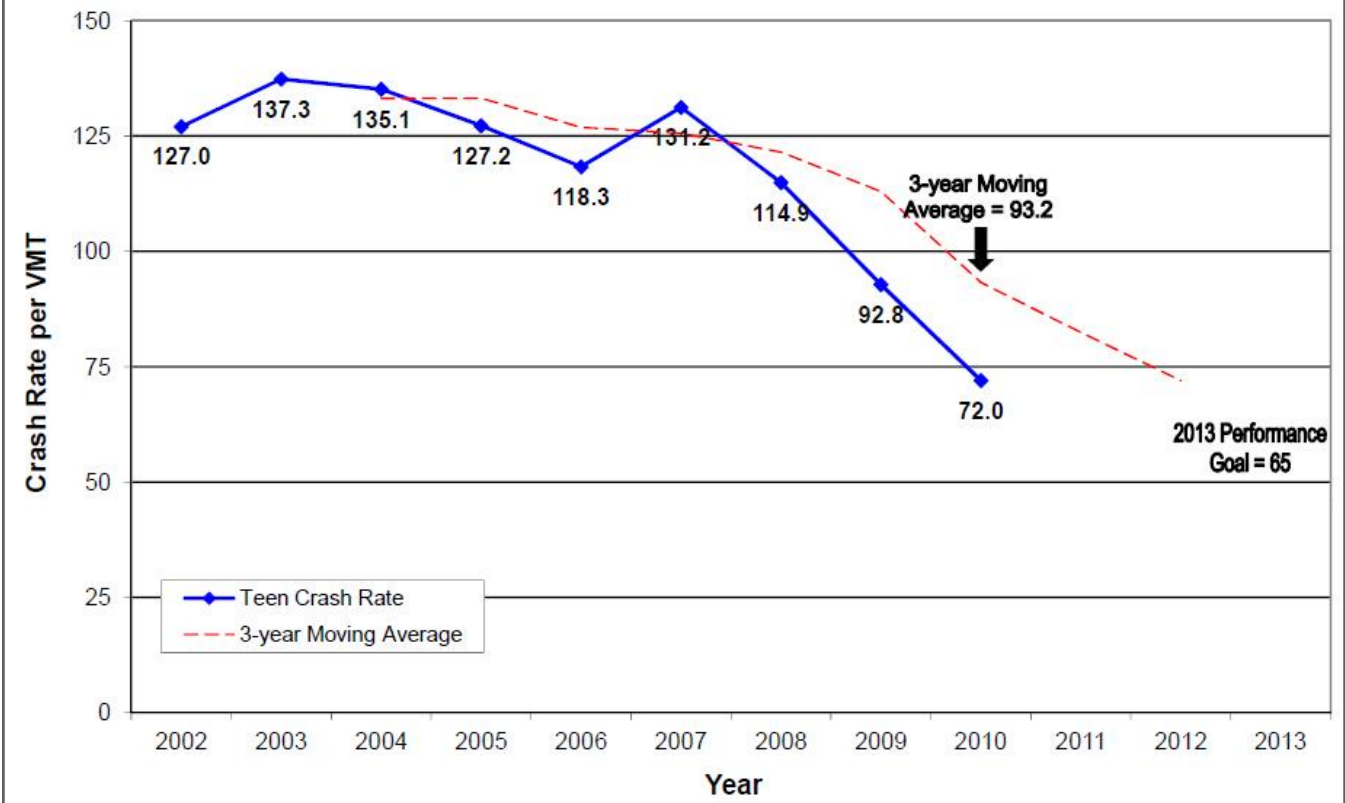
U-2: Utah Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes



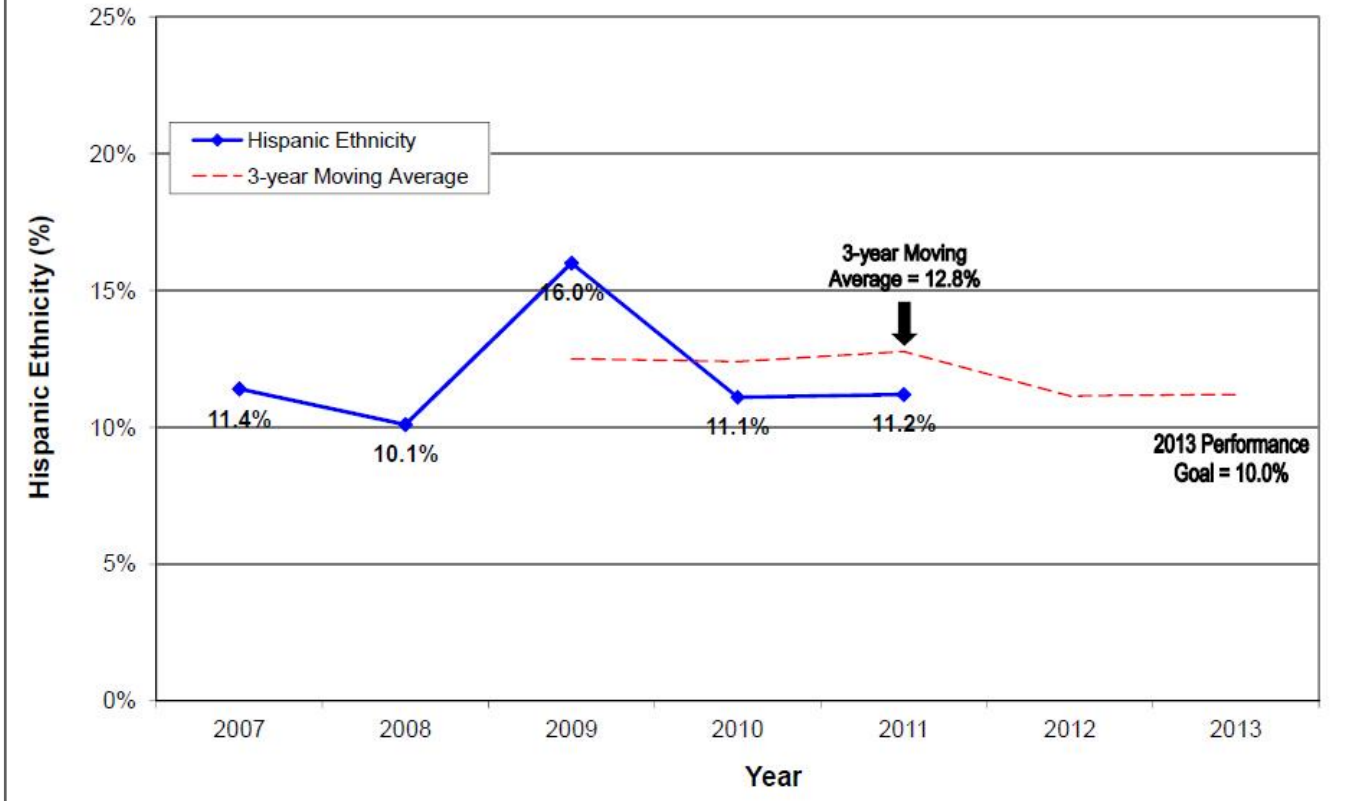
U-3: Bicycle/Pedestrian Crash Rate per 10,000 Population, Rural vs. Urban



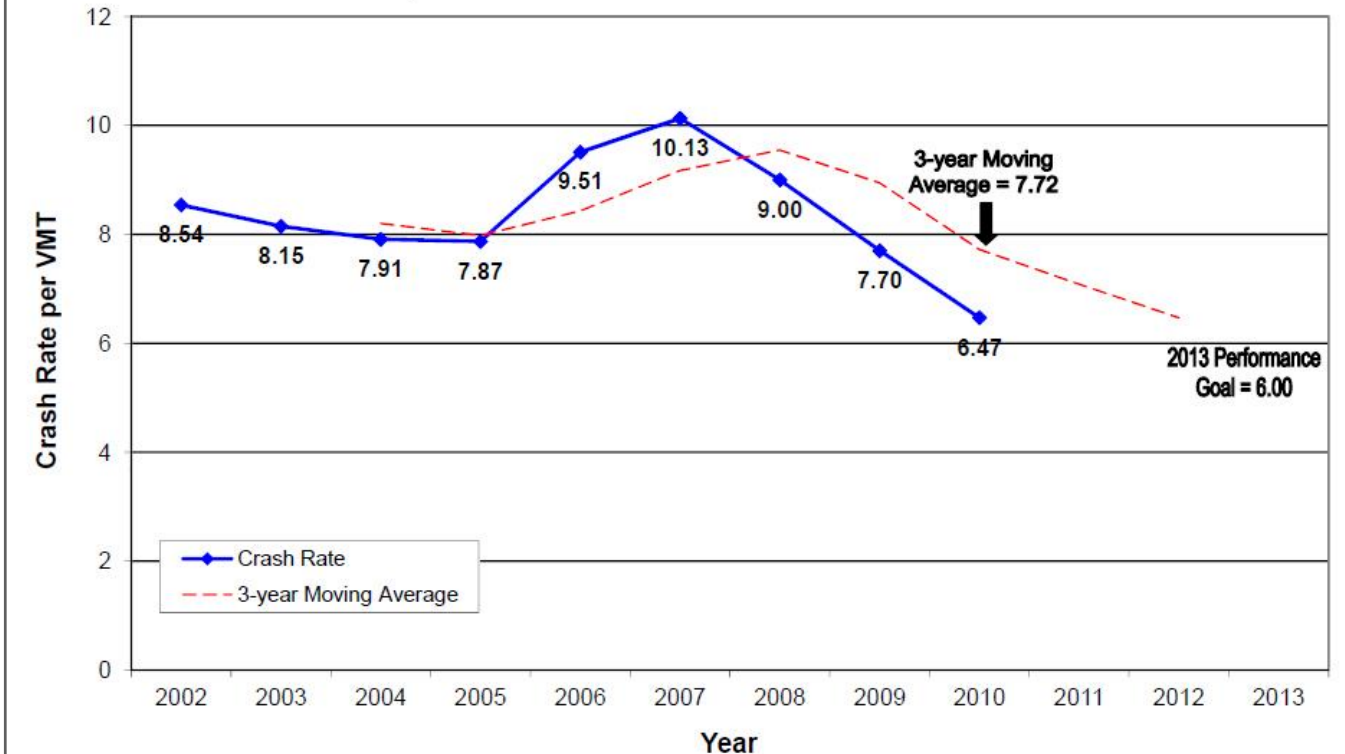
U-4: Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers



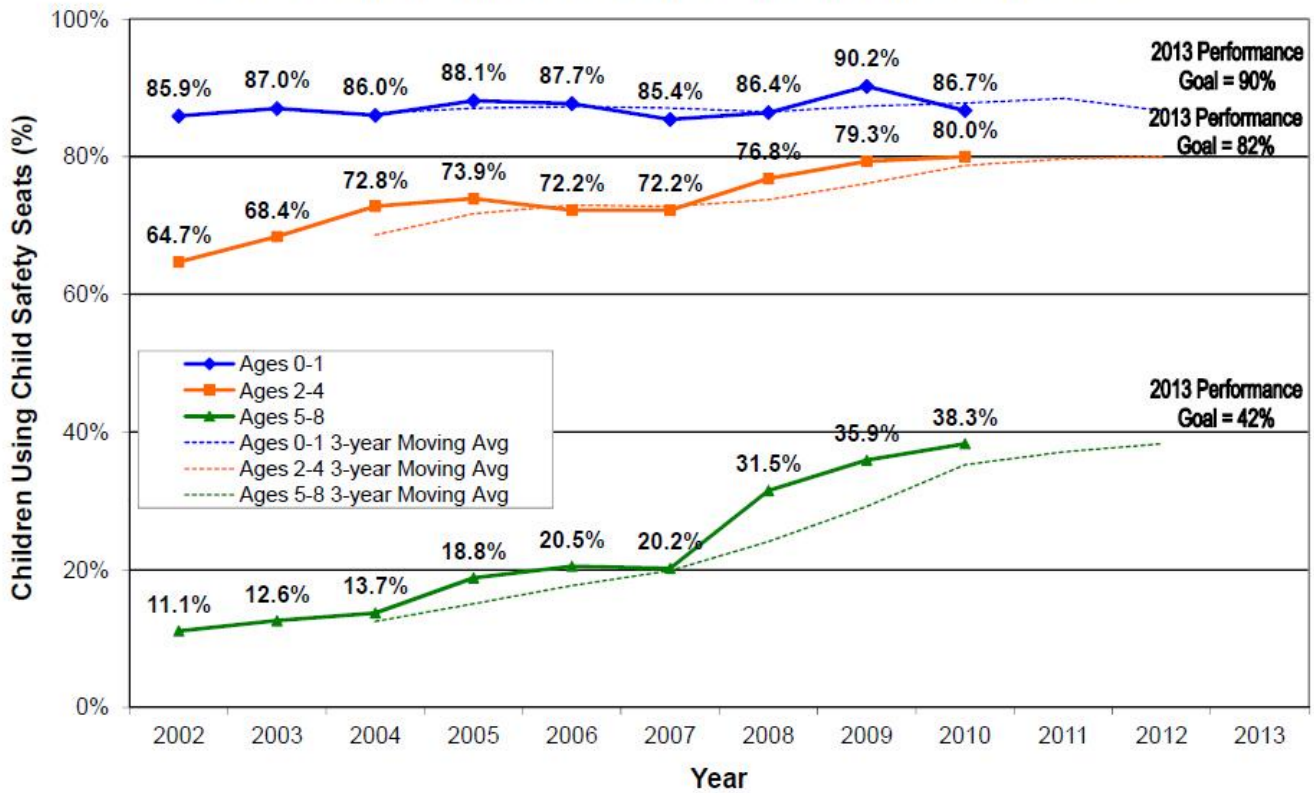
U-5: Percent of Utah Deaths to People With Hispanic Ethnicity



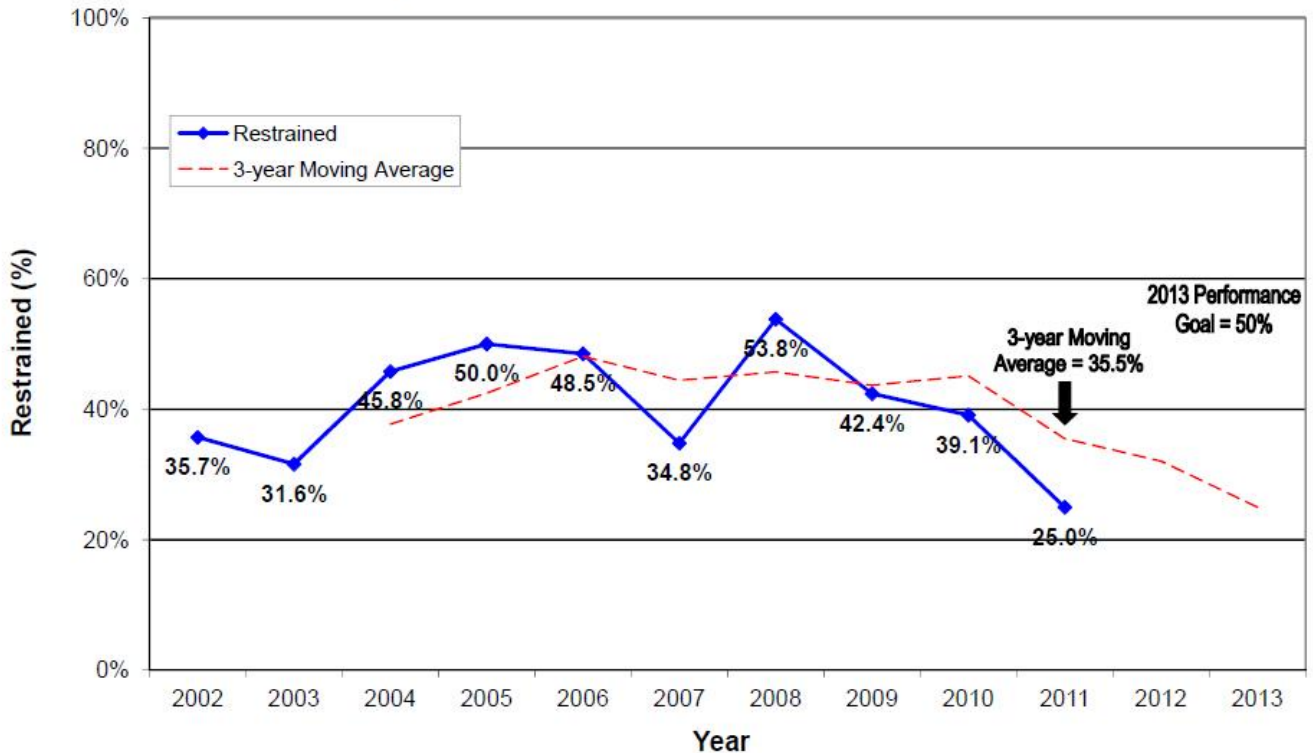
U-7: Utah Alcohol-Impaired Overall Crash Rate per 100 Million Vehicle Miles Traveled



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:

- 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 for 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.

Justification for Each Performance Target:

- Targets B-1, C-3 and C-3a are part of the NHTSA/GHSA core measures for state highway safety offices.
- 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 in areas the HSO finds difficult to reach.
- The Community Traffic Safety Program allows additional outreach to the rural areas of Utah.

Other Partnering Agencies:

- Colleges and universities
- Utah Department of Transportation
- Local health agencies
- Utah Department of Health

Community Traffic Safety Projects

CP130201 DAVIS COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

According to 2011 U.S. Census data, Davis County’s population continues its decade long growth trend, its 311,800 residents making it the third most populous county in Utah. Because it is located just north of Salt Lake City within the densely urban Wasatch Front, traffic safety is an important issue in the county. The narrow transportation thoroughway between the Great Salt Lake and the Wasatch Mountains means Davis County hosts thousands of commuters and travelers each day on roadways through the county as they travel north and south in the State. This large transient traffic component has the side effect of increasing traffic safety issues on local roads as the high level of commuter traffic on major roads causes residents to use local roads to avoid traffic gridlock. 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.

CP130202 TRI-COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Tri-County Health District serves Duchesne, Uintah and Daggett Counties. The combined population of these counties is 53,207 and they are located in the northeastern part of the State. This frontier area offers a combination of open land and mountain ranges with most of its roads being two-lane with speed limits of 55mph or more, and a large portion of the area is land on the Uintah and

Ouray Ute Indian Reservation. Recently, permits to drill for over 3700 gas wells were issued and this oil and gas boom will increase traffic and population in the area. With the lowest self-reported seat belt use in the State, this project will focus on increasing seat belt and child safety seat usage, addressing these through education and outreach activities at various community events. A portion of the grant funding will be utilized to support a project coordinator in the implementation 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.

CP130203 WEBER/MORGAN COUNTIES COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The area served by this project includes very diverse demographics, from the very urban city of Ogden with a population of 82,825, to rural Morgan County with a total population of 9,685. Two major Interstate Freeways, I-15 and I-84, are in this transportation thoroughway between the Great Salt Lake and the Wasatch Mountains. Thousands of commuters and travelers use these freeways and State Roads as they travel within and through these counties. 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 combination of educational and outreach activities throughout the area 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.

CP130204 BEAR RIVER COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Bear River area consists of the rural counties of Cache, Box Elder and Rich and is located in northern Utah, bordering Nevada, Idaho and Wyoming and has a population of 167,292. Surveys conducted by the Bear River Health Department found seat belt usage rates 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, too. To address the low seat belt and child restraint usage rates 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, 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.

CP130205 SUMMIT COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Located just east of the Wasatch Front, Summit County consists of various communities high in the mountains, each different in industry, population and community norms. Observational surveys at North and South Summit high schools indicated seat belt usage rates were only 53% and 75%,

respectively. This project will work to increase seat belt use by targeting middle and elementary schools with educational programs., help form teen traffic safety groups, organize 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.

CP130206 **TOOELE COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The 2010 Utah Crash Summary showed teenagers were in 17% of all crashes in Tooele County. The county is very large in size and stretches from the Wasatch Front to the Nevada border with long stretches of Interstate 80 crossing the Bonneville Salt Flats, and with a population of about 59,000. Occupant protection data from 2010 for children ages 0-8 in crashes in Tooele County indicated that only about 65% 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.

CP130207 **UTAH COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Utah County ranks second in population among counties across the State and faces numerous traffic safety related issues including occupant protection, pedestrian safety, bicycle safety, and impaired driving. This project will work to raise community awareness of these 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.

CP130208 **SOUTHEASTERN UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Data on traffic crashes and hospital stays for the Southeast region of the State shows motor vehicle crashes continue to be a leading cause of death and disability in Carbon, Emery, Grand and San Juan Counties. The Southeast Region covers 18% of the State's geographic area, yet is home to less than 2% of the population. The 2010 Utah Crash Summary indicates that rural crashes were 2.9 times more likely to be fatal than urban crashes. 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.

CP130209 CENTRAL UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Sevier, Wayne, Piute, Juab, Sanpete and Millard Counties are located in the center of Utah, and contain large stretches of Interstate highways and State Roads. According to the Utah Behavioral Risk Factor Surveillance System, seat belt use in the six-county area was 84.4%, the second lowest within the State. In addition, crash data shows the three lowest counties for seat belt use in Utah reside in this region. 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.

CP130210 WASATCH COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Wasatch County is a rural area in northern Utah where the fatal and injury crash rates have often exceeded the State average during the last five years, and its population of 24,417 represents a continued growth rate in this region. Seat belt use rates in Wasatch County stand below the State average, with a recent high school observational survey showing only 66% 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 of 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.

CP130211 SOUTHWEST UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Washington, Iron, Kane, Beaver and Garfield Counties are largely frontier areas, with the urban island of the St. George area an exception. While comprising about 21% of Utah's landmass, the population only represents 8% of the State's residents. These counties located in the southwest area of Utah will conduct activities to help educate teen drivers 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 area. Bicycle, motorcycle, and ATV helmet safety will also be addressed through 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.

CP130213 SAN JUAN TRAFFIC SAFETY COALITION (DEREK)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

San Juan County is the largest county in Utah, bordering Arizona and Colorado, but has a population of only 14,825. Motor vehicle crashes are the leading cause of death among American Indians ages 1-44, which presents a challenge in this county where more than half the population is Native American. The project will work toward decreasing motor vehicle crashes by hosting the annual Four Corners Without Borders Injury Prevention Conference. The Conference brings safety advocates from four states, and Indian Nations, to share ideas, successes, and to plan traffic safety initiatives. This project also conducts outreach activities at local high schools and community events. 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.

CP130214 PERSONNEL (MARK)
FUNDING SOURCE 402/405/410
PROJECT YEAR ONGOING

This project serves as the core funding source for Highway Safety Office 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.

CP130215 PUBLIC AWARENESS EVALUATION AND SURVEY (DEREK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Many of the HSO's traffic safety programs utilize the media to highlight campaigns on vehicle occupant protection, impaired driving prevention, bicyclist and pedestrian safety, motorcycle safety awareness, speed reduction, teen driving and fatigued driving prevention. This project measures which tactics have been successful, and helps identify which campaigns have been successful. With increased emphasis placed on media campaigns as a tool for highway safety behavioral modification projects, it's useful to measure the public's 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.

CP130216 RURAL TRAFFIC SAFETY COORDINATOR (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Utah consists of 29 counties spread over a large geographical area, with the 4 adjoining counties

comprising the Wasatch Front which is home to almost 80% of the State's population. While the majority (75.1%) of all crashes occurred in these four urban counties in 2010, crashes occurring in rural areas were 2.9 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 the project is to assist traffic safety partners in rural Utah communities with reducing the incidence of traffic-related death and injury by increasing the proper and consistent use of safety restraints, reducing impaired and drowsy driving, and promoting traffic safety. The project will fund a Rural Traffic Safety Coordinator who will conduct a wide spectrum of national, State and local traffic safety campaign activities in Utah's rural communities. The staff member 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.

CP130217 PUBLIC INFORMATION AND EDUCATION PROJECT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The goal of the project is to increase awareness of traffic safety issues and provide education, resources and tools to various partners who work to decrease death and injury on Utah's roads. 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 publications, as needed, print and distribute materials to local communities, and provide other resources statewide.

CP130218 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 October 2012. Funds from this project will be used to support the conference by funding meals, A/V equipment, speaker travel needs, lodging, scholarships, conference facility rental, and supplies and materials.

CP130219 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, ongoing support for the electronic grant management system, GEARS, will be funded.

INFORMATIONAL **SPOT SAFETY IMPROVEMENT PROGRAM (TAYLOR)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



The Spot Safety Improvement Program (SSIP) provides for the programming and funding of projects at frequent-crash locations. UDOT has flexibility to use SSIP funds to proactively fix problem locations before a crash history develops, and is often completed by State crews, which can be more cost-effective for simple improvements.

INFORMATIONAL **NETWORK OF EMPLOYERS FOR TRAFFIC SAFETY (HOUGHTON)**
FUNDING SOURCE **DONATIONS**
PROJECT YEAR **N/A**



The Solution: Utah NETS! An effective employee traffic safety program through the Network of Employers for Traffic Safety (NETS) can help control these costs and save lives. The Utah Safety Council, through NETS, works to reduce traffic crashes, the primary cause of lost work time and employee fatalities. Utah NETS helps employers implement well-developed policies, dynamic workplace programs, and community activities, and can help reduce traffic crashes involving workers in your organization.

The workplace is a natural setting for distributing traffic safety messages. As an employer, you can help your employees avoid traffic injuries and deaths, while protecting the bottom line profits of your business. By developing policies, offering incentives, and educating employees, companies can save lives and costs associated with traffic crashes. By increasing traffic safety in your organization, you demonstrate your concern for the well being of each employee and their families.

INFORMATIONAL **UTAH DRIVER EDUCATION PROGRAM**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



Driver education continues to be an integral part of the general education program for Utah high schools. Utah’s driver education program is most often conducted as courses in high schools. The teacher administers the driver education program, tests the person’s skills and physical abilities necessary to drive, and assures the levels of simulator and on-road practice meet State requirements

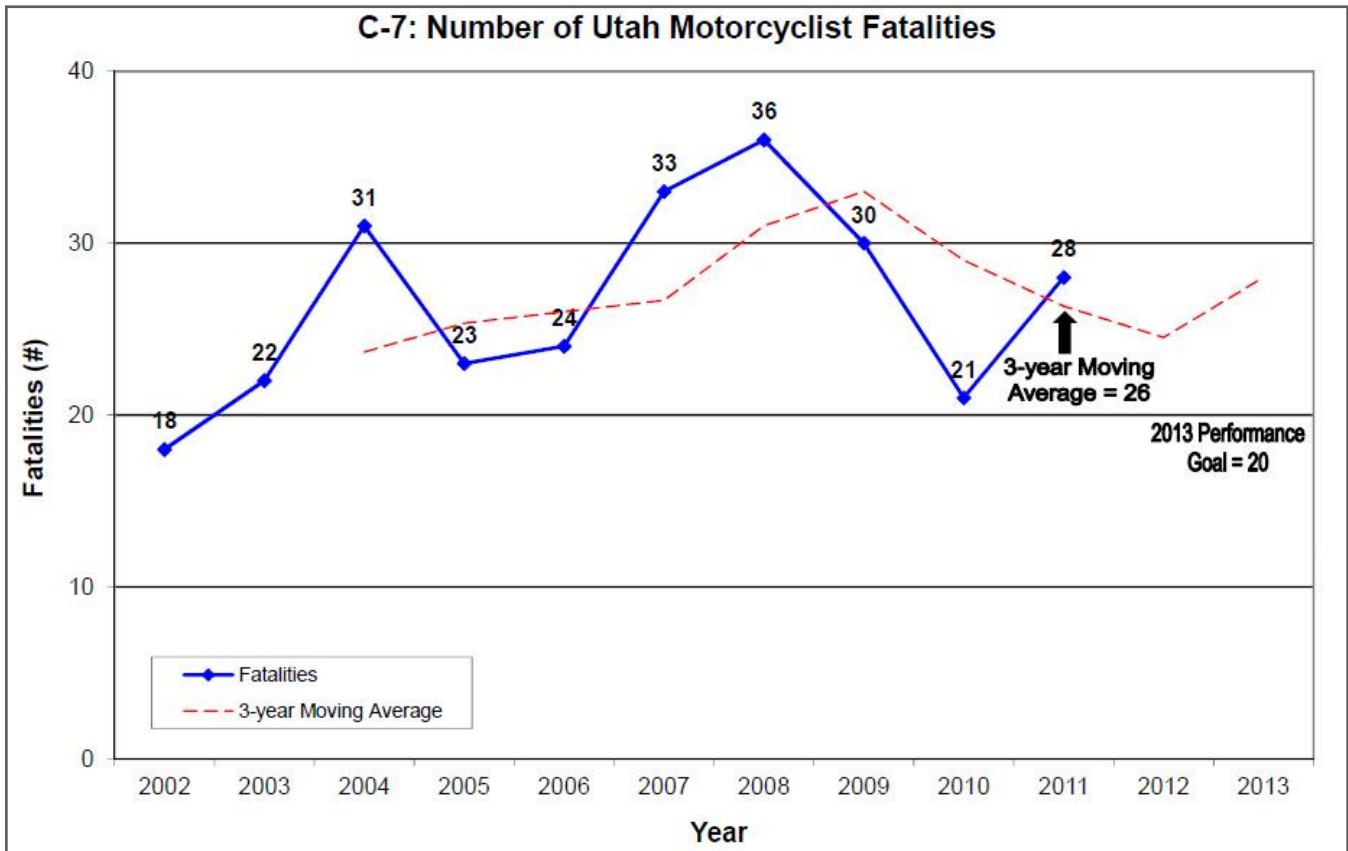


Performance Goal:

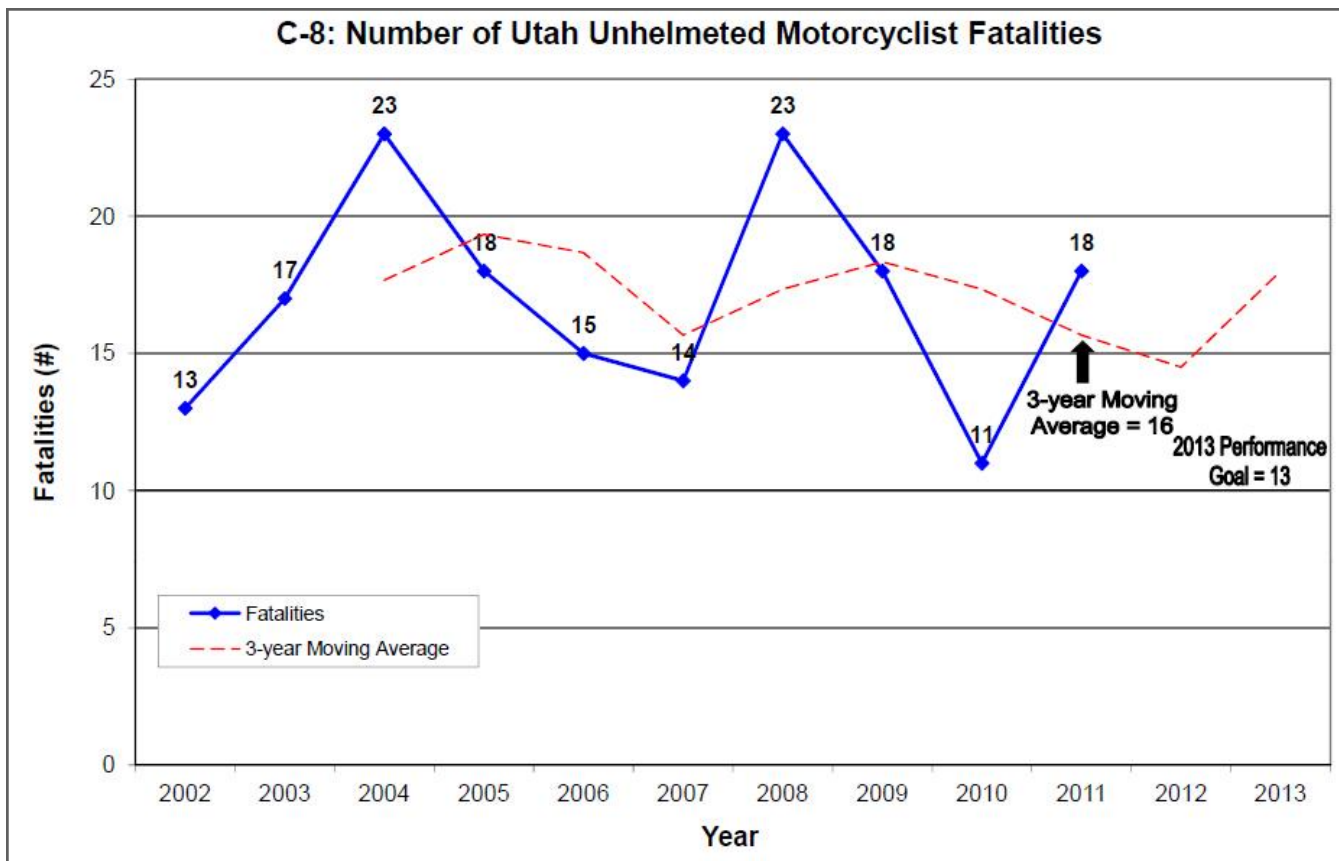
- Support training and educational programs to reduce motorcyclist traffic fatalities.

Annual Performance Targets:

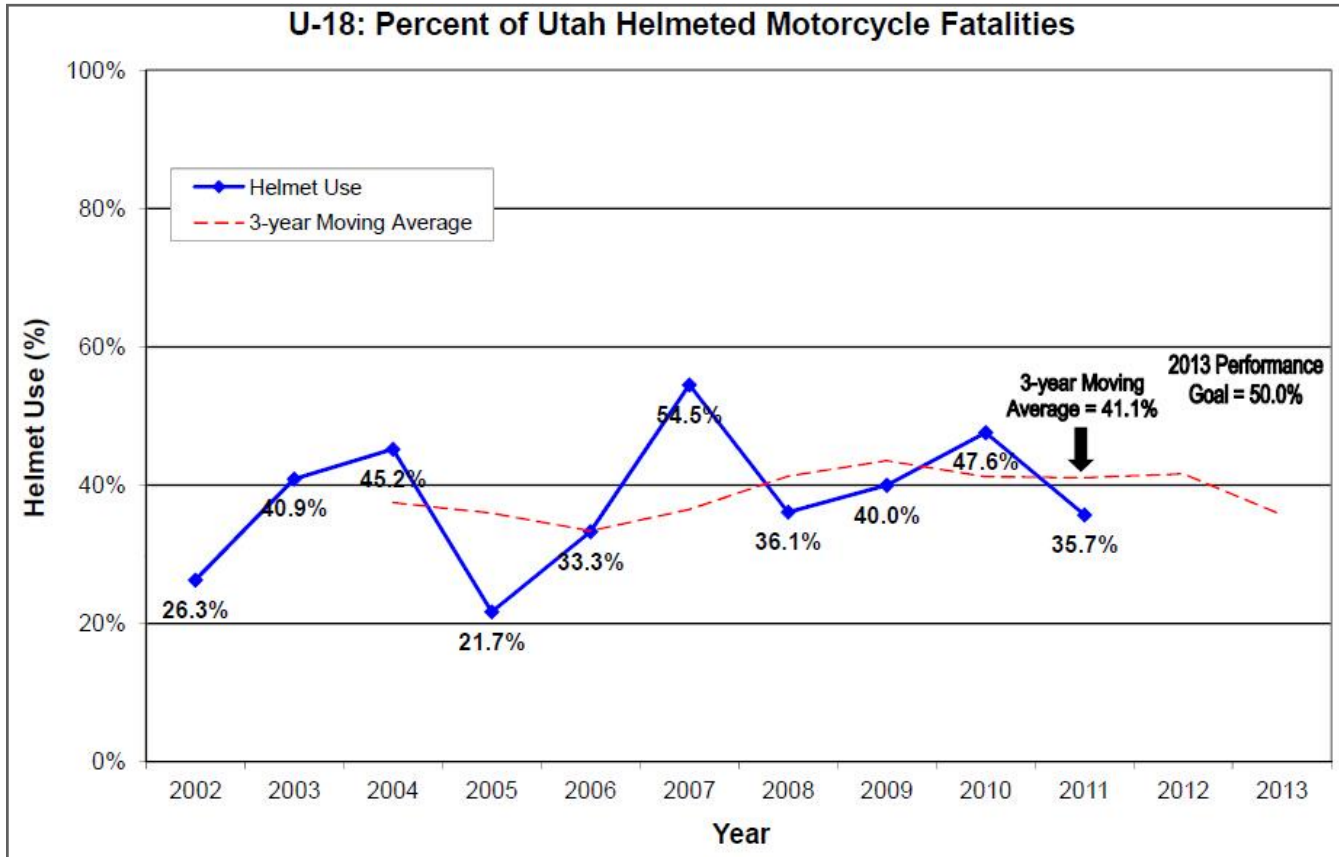
- Continue the downward trend in the number of motorcycle crash fatalities to 20 in CY2013.
- Reduce the number of non-helmeted motorcyclist fatalities to 13 in CY2013.
- Increase the percentage of helmeted motorcycle fatalities to 50% in CY2013.
- Reduce the rate of motorcyclists in Utah crashes to 14 per 1,000 registered motorcycles in CY2013.

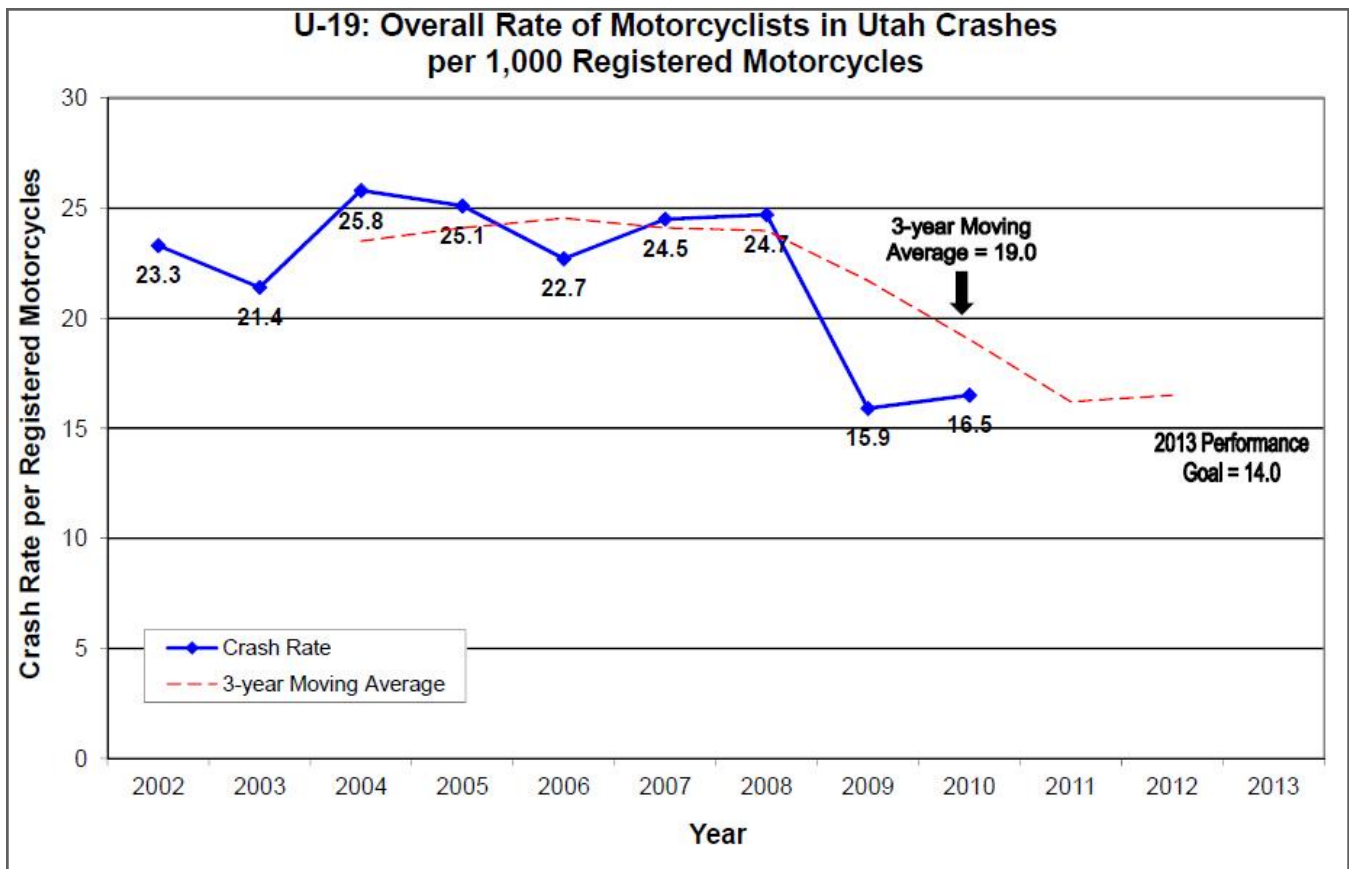


C-8: Number of Utah Unhelmeted Motorcyclist Fatalities



U-18: Percent of Utah Helmeted Motorcycle Fatalities





Action Plan:

- Continue to establish branding for the 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.

Justification for Each Performance Target:

- Targets C-7 and C-8 are part of the NHTSA/GHSA core measures for state highway safety offices.
- Motorcycle registrations increased by 30% from January 2011 to January 2012.
- Helmet use is low in fatal motorcycle crashes.
- 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 and the Utah Highway Patrol
- Statewide motorcycle organizations such as ABATE

Motorcycle Safety Projects

MC130901 **MOTORCYCLE SAFETY PI&E (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

With a 30% increase in motorcycle registrations in Utah last year, and the increase in motorcycle fatal crashes, this project aims to increase motorcycle safety awareness by educating motor vehicle drivers and motorcyclists to share the road. Support to requestors will be offered for projects demonstrating motorcycle safety awareness through education, increased law enforcement, or promoting a motorcycle safety awareness campaign. Support will be offered to campaign partners including educational materials, training, overtime shifts for law enforcement, supplies and technical support to motorcycle safety programs and activities which contribute to this program's objectives statewide.

INFORMATIONAL **MOTORCYCLE EDUCATION (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 (ABATE)**
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.

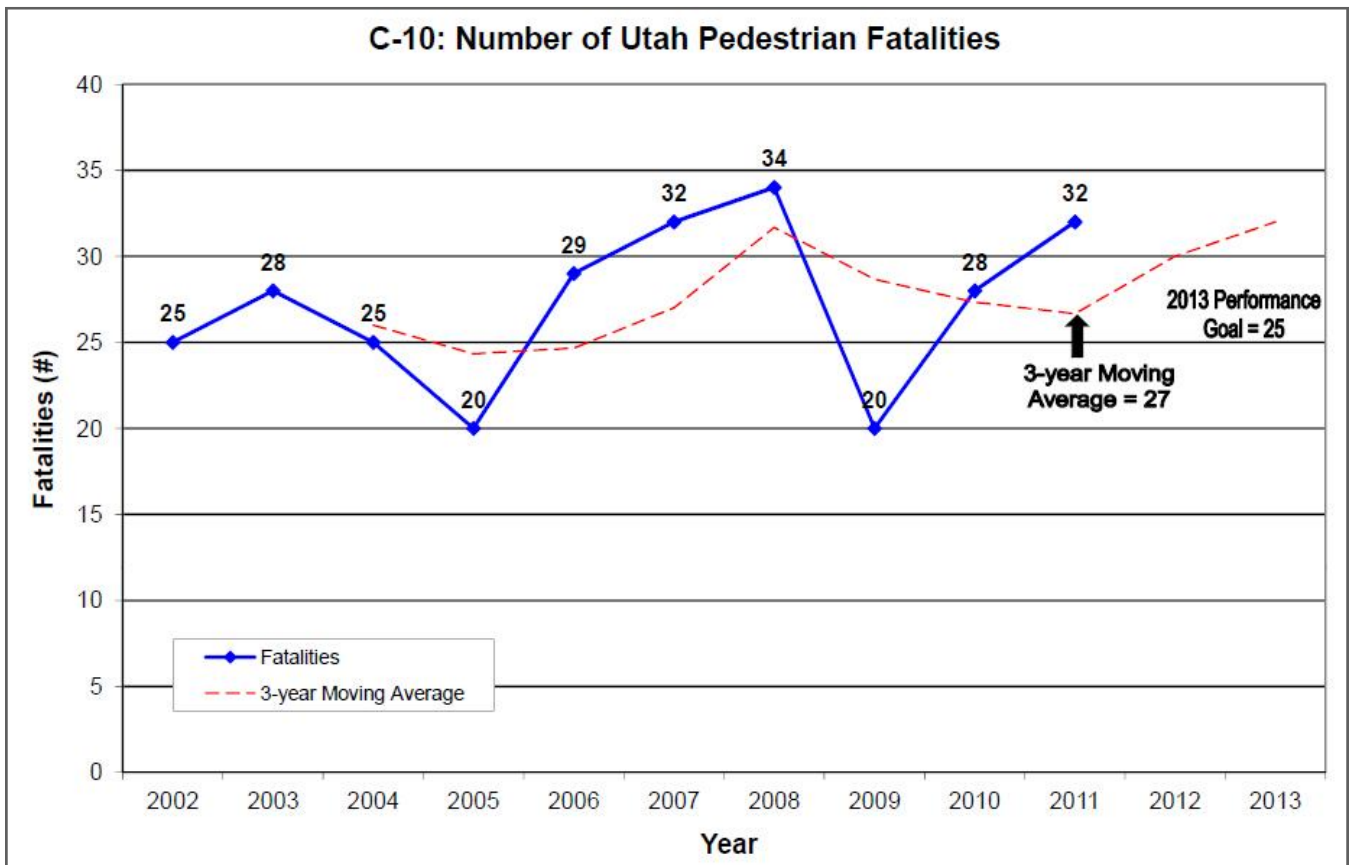
PEDESTRIAN & BICYCLE SAFETY PROGRAM

Performance Goal:

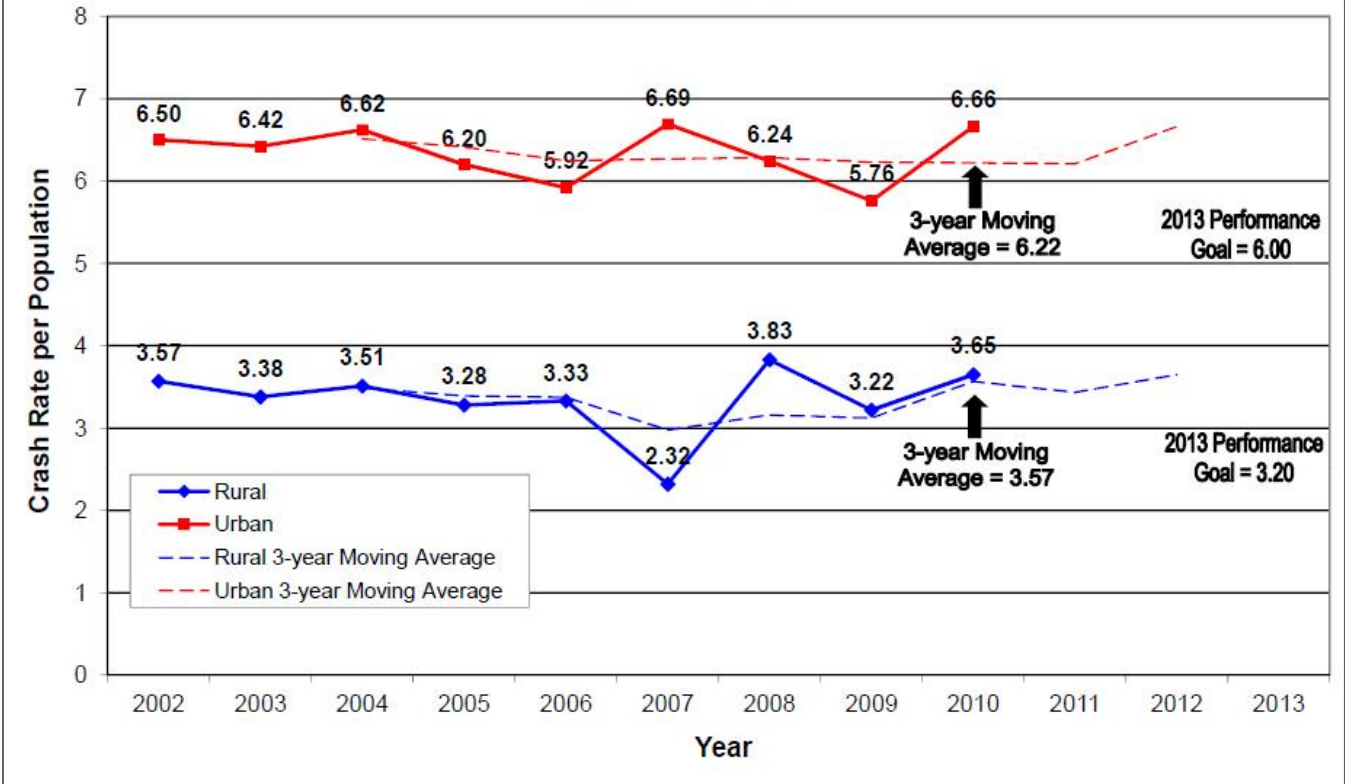
- Through support of prevention, educational and enforcement programs, reduce pedestrian and bicyclist traffic fatalities and injuries.

Annual Performance Targets:

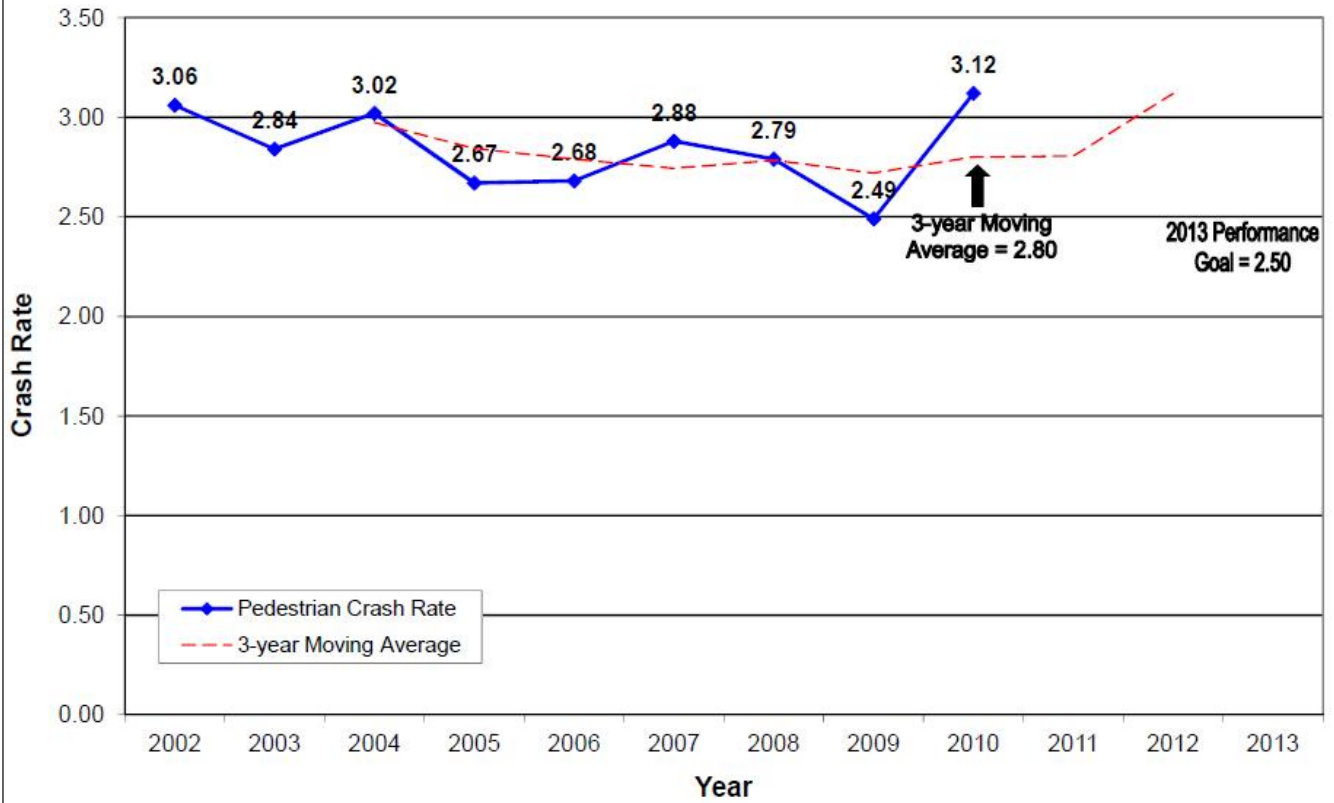
- Reduce the number of pedestrian fatalities to 25 in CY2013.
- Reduce the rate of pedestrians in traffic crashes to 2.5 per 10,000 population in CY2013.
- Reduce the combined rate of pedestrians and bicyclists in urban traffic crashes per 10,000 population to 6.0 in CY2013.
- Reduce the combined rate of pedestrians and bicyclists in rural traffic crashes per 10,000 population to 3.2 in CY2013.
- Reduce the rate of bicyclists in traffic crashes per 10,000 population to 2.5 in CY2013.

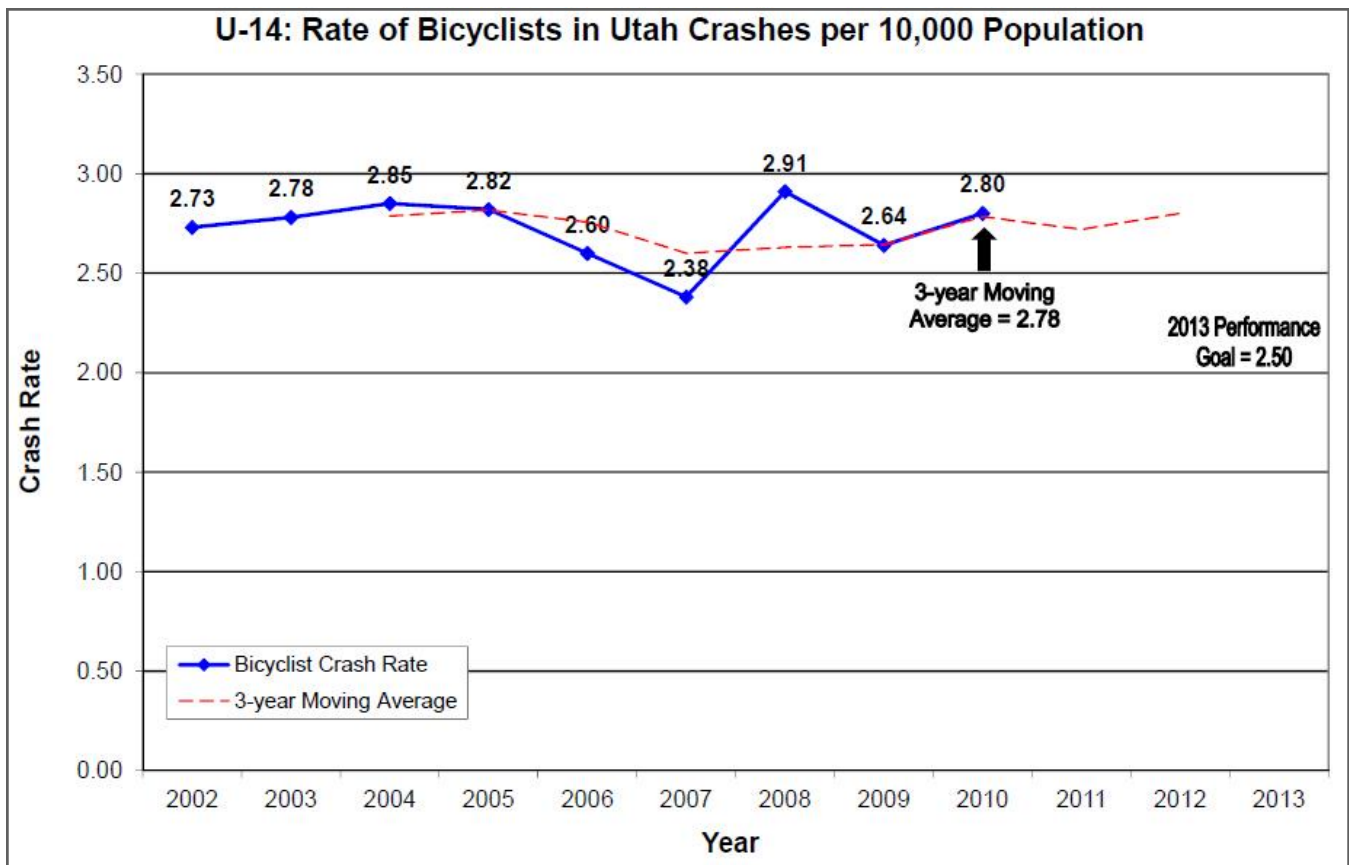


U-3: Bicycle/Pedestrian Crash Rate per 10,000 Population, Rural vs. Urban



U-13: Rate of Pedestrians 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 for Each Performance Target:

- Target C-10 is part of the NHTSA/GHSA core measures for state highway safety offices.
- Pedestrian and bicycle deaths comprise about 14% 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

PS130701 **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. Each year pedestrian and bicycle fatalities comprise about 15% of all Utah traffic fatalities. Serious injuries among both groups 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 project coordinator plans, coordinates 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 Highway Safety Office's pedestrian and bicycle safety coordinator, who also acts as the project director, serves as the chair of the Pedestrian and Bicycle Safety Task Force. This project also provides educational materials and supplies to encourage, promote and support pedestrian and bicycle programs and activities statewide.

PS130702 **SALT LAKE VALLEY HEALTH PED/BIKE SAFETY (KERI)**
FUNDING SOURCE **402**
PROJECT YEAR **FIRST**



Learning safe bicycle and pedestrian behaviors at a young age can prevent needless injury and encourage safe alternative transportation behaviors that will carry on into the future. 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 (ED) encounters. The cost to treat these individuals in the hospital alone was \$17,765,121 and this does not consider any additional rehabilitation cost following discharge. Bicycle related injuries show a similar trend with an alarming rate of head injuries that could have been prevented by wearing a helmet. This program will address bike/ped safety issues through bike helmet use observations in priority cities, education at elementary schools, helmet distribution, development of local task forces and sustainable activities, partnering with underserved communities, training groups in safe biking and pedestrian safety; and introducing local policy initiatives to change the environment. A portion of the HSO grant funds will be used to employ an injury specialist to facilitate and assist with helmet observations, community task forces, schools and community outreach.

PS130703 **SALT LAKE CITY PED/BIKE SAFETY (KERI)**
FUNDING SOURCE **402**
PROJECT YEAR **FIRST**



With more cyclists taking to the streets and a 27% increase in bicycling as a mode of transportation in Salt Lake City compared to last year, this public safety issue is at the attention of Salt Lake City Police Department. This project seeks to increase youth and adult safety skills and use of appropriate protection devices; increase public awareness of auto-bicycle and pedestrian-bicycle safety and related traffic laws; and increase enforcement of illegal actions that lead to injury and death of pedestrians and bicyclists. Police officers will conduct a minimum of 6 bicycle rodeos at community events and an additional 6 bicycle rodeos at Salt Lake City elementary school events. This project involves a corporative partnership with the Salt Lake City Transportation Division that will help to train over 500 youth and 100 adults through bicycle rodeo events. Safety equipment distribution such as bike lights, law cards, reflectors, helmets, and safety information will help to increase safety and awareness among all roadway users: motor vehicles, bicycles, and pedestrians. Other awareness

activities include a press conference, use of social media platforms for maximum dissemination of bike safety messages, conduct enforcement activities in the central business district and along widely used bicycle routes; police briefings for the bike and patrol squads; utilize “The Beat” a real-time information system for officers and civilians to share information on needs and current efforts in neighborhoods to address bike/ped safety issues. A portion of this grant will be used to pay for officer overtime for bicycle safety enforcement and public information & education activities.

INFORMATIONAL ROAD RESPECT (KERI)
FUNDING SOURCE UDOT
PROJECT YEAR ONGOING



The Utah Department of Public Safety and Utah Department of Transportation have partnered together to promote *Road Respect*. “*Road Respect Cars and Bikes Rules to Live By*” is a grassroots campaign that aims to educate drivers and cyclists about the rules of the road and also encourage mutual respect so that everyone gets home safely. The program features a website www.roadrespect.utah.gov, social media including Facebook and twitter, as well as earned media opportunities created by bicycle safety events in communities statewide. Educational components include having *Road Respect* ambassadors spread the *Road Respect* message at key events during the year, distribution of car and bike safety tips and law cards, and partnering with law enforcement agencies to encourage enforcement of traffic laws as they pertain to motorists and cyclists.

INFORMATIONAL 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 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.

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**

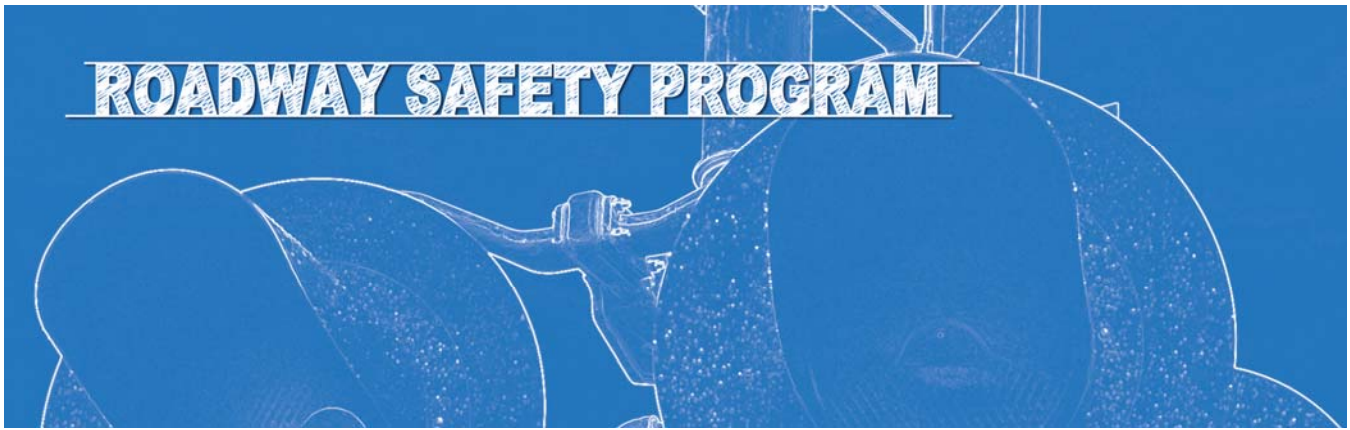


The Utah Legislature has recognized the need for adequate sidewalk and pedestrian safety devices and declares that "pedestrian safety" considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks 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.

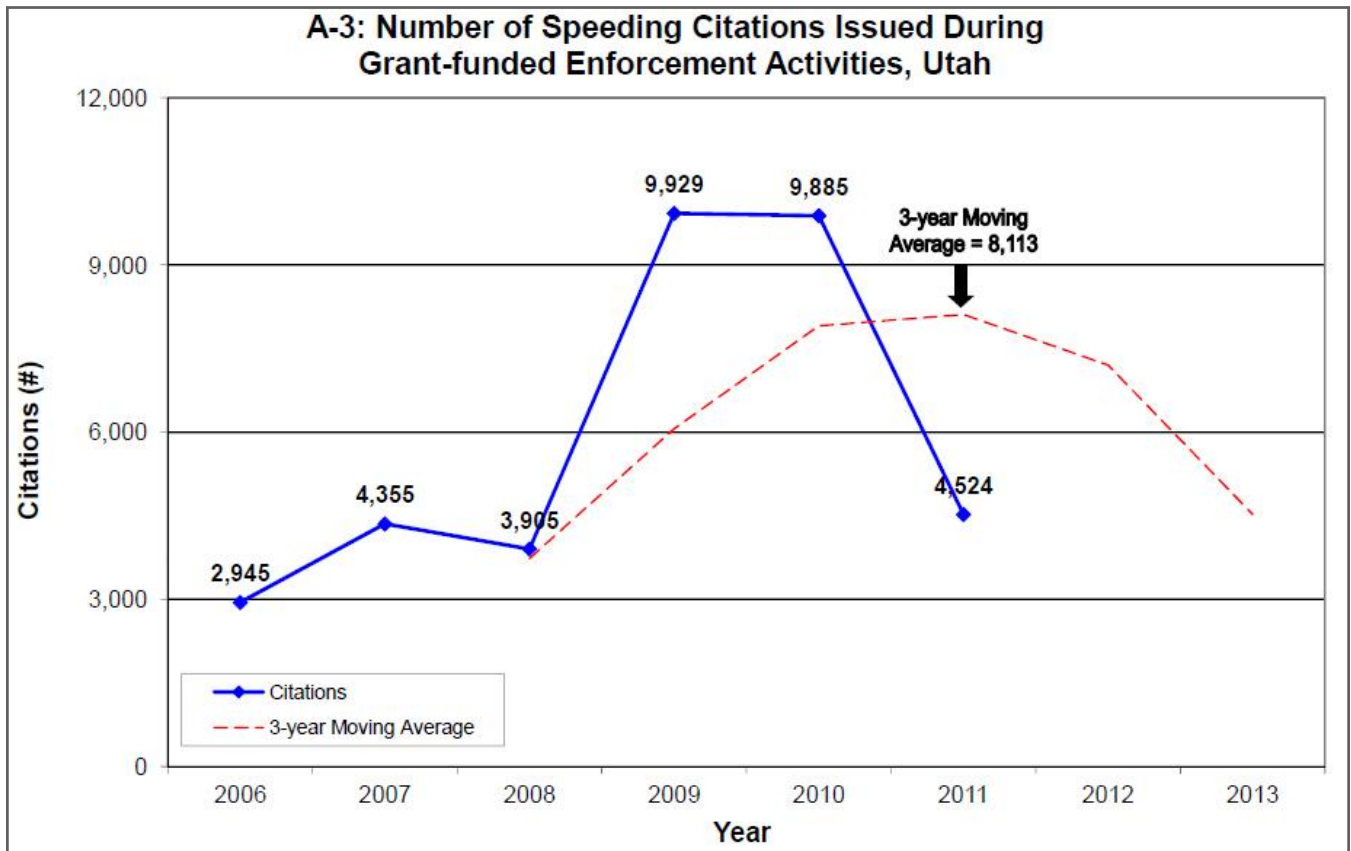


Performance Goal:

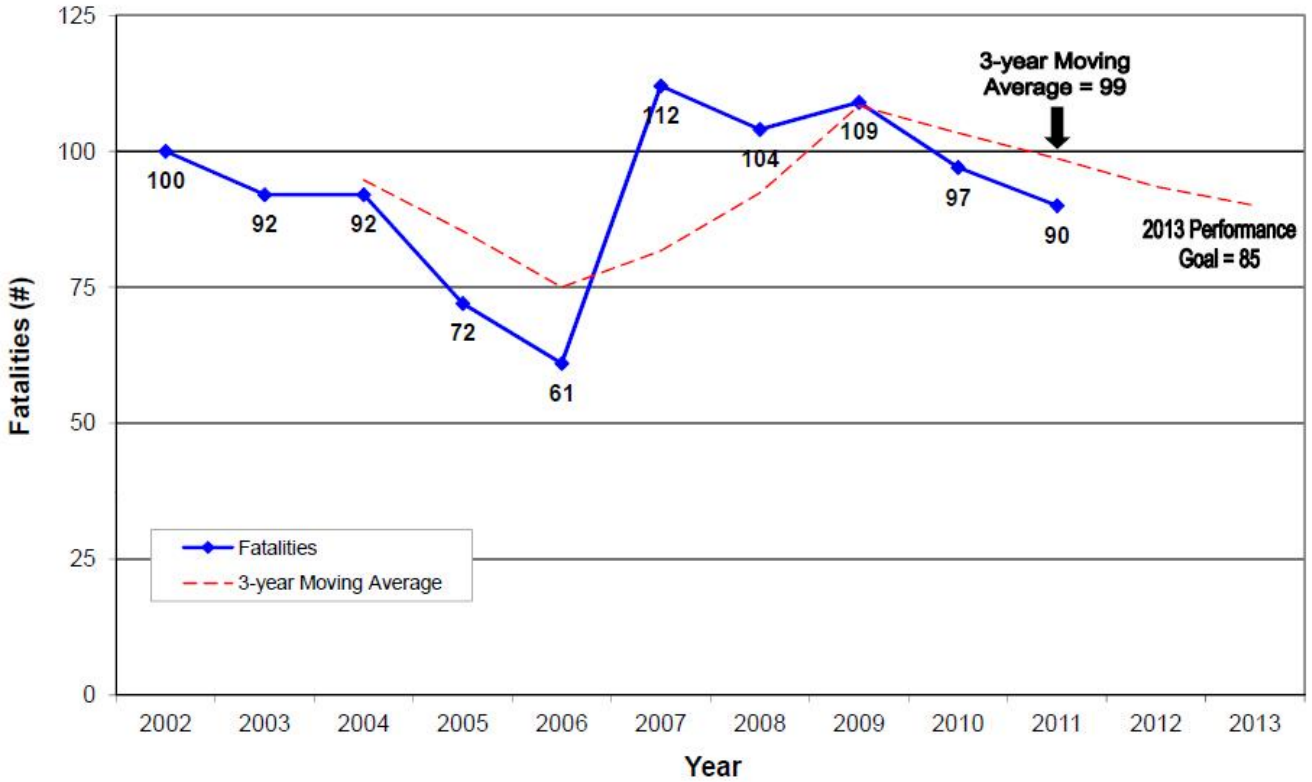
- Support prevention, educational and enforcement programs to reduce the number of speed-related fatalities.

Annual Performance Targets:

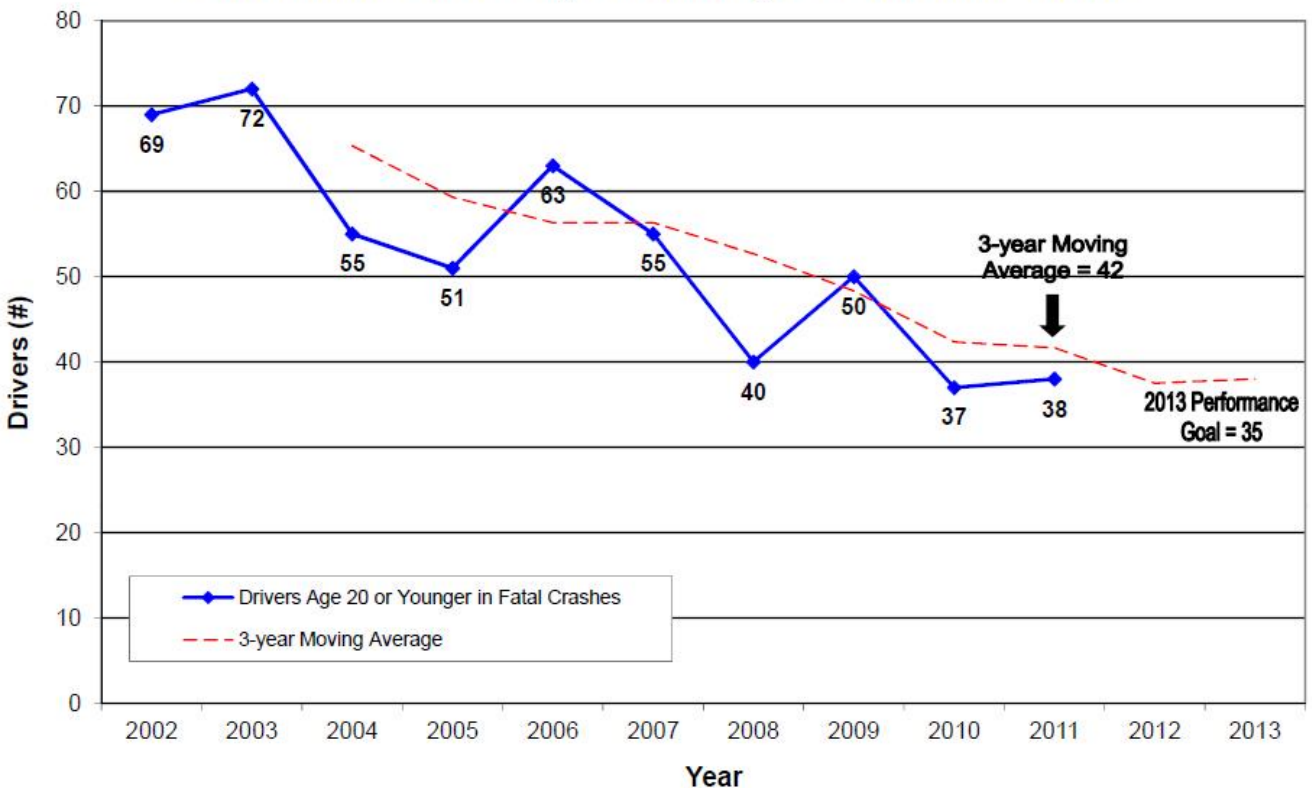
- Continue the downward trend in the number of fatalities that were speed-related to 85 in CY 2013.
- Continue the downward trend in the number of drivers aged 20 or under involved in a fatal crash to 35 in CY2013.
- Reduce the number of motor vehicle crashes involving a train to 25 in CY2013.

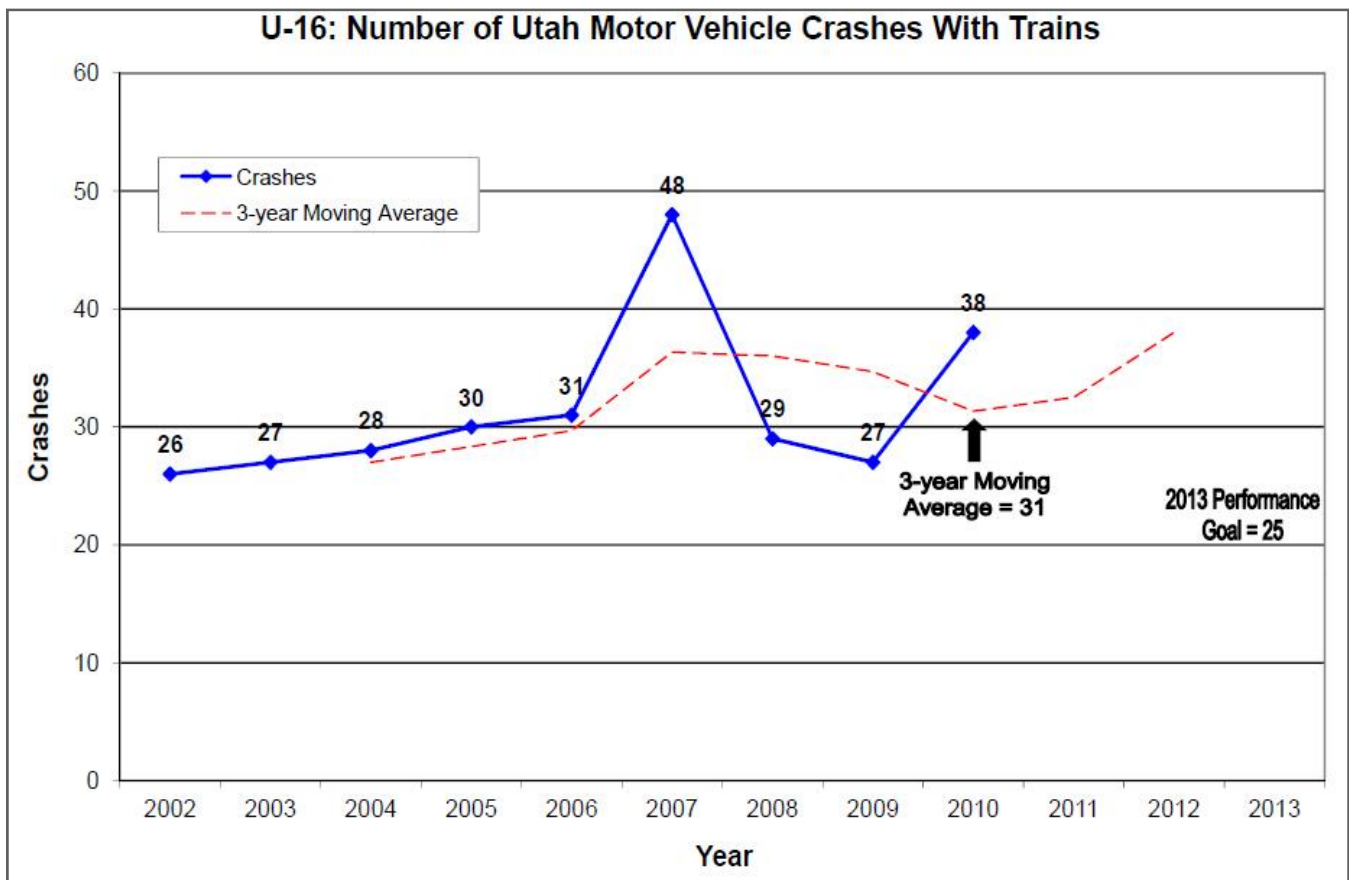


C-6: Number of Utah Speeding-Related Fatalities



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





Action Plan:

- Promote railroad crossing safety with a higher emphasis on light rail interaction.
- Continue the pilot project for distracted driving education and enforcement for a third 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.
- Be an active partner of the *Zero Fatalities* program administered by the Utah Department of Transportation.
- Provide diversity training to law enforcement agencies.

Justification for Each Performance Target:

- Targets A-3, C-6 and C-9 are part of the NHTSA/GHSA core measures for state highway safety offices.
- Speeding continues to be a problem on Utah roadways.
- Teen drivers are over-represented in Utah crashes.
- Crashes involving trains and light rail have increased.

Other Partnering Agencies:

- Utah Department of Transportation provides Highway Safety Improvement Program (HSIP) flex monies for projects.

Roadway Safety Projects

RS130801 **OPERATION LIFESAVER (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The recent increase in fatalities involving trains or light rail has raised concerns about railway awareness. The HSO 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 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 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.

DD130802 **LOGAN CITY DISTRACTED DRIVING PROGRAM (CAMERON)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

The Logan City Police Department has made great strides over the last two years at discouraging distracted driving in their city. These efforts are reflected in lower crashes numbers on Main Street, an area known in the past as one of the higher crash rate areas in the state. The program's success was recently highlighted in a presentation at Lifesavers Conference by Lt. Rod Peterson. This third and last year of HSO funding will be used to make a lasting impression on drivers about focusing on their driving and eliminating distractions. This will be accomplished with a multi-faceted approach.

They will continue their education programs in the local schools, university, and community groups, along with the partnership they have established with the courts, to educate drivers on the dangers of distracted driving and other traffic safety issues. Media has been a big factor in the success of this project, and the radio ads will continue to run through this final year and remind drivers not to text and drive. Community interest stories will also be submitted to the local newspaper about the focus of the program. Lastly, enforcement efforts will also continue to be a key component to catch violators, and activities will include saturation patrols, red light stings, and texting operations.

RS130803 **TEEN DRIVING EDUCATION AND OUTREACH PROGRAM (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

In 2010, drivers aged 15-19 represented only 8% of licensed drivers in Utah, yet they were in just over one-fifth (21%) of all motor vehicle crashes. For the same year, teen drivers were in 10,097 motor vehicle crashes which resulted in 4,805 injured persons and 38 deaths. Every year, about 40,000 teens get their driver licenses, meaning there are always new drivers to educate, and by working to increase teen driver safety the high crash rate for teens will be reduced as will the incidence of injury and death among this high-risk group of drivers. To help combat this traffic safety and public health problem, the project will provide funding to school-based organizations, local health districts, law enforcement agencies and traffic safety partners throughout Utah to address teen driving safety issues. Initiatives supported through this project will include training, educational materials, and public information and awareness.

RS130804 **SPORTS MARKETING (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The unique benefits to advertisers of marketing during sporting events is well documented, and federal partners such as NHTSA encourage state highway safety offices to capitalize on these benefits. This project will provide sponsorships for high school sports and Utah Jazz basketball games and community events. On-field fans and television viewers for high school football games, as well as fans and television viewers of Utah Jazz games, will hear and see traffic safety messages. By reaching fans with traffic safety messages in conjunction with sporting events, the HSO will accentuate the impact of these messages and help improve the safety of all Utah roadway users.

K2130805 **REACHING RISK-TAKERS THROUGH ROCKY MOUNTAIN RACEWAYS (DEREK)**
FUNDING SOURCE **405**
PROJECT YEAR **FOURTH**

Motorsports are a high risk activity and racing fans are often the risk takers on the nation's roadways. 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. This campaign focuses on the often difficult-to-reach demographic of males between the ages of 16-34. Signage, public announcements and activities promoting audience participation and behavior change will be used to increase seat belt use in this high risk group.

RS130806 **YELLOW DOT (RHONDA)**
FUNDING SOURCE **402**
PROJECT YEAR **FIRST**



As of the 2010 census, the population in Utah was 2,763,885, with 9% of the population being 65 years of age or over, and there were over 6,000 crashes involving people age 60 and over in Utah. The anticipation is that the percentage of older drivers will continue to rise in the near future with the possible medical conditions age brings. While the physical frailties of older drivers are known, other drivers also have medical conditions and are on medication which is of interest to first responders to a traffic crash. The purpose of the Yellow Dot Program is to provide first responders with medication and medical condition information during the "Golden Hour" when treatment can make the difference between a serious injury crash and a fatal one. The Yellow Dot Program assists motorists in placing this vital information in their vehicle glovebox, and placing a Yellow Dot sticker on their back windshield to alert first responders to this information.

RS130807 **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 provides education to communities statewide on various traffic safety topics with a special focus on young drivers. With limited tools and even less in state funding, troopers continue to present on various traffic safety topics, meeting the requests from schools, businesses and other organizations. This project funds educational efforts that focus on impaired driving, underage drinking, safety restraint use, distracted driving, bicycle and pedestrian safety, drowsy driving, speed, and motorcycle safety. Activities are conducted in communities across the state with the main focus being on the local high schools. It also funds supplies, operating costs, maintenance of educational equipment and training.

Motor vehicle crashes are the leading cause of death for teens nationwide. Utah teens represent only seven percent of licensed drivers in the State, but were in nearly one-fourth of all motor vehicle crashes. Teenage drivers were over two times more likely to crash than other age groups. Because of these numbers, the Utah Highway Patrol began the Adopt-A-High-School program. This program teams Troopers up with high school administrations and student governments in helping the students learn of the dangers they pose to themselves and others while driving. The Utah Highway Patrol will adopt a minimum of five high schools during the 2012-2013 school year. Troopers will participate at the schools on a monthly basis during school assemblies, sports activities, classes and other school functions to provide students with safety information and encourage them to wear seat belts and practice safe driving habits. Funding will be used to provide Troopers with overtime shifts to allow them to work with the schools throughout the school year. Funds will also be used to create a monetary incentive award for the fourteen local Highway Patrol section offices in order to motivate the sections and their Troopers to be proactive and foster relationships with the schools and the driver education programs, allowing for increased traffic safety education among the age group most at risk.

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 **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.

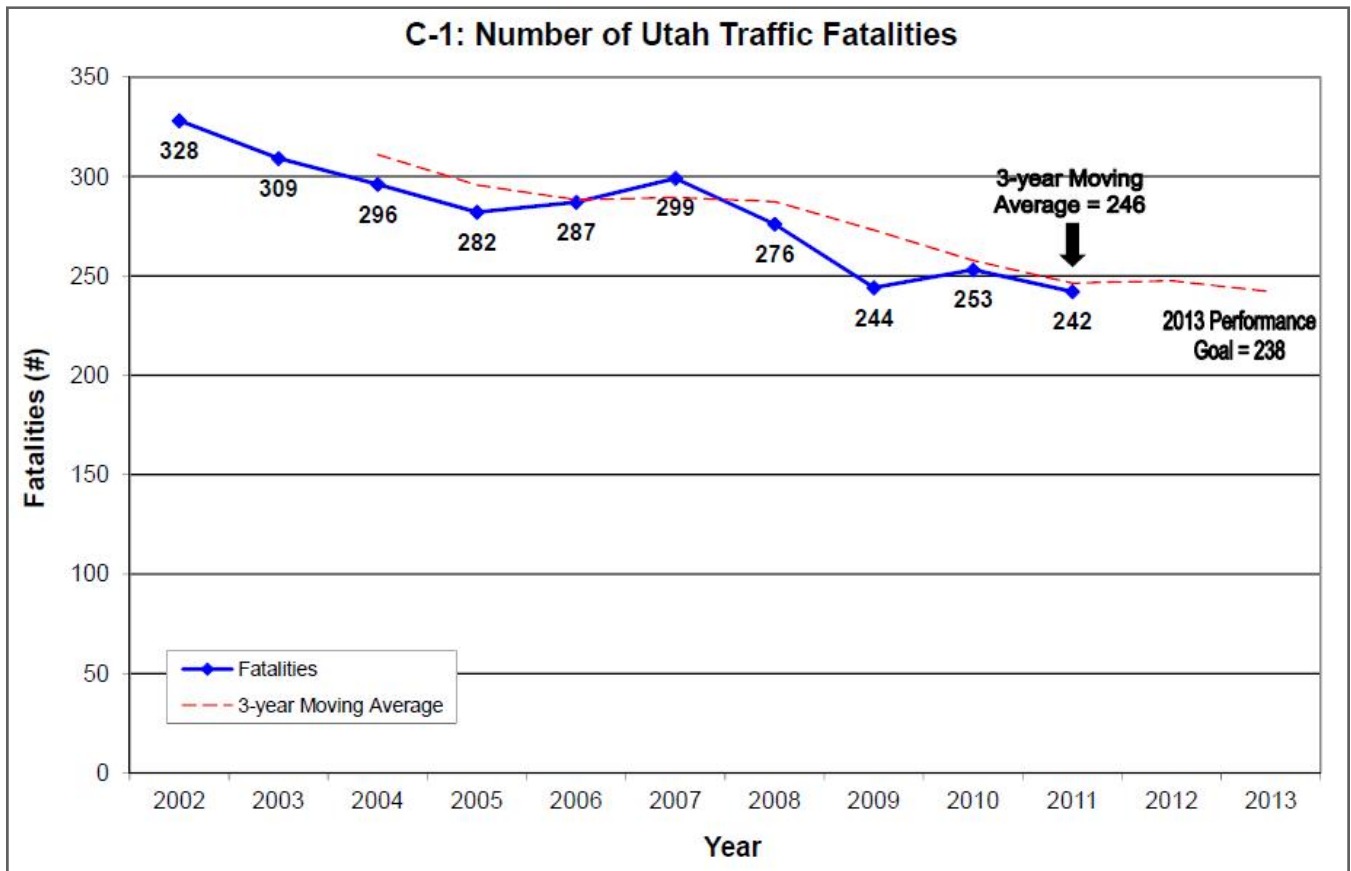


Performance Goal:

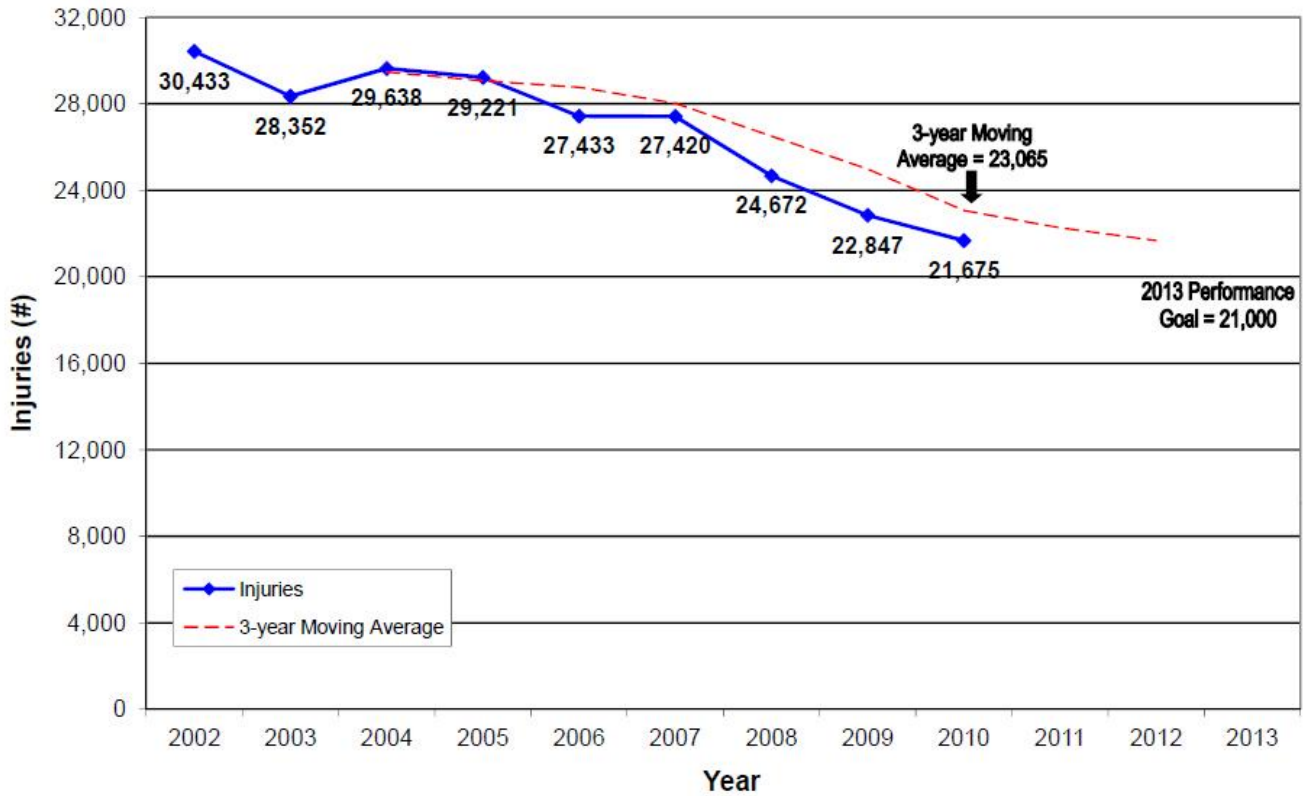
- Provide support for police traffic enforcement activities to reduce the incidence of traffic fatalities and serious injuries in Utah.

Annual Performance Targets:

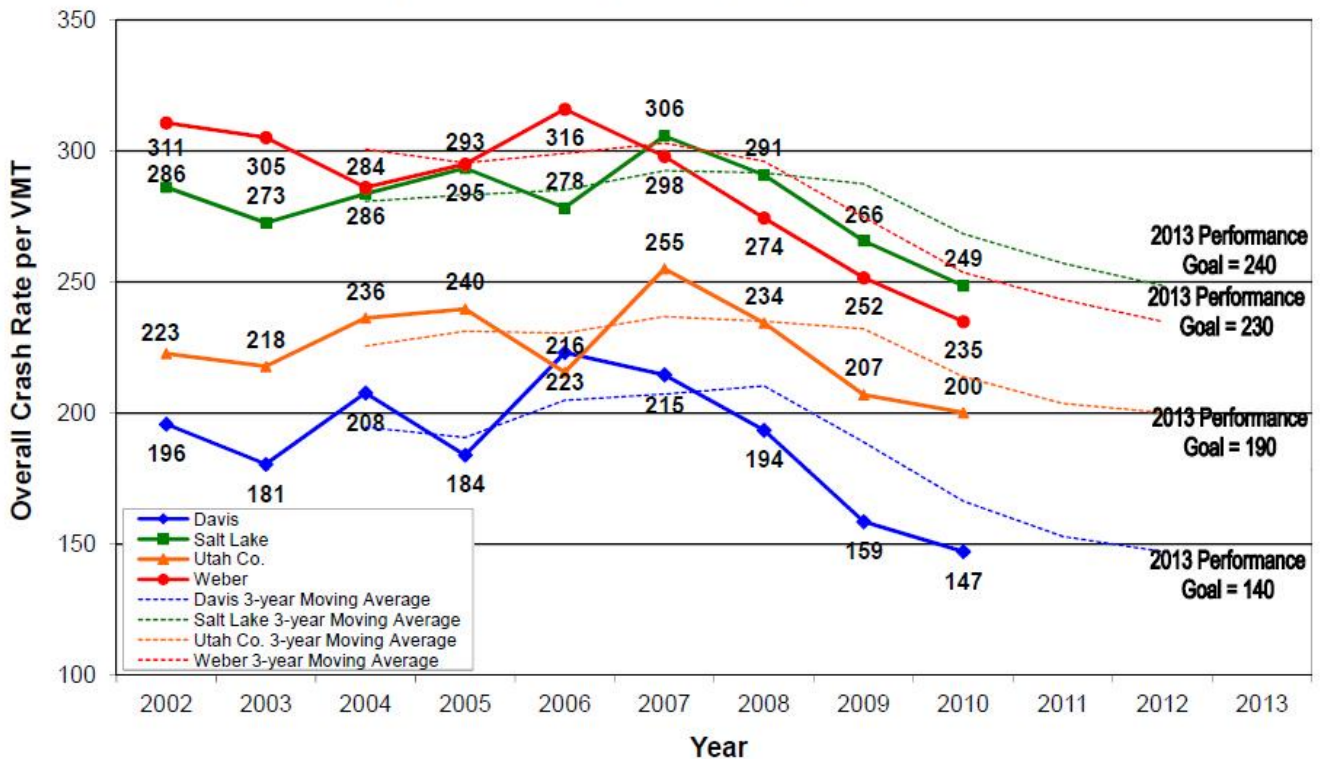
- Continue the downward trend in actual traffic fatality numbers to 238 in CY2013.
- Continue the downward trend in traffic crash serious injuries to 21,000 in CY2013.
- Reduce the crash rate in counties with multi-agency task forces to 140 in Davis, 240 in Salt Lake, 190 in Utah and 230 in Weber in CY2013.



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 for Each Annual Performance Target:

- Targets C-1 and C-2 are part of the NHTSA/GHSA core measures for state highway safety offices.
- 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:

- Alcohol and Drug Fee Committee (ADTEC)
- Local law enforcement agencies statewide

Police Traffic Services Projects

PT130101 POLICE TRAFFIC SERVICES & EQUIPMENT (TED)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Many city, county and state agencies lack the information, technical assistance, equipment and other resources to provide their communities with needed the traffic safety focus and protection, including vital training and equipment. The Highway Safety Office (HSO) continues to be a valuable resource to law enforcement agencies in Utah, and the most common assistance requests include: 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. 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.

PT130102 SALT LAKE/DAVIS COUNTY MULTI-AGENCY TASK FORCES (TED)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The multi-agency task forces continue to be a valuable resource in planning and implementing 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 repeatedly shown their commitment to saving lives and reducing traffic safety related incidents.

PT130103 **UTAH/WEBER COUNTY MULTI-AGENCY TASK FORCES (CAMERON)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

The Utah County Multi-Agency Task Force is maturing quickly into a cohesive group, mirroring the interagency support and success of their counterparts to the North and with great representation from each police department. The Highway Safety Office has seen an increase in support from the county's law enforcement agencies with increased support for state and federal overtime campaigns. The Utah County MATF 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 hopes to initiate a Weber County MATF in FFY2013 or FFY2014.

PT130104 **LAW ENFORCEMENT CHALLENGE PROGRAM (CAMERON)**
FUNDING SOURCE **402**
PROJECT YEAR **FIRST**



During the year, Utah's law enforcement community participates in various enforcement campaigns that focus on impaired driving and seatbelts. However, there is low participation among rural agencies and limited funds for overtime shifts, especially those that target seatbelt nonuse. This project will work to develop and implement a law enforcement challenge program that will incorporate year-round enforcement of seatbelts, impaired driving and speed. The program will recognize and reward high performing agencies and officers that work to improve traffic safety in their community.

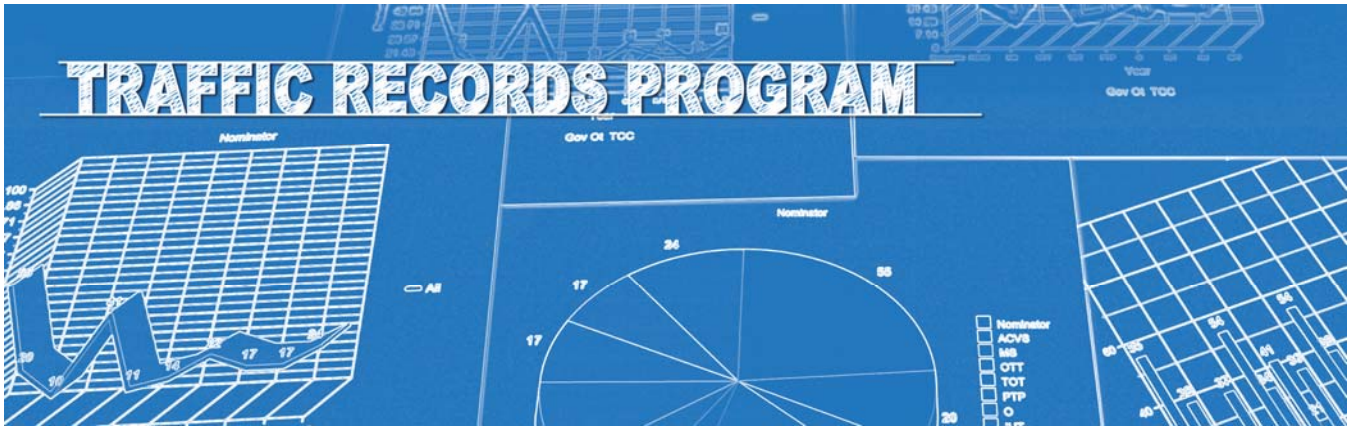
INFORMATIONAL **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



Most DUI arrests resulted in the impoundment of the violator's motor vehicle and when 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, and enforcement equipment.

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

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 and enforces traffic laws with an emphasis on speeding violations. Enforcement efforts often earn media coverage in local and statewide newspapers.

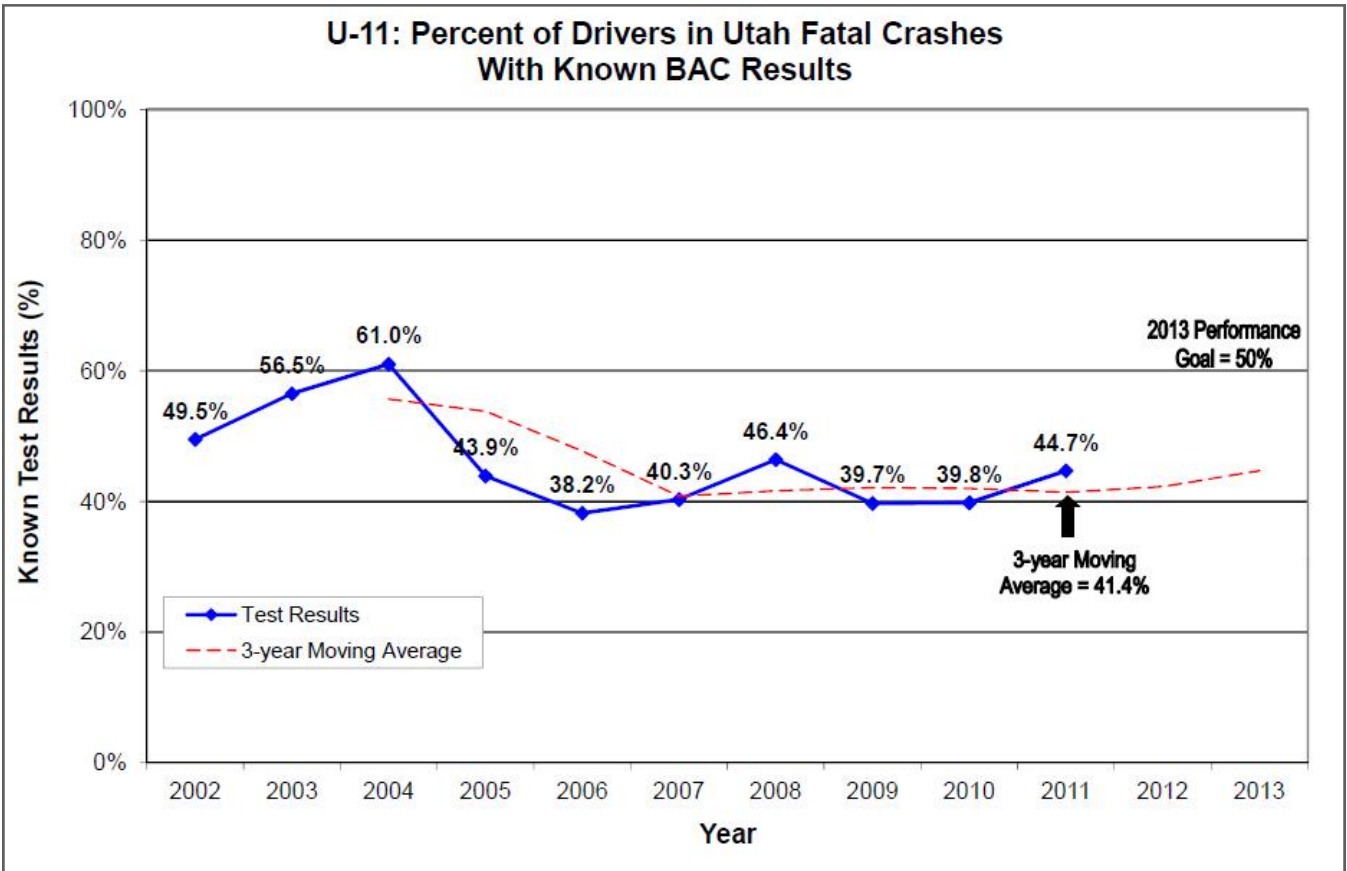


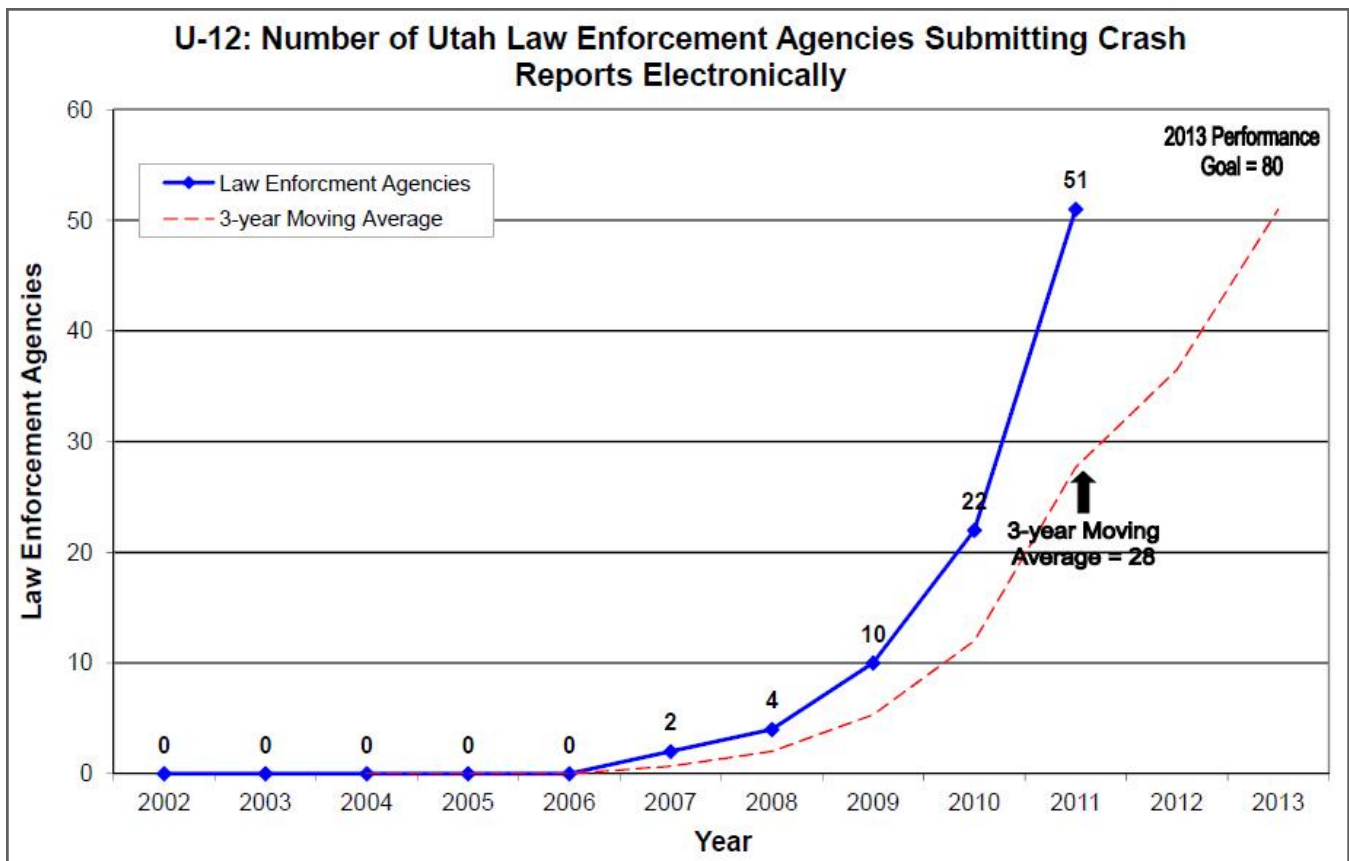
Performance Goal:

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

Annual Performance Targets:

- Increase the percentage of known BAC results for drivers in fatal crashes to 50% in CY2013.
- Increase the number of law enforcement agencies submitting crash reports electronically to 80 in CY2013.





Action Plan:

- Conduct quarterly Utah Traffic Records Advisory Committee meetings.
- Provide accurate and timely crash data to the traffic safety community within 120 days of a crash.
- Provide a linkage for pre-hospital and trauma databases.
- Continue to facilitate the move by all traffic enforcement agencies to electronic crash and citation reporting systems.

Justification for Each Annual Target:

- Utah’s traffic records system continues to make progress toward a more integrated model. However, such changes involve 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.
- BAC results for fatal crashes is important to minimize the effects of NHTSA’s imputation on impaired driving statistics.

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

K9130501 **UTRAC COORDINATOR (MARK)**
FUNDING SOURCE **408**
PROJECT YEAR **ONGOING**

Utah's traffic record information systems has 6 stakeholder agencies, including the Utah Departments of Public Safety, Transportation, Technology Services, Health, the Utah Tax Commission, and the Administrative Office of the Courts. Historically, each agency had in-house data systems which were often inefficient, but were used for their own records and did 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.

K9130502 **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 have been developed and used by the Law Enforcement Liaison to increase the number of agencies submitting crashes electronically, and included training on specific crash data elements and outreach materials on the uses and importance of crash data. To monitor and correct incoming data issues as they occur, a data quality manager is works with records system vendors providing crash applications to law enforcement agencies. During the transition to an all-electronic submission environment, several temporary data entry technicians are working to enter the hard copy paper crash forms directly into the Centralized Crash Repository. This has significantly improved 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 also supports local law enforcement agencies with software and hardware in their efforts to submit crash reports electronically.

Electronically submitted traffic citations reside in the same repository as the crash data. For many agencies, the move to submitting citations electronically is a simultaneous move. Since the citation data is much simpler, in many cases, the agencies will opt to submit the citations first. As a precursor to obtaining the crash data, this project will also provide technical training, outreach and support to agencies that may need assistance with the citation data submittal. Once the agency is submitting it's citation data electronically, the crash data will follow.

K10130503 **WEB-BASED CITATION REPORTING APPLICATION (CARRIE)**
FUNDING SOURCE **1906**
PROJECT YEAR **FIRST**



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 will entail developing the web services functionality at the Administrative Office of the Courts to be able to receive citation information in real time, process it, and send rejection or acceptance information back to the submitter. Additionally, the Utah Department of Public Safety will need to enhance their web services functionality to forward the information to the courts as it receives the information from law enforcement. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

K9130504	EMS PRE-HOSPITAL DATA REPORTING (CARRIE)
FUNDING SOURCE	408
PROJECT YEAR	ONGOING

The Bureau of Emergency Medical Services (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 the final agencies into 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. With NEMSIS 3.0 coming out, BEMS has set plans to update and deploy the new element requirements. They continue their efforts to train 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. In October 2011, BEMS was successful in its integration of the statewide trauma registry used by local hospitals. The information will be posted the Utah Department of Health's public data web site, IBIS, for public analytical use. Efforts to improve the data and its timeliness will continue. A second project to integrate the EMS data with crash data is underway, integrating certain fields from the EMS report to the crash repository. This will allow analysts a more complete picture of the injury severity, belt use, location of the crash. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

K9130505	INCREASING BAC REPORTING (CARRIE)
FUNDING SOURCE	408
PROJECT YEAR	FIRST



Utah's Blood Alcohol Concentration (BAC) reporting rate is 39%, well below the national average of 46%. Historically, Utah has been one of the lowest states for alcohol related fatal crashes even though the lack of complete BAC data has caused NHTSA to imputation for the missing data. Statistically, this is as accurate as a national model can be; however, Utah's data can improve through accurate and complete reporting.

Several challenges have been identified regarding lack of BAC testing. Most of the identified challenges seem to fall in three main areas: 1) training and outreach to law enforcement agencies on the necessity of the BAC tests and correctly entering the data on the crash form; 2) Individual agencies having the personnel and supplies to administer the tests; and 3) Increased communication with Medical Examiner's Office. This project will provide a work plan to cover each of these three areas. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

K9130506
FUNDING SOURCE
PROJECT YEAR

WEB SERVICE TO GEO-LOCATE TRAFFIC EVENTS (CARRIE)
408
FIRST



Historically, accurate location referencing of crashes and emergency medical service incidents has been problematic. In the last several years, Utah’s Automated Geographic Reference Center (AGRC) has 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 information. 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
FUNDING SOURCE
PROJECT YEAR

FATALITY ANALYSIS REPORTING SYSTEM (FARS) (MARILEE)
FARS
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
FUNDING SOURCE
PROJECT YEAR

DIVERSITY SENSITIVITY TRAINING (U of U)
STATE
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
FUNDING SOURCE
PROJECT YEAR

CORIS ENHANCEMENTS (BARON)
AOC
N/A



The Administration Office of the Courts (AOC) is making enhancements to their Courts Electronic Citation filing program. All justice courts are now required to electronically file citations. Court staff will provide minor assistance to local law enforcement agencies that are not yet providing citation data, such as reviewing initial submissions more closely and providing feedback. Minor enhancements will be made to the program as data issues are encountered and business rules are clarified. Additional justice courts are being added to an online-payment system, making it easier for defendants to pay their fines and fees, and thus resolve their cases in a timelier 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 milepoint. 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:

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

Annual Performance Target:

- Support the various highway safety focus areas and campaigns 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 motorcycle safety and education media campaign.

Justification for Annual Performance Targets:

- 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

Paid Media Projects

PM131101	OCCUPANT PROTECTION PROGRAM MEDIA CAMPAIGN (KRISTY)
FUNDING SOURCE	402/405/2011
PROJECT YEAR	ONGOING

Utah’s 2011 safety belt use rate was reported to be 89.2%, which demonstrates an increase of 21.6% from 1999. For more than a 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. In addition, significant changes have been made to the seat belt survey design, which will most likely result in a drop in reported usage for the state. More specifically, the study has added 11 new counties, all of which are rural. In turn, more emphasis will be placed on increase seat belt use in rural areas of Utah.

This project will work to increase the safety belt use rate in Utah and decrease traffic-related death and injury by supporting two high visibility enforcement campaigns, and conducting one booster seat media campaign, one hard-core non-users campaign and a new rural seat belt educational media campaign. A contract will be secured with one or more advertising agencies to assist with the *Click It or Ticket* campaign's media plan and the paid media associated with this high-visibility campaign and related national and state educational efforts. The contract will include public relations activities, campaign development and production costs, and media placement. The campaigns will be tied into the *Zero Fatalities* message and will run during strategic times throughout the year. When appropriate, media efforts will be shared and coordinated with the NHTSA, .

K8PM131102 IMPAIRED DRIVING MEDIA CAMPAIGN (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Males aged 18-34 continue as the demographic at the highest risk for impaired driving, and are also one of the most difficult to reach. The Impaired Driving Media Campaign will continue to utilize the *Drive Sober or Get Pulled Over* campaign identifier. Focus will include 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 frequent 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.

K6131103 MOTORCYCLE MEDIA CAMPAIGN (DEREK)
FUNDING SOURCE 2010
PROJECT YEAR ONGOING

Utah had an unprecedented increase in the number of registered motorcycles, a jump of 30% from January 2011 to January 2012. Historically, about 50% of all motorcycle crashes involve another motor vehicle, and the increase in registrations will likely have an adverse effect on crash numbers. The motorcycle safety awareness campaign focuses on educating motor vehicle drivers about the importance of sharing Utah's roadways to decrease motorcycle injuries and fatalities. Earned and paid media efforts related to the motorcycle safety awareness campaign will be funded through this project. Social media, public presentations and other activities may also be used during Utah's motorcycle riding season.

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.



State's Success Meeting Performance Targets

Description of State's Success Meeting Last Year's Performance Targets:

- A-1: The Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities in Utah declined in 2011.
- A-2: The Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities in Utah continued to rise in 2011.
- A-3: The Number of Speeding Citations Issued During Grant-Funded Enforcement Activities in Utah declined in 2011 due to the exhaustion of 406 incentive monies which funded much of this effort.
- B-1: With an upward trend in seat belt use as shown in the Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles, it appears that the State is on track to substantially meet the 89.5% goal.
- C-1: The Number of Utah Traffic Fatalities experienced an unanticipated increase in 2010 fatalities from 236 to 253, but 2011 continued the downward trend with 242, and the 2012 goal of 235 is within reach.
- C-2: The Number of Injuries in Utah Traffic Crashes dropped below the 22,172 goal (2010 data), and Utah has set a more aggressive goal for 2013.
- C-3: The Utah Total Fatality Rate per 100 Million VMT goal experienced an unanticipated increase in 2010 fatalities from 236 to 253. While 2011 fatality data is available, the most current VMT data for 2011 was unavailable (written August 1, 2012) to report on Utah's progress.
- C-3a: The Utah Urban/Rural Fatality Rate per 100 Million VMT will not be reported on in this document as the most current VMT data for 2011 is not available (written August 1, 2012).
- C-4: The Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions has leveled off, and Utah does not appear it will meet these goal of 75 in 2012.
- C-5: The Number of Utah Fatalities Involving a Driver with a BAC of .08 and Above experienced an upward swing to 37 in 2011, and Utah does not appear to be on track to meet the goal of 20.
- C-6: The Number of Utah Speeding Related Fatalities goal of 90 was met in 2011, and Utah has set a more aggressive goal for 2013.
- C-7: The Number of Utah Motorcyclist Fatalities rose in 2011 to 28, and it is unclear if Utah will meet its goal of 20 in 2012.
- C-8: The Number of Utah Unhelmeted Motorcyclist Fatalities rose to 18 in 2011, and it is unclear if Utah will meet its goal of 10 in 2012.
- C-9: The Number of Drivers Age 20 or Younger in Utah Fatal Crashes had a slight increase in 2011 to 38, but Utah is still hopeful the goal of 35 can be reached in 2012.
- C-10: The Number of Utah Pedestrian Fatalities reflected another upswing in CY 2011 to 32, and it appears Utah may not reach its 2012 goal of 22.

Planning And Administration Projects

PA131001 **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.

PA131002 **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 (SHARP) 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 for underage drinkers, which continues to be 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 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 **SECTIONS 408 AND 1906**
DESCRIPTION **MASTER INDEX SYSTEM (BATES)**
FUNDING SOURCE **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 **SECTION 410**
DESCRIPTION **PER SE HEARINGS (DAVE)**
FUNDING SOURCE **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 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 SECTION 402 AND 2010
DESCRIPTION MOTORCYCLE RIDER EDUCATION
FUNDING SOURCE 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. Estimate federal funding amounts as part of the planning process, and solicit input from partner agencies and key stakeholders on program direction.
March:	Request project proposals (due March 15) to address performance goals.
April:	Review new and continuing project proposals, and evaluate alignment with the HSO's performance goals. Identify desired projects while keeping within the predicted funding levels.
May:	Prepare, review, print and submit a draft HSP (with integral Performance Plan) to the National Highway Traffic Safety Administration (NHTSA) Regional Office for input.
June:	Make changes and final additions to the Highway Safety Plan, including the HS217 budget detail.
July:	Submit the final HSP to NHTSA for approval.
August:	Provide subgrantee training, as needed.
September:	Prepare and coach applicants to start their projects on October 1.
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.

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

Funding Strategy

The funding strategy for the Highway Safety Program in Utah is one of “money in the bank” while keeping unspent obligated monies at a low level. To allow 402-funded projects to start activities on October 1st, the HSO routinely plans a carry forward component of about 20% of the previous year’s 402 monies to allow a time cushion when Congressional or NHTSA actions delay a timely award of grant funds.

In cases of “stovepipe” funding streams such as 405, 410, etc., with their typically late fiscal year awards, the HSO routinely uses the previous year’s award to fully fund the projects, allowing activities to begin on October 1st and providing the State with a reasonable cushion to assure continuity of the program.

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.

Effectiveness of Proposed Countermeasures

As a reference to assure the countermeasures proposed in this HSP have a proven and effective basis, the HSO program management staff use Countermeasures That Work as a reference and guide. This NHTSA-published document offers a look at countermeasures in other states which have proven effective and serves as a great resource and guide in the highway safety planning process.

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.

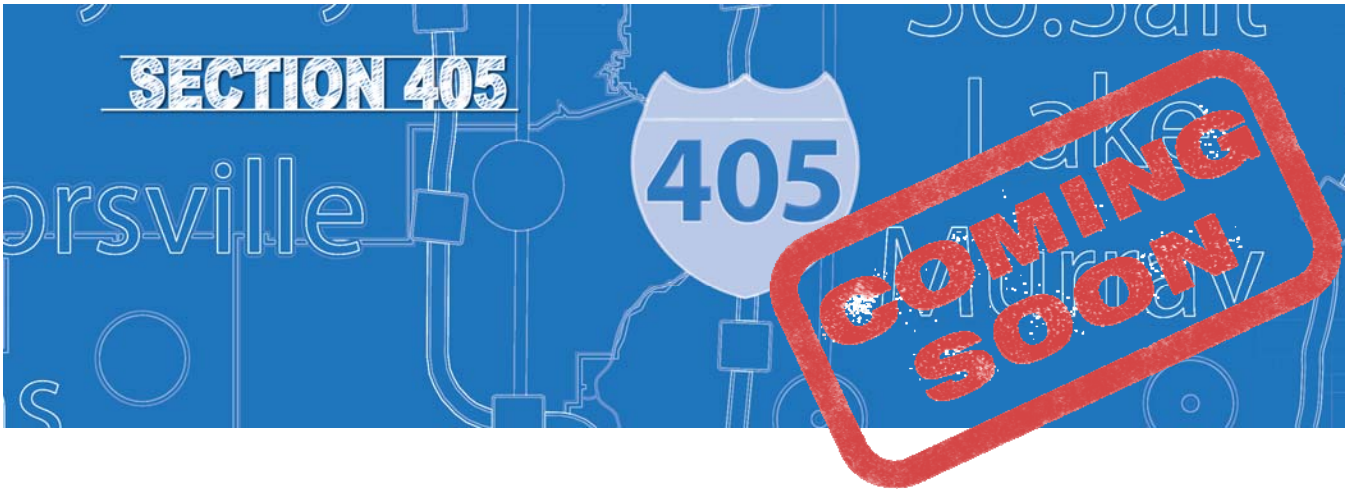
Technical assistance covers a broad scope of activities, many of which occur on an as-needed basis. The HSO offers a wide variety of technical assistance including data analysis, purchasing assistance, and general information on grant rules. The HSO also provides periodic training to prospective, new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



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 (as amended by Pub. L. 112-141)

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 and high-visibility 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,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

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

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(j)).

Other Federal Requirements

Cash drawdowns 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 (FFATA)

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

(https://www.frs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)

by reporting to FRS.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(II) \$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 commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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 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

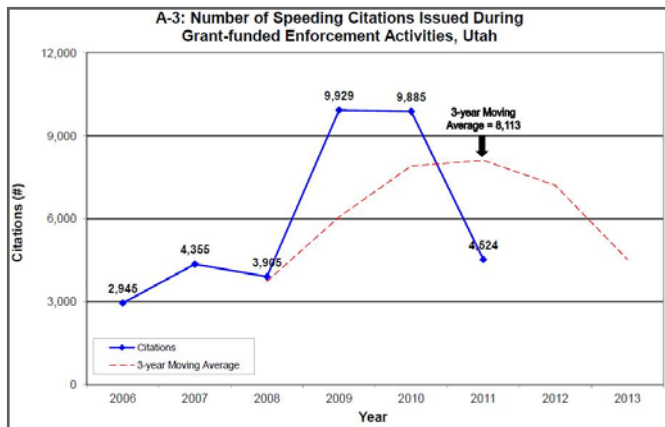
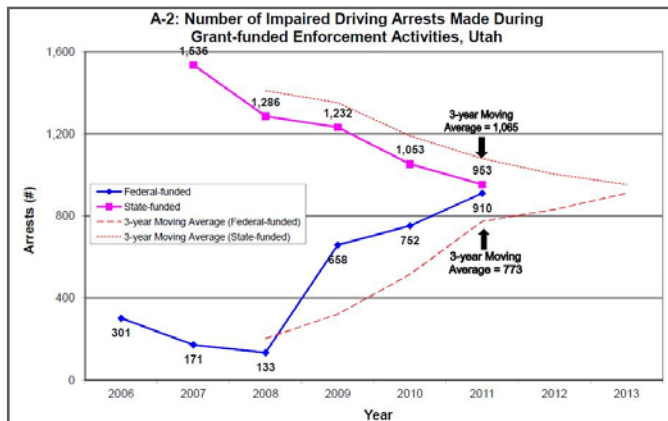
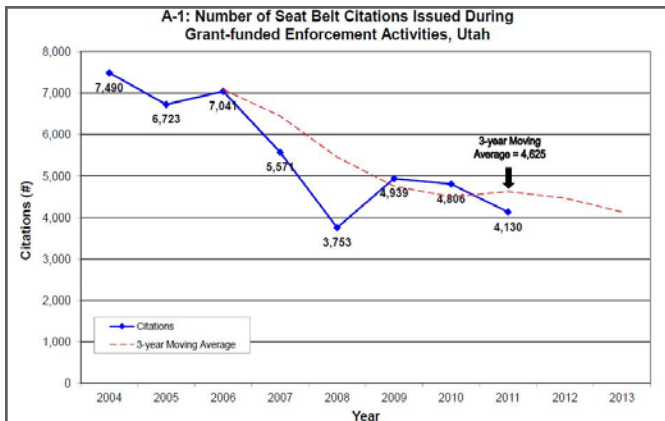
Date

State of Utah

Federal Fiscal Year 2013

ACTIVITY MEASURES

you rate 1 to 5 where 1 represents "should you rate your level of satisfaction" na

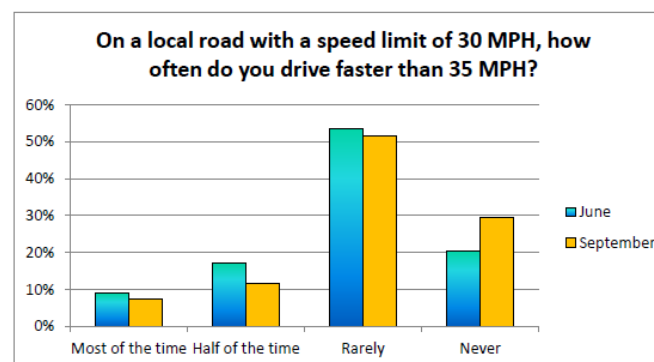
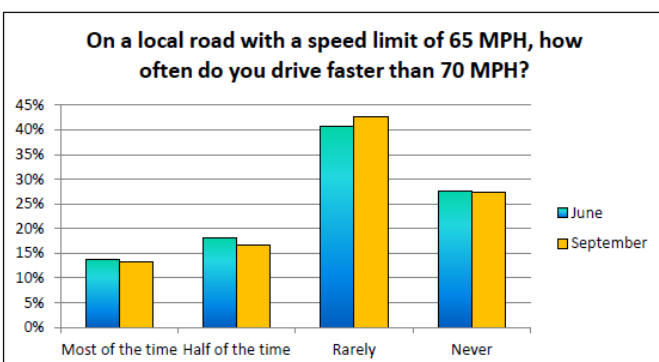
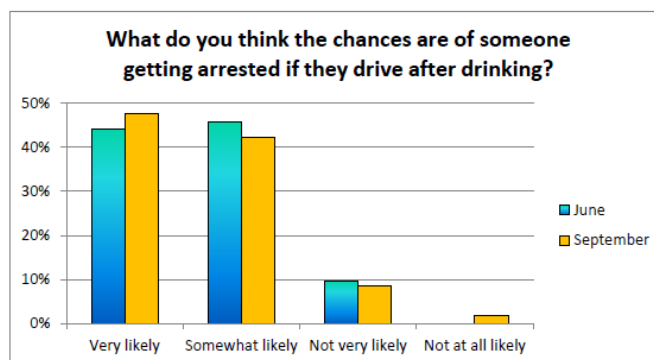
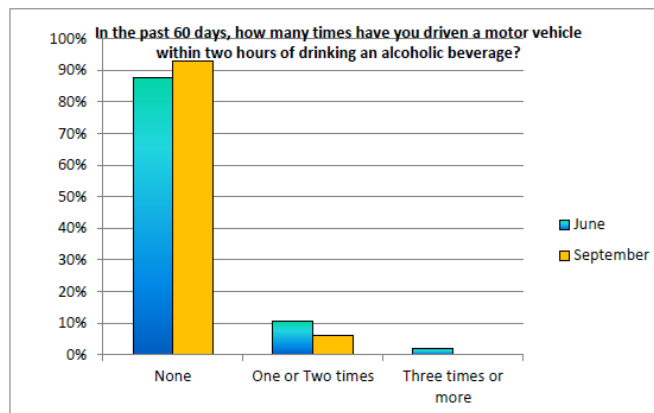
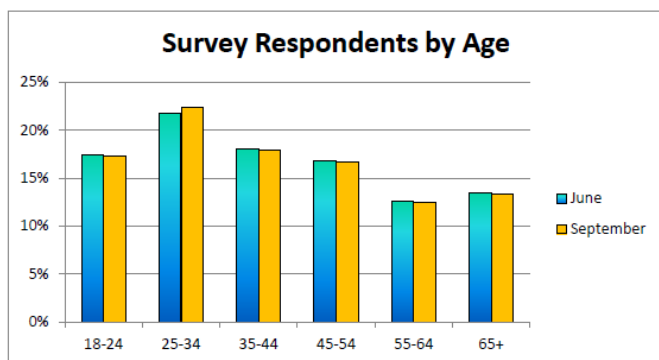


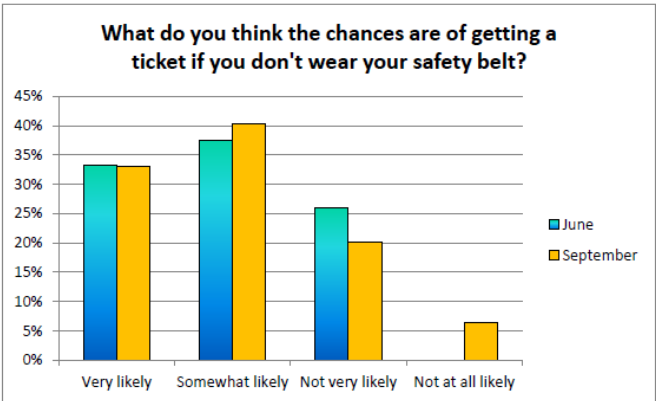
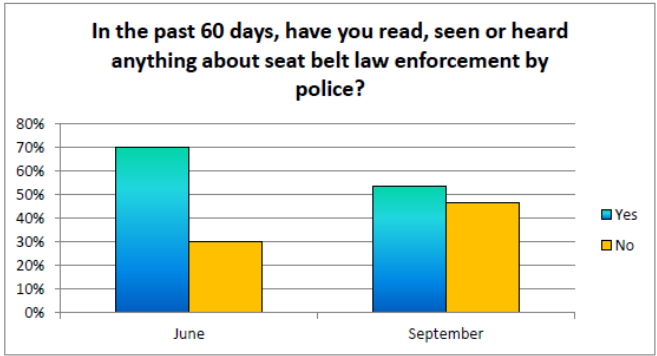
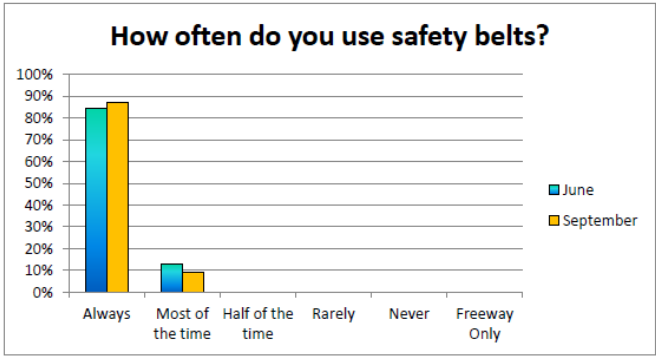
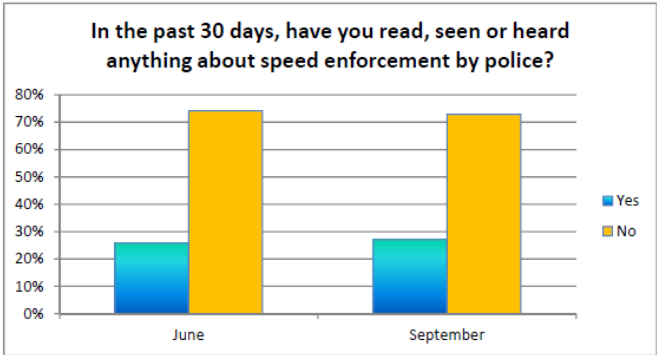
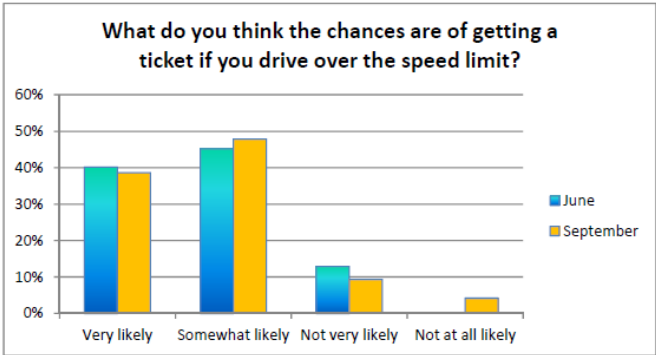
Driver Behavior & Attitude Survey

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 below report the sampled data from the vendor's report to the UHSO.

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







402
\$2,400,000

405
\$372,000

408
\$1,100,000

410
\$1,400,000

1906
\$450,000

2010
\$100,000

2011
\$175,000

STATE
\$954,000

NOTE: Budget totals are estimates. The Section 402 estimate includes carryover and the anticipated FFY2013 award, while the other federal portions are carryover estimate amounts only.

APPENDICES

APPENDICES

CONTENTS

Survey Results

HS-217

Amendments



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

12300 West Dakota Avenue
Suite 140
Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

September 27, 2012

The Honorable Gary Herbert
Utah Governor's Office
Utah State Capitol Complex
P.O. Box 142220
Salt Lake City, Utah 84114-2220

Dear Governor Herbert:

We have reviewed Utah's fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 20, 2012.

Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds for will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Congratulations in sustaining a reduction in traffic deaths over the last five years. Fatality Analysis Reporting System (FARS) data say that from 2007 – 2011, Utah achieved a 19 percent reduction in traffic fatalities. In 2011, the 242 fatalities reported were a marked reduction from the 299 fatalities reported just five years earlier. Injuries continued a downward trend, and Utah is again recognized for having the lowest percentage of alcohol-related fatal crashes in the nation.

Contributing to this success has been the implementation of High Visibility Enforcement (HVE) models inclusive of strategic media placement to impact impaired driving and occupant protection. The State is encouraged to consider this same model and address speeding behaviors in FY 2013. According to State data, speed was represented in 42 percent of the fatalities in 2011.



On July 6, 2012, the President signed into law the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which provides specific funding for highway safety totaling \$500 million in 2013 and \$507 million in 2014. MAP-21 builds on SAFETEA-LU's foundation, while refining programmatic frameworks for pre-existing programs, codifying the National Highway Traffic Safety Administration/Governor's Highway Safety Association (GHSA) performance standards, and adding new distraction and graduated driver licensing grant programs to grow Utah's vital transportation infrastructure. The statutory grant language is proscriptive; thus we will assist the Utah Department of Public Safety/Highway Safety Office in evaluating how it may qualify for the new resources early in FY 2013.

In the coming year, we will work closely with the Highway Safety Office staff to achieve your FY 2013 traffic safety goals and strengthen your highway safety program statewide. As always, your visible support for highway safety is appreciated.

Sincerely,



Bill R. Watada
Regional Administrator

cc: D. Lance Davenport, Governor's Representative for Highway Safety
David Beach, Director, Utah Highway Safety Office
Mary D. Gunnels, PhD, Associate Administrator, NHTSA – Office of Regional
Operations and Program Delivery, Washington D.C.
James Christian, Division Administrator, Federal Highway Administration –
Utah Division



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 8
Colorado, Nevada, North Dakota,
South Dakota, Utah, Wyoming

12300 West Dakota Avenue
Suite 140
Lakewood, CO 80228
Phone: 720-963-3100
Fax: 720-963-3124

September 27, 2012

D. Lance Davenport, Commissioner
Governor's Representative for Highway Safety
Department of Public Safety
4501 South 2700 West
Salt Lake City, UT 84114

Dear Commissioner Davenport:

We have reviewed Utah's fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on August 20, 2012.

Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds for will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Congratulations in sustaining a reduction in traffic deaths over the last five years. Fatality Analysis Reporting System (FARS) data say that from 2007 – 2011, Utah achieved a 19 percent reduction in traffic fatalities. In 2011, the 242 fatalities reported were a marked reduction from the 299 fatalities reported just five years earlier. Injuries continued a downward trend, and Utah is again recognized for having the lowest percentage of alcohol-related fatal crashes in the nation.

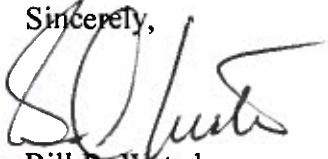
Contributing to this success has been the implementation of High Visibility Enforcement (HVE) models inclusive of strategic media placement to impact impaired driving and occupant protection. The State is encouraged to consider this same model and address speeding behaviors in FY 2013. According to State data, speed was represented in 42 percent of the fatalities in 2011.



On July 6, 2012, the President signed into law the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which provides specific funding for highway safety totaling \$500 million in 2013 and \$507 million in 2014. MAP-21 builds on SAFETEA-LU's foundation, while refining programmatic frameworks for pre-existing programs, codifying the National Highway Traffic Safety Administration/Governor's Highway Safety Association (GHSA) performance standards, and adding new distraction and graduated driver licensing grant programs to grow Utah's vital transportation infrastructure. The statutory grant language is proscriptive; thus we will assist the Utah Department of Public Safety/Highway Safety Office in evaluating how it may qualify for the new resources in FY 2013.

In the upcoming year, we will work closely with the Highway Safety Office staff to achieve your FY 2013 traffic safety goals and strengthen your highway safety program statewide. As always, your support for highway safety is appreciated.

Sincerely,



Bill R. Watada
Regional Administrator

Enclosure

cc: David Beach, Director, Highway Safety Office, Utah Department of Public Safety
Mary D. Gunnels, Associate Administrator, NHTSA Office of Regional Operations
and Program Delivery, Washington D.C.
James Christian, Division Administrator, Federal Highway Administration -
Utah Division

September 27, 2012

**FY 2013 Utah Highway Safety Plan
NHTSA Region 8 Equipment Approval and Program Recommendations**

CAPITAL EQUIPMENT

The capital equipment acquisition references in Utah's FY 2013 Highway Safety Plan are not approved at this time. An individual request must be submitted to the Regional Administrator for approval prior to its purchase. The request must include the following: the equipment item; application to conforming standards [if any]; per unit cost; the purpose for the purchase; link to the problem identification; use in Utah's highway safety program; and anticipated effect/outcome. All capital equipment must be controlled within the State property management system. Major equipment purchases should be part of a program addressing a data driven highway safety problem.

RECOMMENDATIONS

Adult Occupant Restraint Use Projects

Utah has been successful in reducing unrestrained fatalities from 48 percent in 2009 to 34 percent in 2011. The fact remains that one third of all fatalities did not buckle up. Add to this the lower seat belt usage rates in rural parts of the State, and it becomes apparent that adult occupant protection programs are needed. However, the emphasis in the FY 2013 Highway Safety Plan remains on infant through booster age children. The State is encouraged to focus fewer resources on child passenger safety and more on programs to increase adult seat belt usage. Adult outreach should be data driven to maximize the effectiveness of programs to increase seat belt use among the high risk population areas in Utah.

Program Evaluation

As Utah rolls out the new Rural Seat Belt Program that is based on the Positive Community Norming model, please consider developing a formal impact evaluation methodology prior to initiating the project. As the approach is piloted in the three selected communities, impartial measures will provide empirical data for what is hoped to become a new best practice for increasing seat belt usage in rural areas.

Community Traffic Safety Projects

Experience suggests that while community- or county-based programs better ensure the distribution of traffic safety messaging, local project coordinators tend to default to "feel good" activities over time. The Highway Safety Office is encouraged to provide technical assistance and oversight to the CTSPs such that data-driven problems associated with impaired driving (alcohol and other drugs), distracted driving, adult seat belt usage, speed, and pedestrian safety remains the focal point of their outreach.

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 (as amended by Pub. L. 112-141)

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 and high-visibility 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,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

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

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(j)).

Other Federal Requirements

Cash drawdowns 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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward 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—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$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:

- 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;
- 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 commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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 —

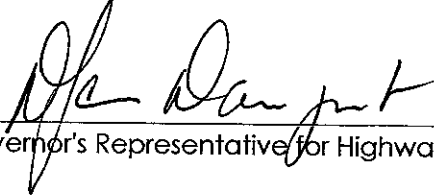
a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

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 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

State of Utah



Date

Federal Fiscal Year 2013

ORIGINAL