STATE OF UTAH
DEPARTMENT OF PUBLIC SAFETY
HIGHWAY SAFETY OFFICE

EXECUTIVE SUMMARY & INTRODUCTION

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

Each year, the staff members of the Utah Highway Safety Office (UHSO) plan collaboratively with local and state government agencies, safety organizations and traffic safety advocates. Their dedication and synergy fuel the planning process as they design to reduce traffic fatalities and injuries on Utah's roadways. The formalized result of this cooperative process is the annual Highway Safety Plan. This year, the process was especially hectic as a result of the most recent federal transportation reauthorization, Moving Ahead for Progress in the 21st Century (MAP-21). Responding to requests from the states, Congress tasked the National Highway Traffic Safety Administration (NHTSA) with condensing the multiple grant applications from previous transportation funding laws into a single, homogenous application process. As the reader might suspect, this was not an easy task for NHTSA, and the paradigm shift for state Highway Safety Offices was enormous. In Utah's case, the Highway Safety Plan has tripled in size.

The Highway Safety Plan also has a new look and format this year to embrace the paradigm shift. The NHTSA Region 8 Office and the six member state Highway Safety Offices (Colorado, Nevada, North Dakota, South Dakota, Utah and Wyoming) joined together to achieve a higher level of connection between crash data, problem identification, countermeasures and outcomes in their Highway Safety Plans. Working with this common goal, the FFY2014 Highway Safety Plan builds on the solid foundation of the national Core Performance, Behavior and Activity Measures.

Data sets for each Core Performance and Behavior Measure were collected and carefully analyzed, enduring an evaluation process assessing whether the UHSO was a primary element in efforts in the program area. Based on these decisions, 3- and 5-year trends were reviewed and discussed for each Core Measure, and Utah's Performance Targets were then set. The next and likely most important step in this process was to assist the program management group in understanding where problem areas and hot spots occurred in Utah. An especially useful tool this year were heatmaps, which were compiled and used to visually demonstrate the concentrated or diverse nature of the traffic safety problem, and to focus resources (projects). Another new feature is a solid linkage between Core Measures and proposed projects, with those projects working to help Utah meet specific Core Performance Targets listed in this plan.

Two other exciting additions to the Highway Safety Plan this year are an Enforcement Plan and a Communication Plan. The Enforcement Plan was drafted by the UHSO's law enforcement liaison group, and covers multiple focus areas with an emphasis on seatbelts, impaired driving, distracted driving and speeding. The plan gathers and presents information to the reader effectively summarizing Utah's planned enforcement efforts. The Communication Plan recognizes a huge leap in the communications expertise of the UHSO's staff, and illustrates a dedication to learning how to continue expanding social media activities and use them for effective intervention.

A final significant change the reader will notice is in the Community Traffic Safety area. With the change in funding streams and certain priority areas as a result of MAP-21, and as a result of a planning meeting held with a representative group, the UHSO has transitioned regional Community Traffic Safety Projects into working on activities in four specific focus areas: seatbelt use, impaired driving, distracted driving, and older drivers.

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

Highway Safety Planning Process

Data Analysis, Problem Identification and Setting Targets

The Highway Safety Office collected data from a variety of sources as a prelude to the planning for the FFY2014 Highway Safety Plan, including:

- Fatality Analysis Reporting System (FARS)
- Statewide Crash Repository Database
- Utah Department of Health
- Utah GEARS (grant management tracking system)
- Seatbelt and Other Observational Studies
- Telephone Surveys
- NHTSA
- Other information and data from governmental and private sector safety organizations

This collection of raw crash and injury data is then analyzed by the UHSO's research analyst and compiled into the 10 Core Performance Measures agreed upon by NHTSA and GHSA, and include:

C-1) Number of traffic fatalities (FARS)

C-2) Number of serious injuries in traffic crashes (State crash data files)

C-3) Fatalities/VMT (FARS, FHWA)

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

C-6) Number of speeding-related fatalities (FARS)

C-7) Number of motorcyclist fatalities (FARS)

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

C-10) Number of pedestrian fatalities (FARS)

Each graph includes a 3 or 5 year historical trend line reflecting the most current crash data available. In addition, a Core Behavior Measure is considered:

B-1) Observed seatbelt use for passenger vehicles, front seat outboard occupants (survey)

Using the information from the data analysis process, the trend in each of the Core Performance Measures was evaluated for the strength or weakness of probability factors. Then the data was 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. Often it is challenging to process information from chart and graphs, so heatmaps were used as a visual aid to better identify traffic crash concentrations. This drill-down assisted the program management group in better understanding the what, who, when, where and why aspects of each measure.

The UHSO's program management group next prepared to establish Performance Targets for each measure. Consideration was given to factors not reflected in crash data, including:

- Examined national and regional performance targets
- Reviewed Utah's current programs, legislation and other variables

- Considered the environment in surrounding states and any impact on Utah
- Examined other environmental issues such as population growth, economic conditions, etc.

The group then considered other planning and direction documents such as Utah's Strategic Highway Safety Plan, recommendations from recent Management Reviews and Program Assessments, the Regional Action Plan from the Region 8 Office, and even previous Highway Safety Plan acceptance letters. Based on this information, Performance Targets were selected for each of the 10 Core Performance Measures and the Behavior Measure.

The UHSO's research analyst was then asked to make recommendations for data-driven Performance Targets. These recommendations were reviewed by the senior program planner, and legislative and political consideration was given. In most cases, the recommendations were accepted without adjustment.
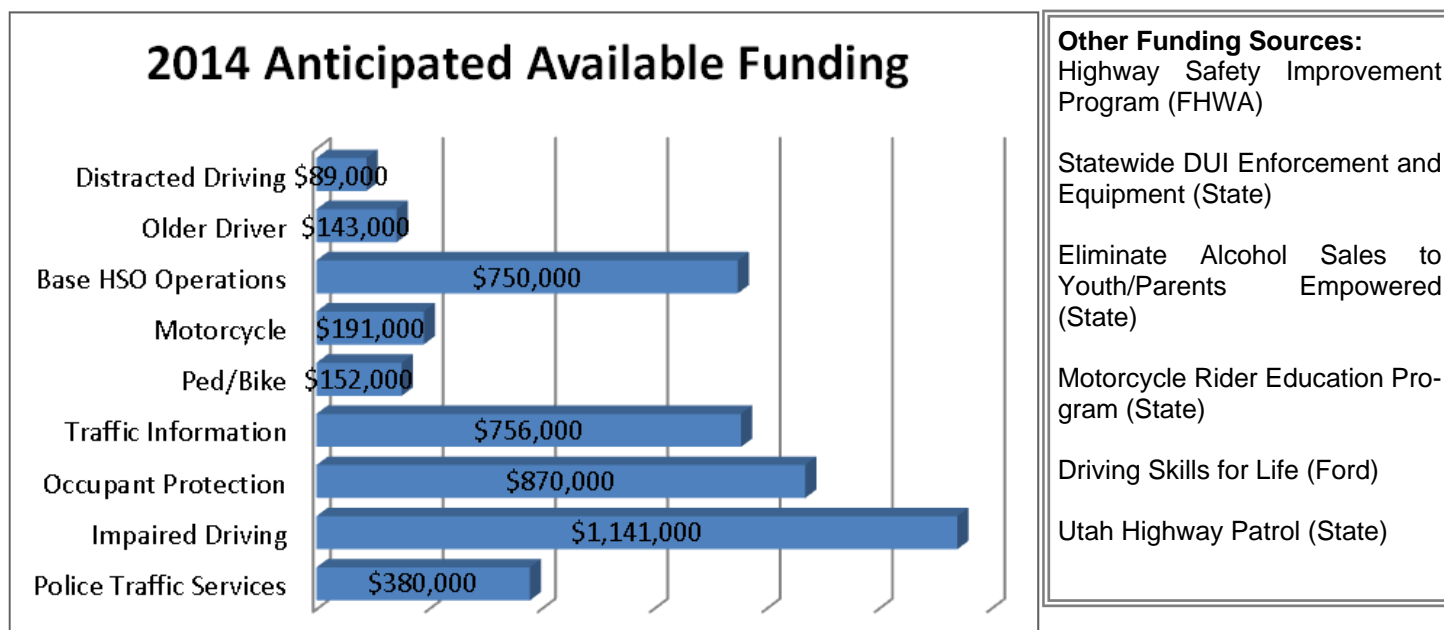
Funding Strategy

The strategy for allocating funds to program areas was undertaken using a process to identify fatal Utah crash characteristics, especially as they relate to driver behavior. The seven most common characteristics identified included speeding, unrestrained occupants, older drivers, drunk drivers, pedestrians/bicyclists, motorcycles and distracted drivers.

The UHSO's role in each characteristic area was then assessed using a five tier rating system ranging from Minimal to Primary. For example, the UHSO's role in speed enforcement was rated as low since law enforcement agencies statewide are performing this task during normal, daily patrols, while the UHSO's role in pedestrian and bicycle safety is high with the State Pedestrian and Bicycle Safety Coordinator housed within the UHSO. Using this role information, each characteristic was weighted and a percentage target of available funding was established.

Two other factors still needed attention, however: Would the anticipated stovepipe funding source (if any) be sufficient to provide a reasonable proportion of funding to the program area, and were other funding streams available? An example of an over-representative stovepipe might be the impaired driving funding in Section 405(d). For many years Utah has had one of the lowest rates in the nation of alcohol-impaired fatal traffic crashes. Based on the analysis process above, the stovepipe of funding in 405(d) is four times the amount that would normally be programmed for impaired driving reduction. In this example, the stovepipe of funding is more than sufficient, and no supplement from Section 402 was needed. An example of other funding streams is the Driving Skills For Life monies offered by Ford Motor Company. This money provided a private-sector stovepipe for teen driving and helped offset a shortage of 402 monies to fund adequate activities.

Based on this information, a final available funding split was then established.

2014 Anticipated Available Funding

Program Area	Funding
Distracted Driving	$89,000
Older Driver	$143,000
Base HSO Operations	$750,000
Motorcycle	$191,000
Ped/Bike	$152,000
Traffic Information	$756,000
Occupant Protection	$870,000
Impaired Driving	$1,141,000
Police Traffic Services	$380,000

Other Funding Sources:
Highway Safety Improvement Program (FHWA)

Statewide DUI Enforcement and Equipment (State)

Eliminate Alcohol Sales to Youth/Parents Empowered (State)

Motorcycle Rider Education Program (State)

Driving Skills for Life (Ford)

Utah Highway Patrol (State)

Countermeasures and Project Selection

The project selection process kicked off with a request to various agencies and organizations to submit proposals for projects which addressed the UHSO's established performance measures and targets, or a subset of them. After the deadline for proposals passed, the program management team met and collectively discussed the merits of each proposal and how it would help Utah achieve its targets. The criteria used to select projects mainly included the following questions:

♦ Proposal respond to the UHSO's identified problems?
♦ Use evidence-based countermeasures (such as those in <u>Countermeasures That Work</u>)?
♦ Which Core Measures would this project address?
♦ Likely to have an impact and reduce crashes?
♦ Influence one or more of the Core Performance Measures or the Behavioral Measure?
♦ Confidence in the project personnel/agency?
♦ Evaluation plan adequate?
♦ Proposed budget realistic and cost effective?
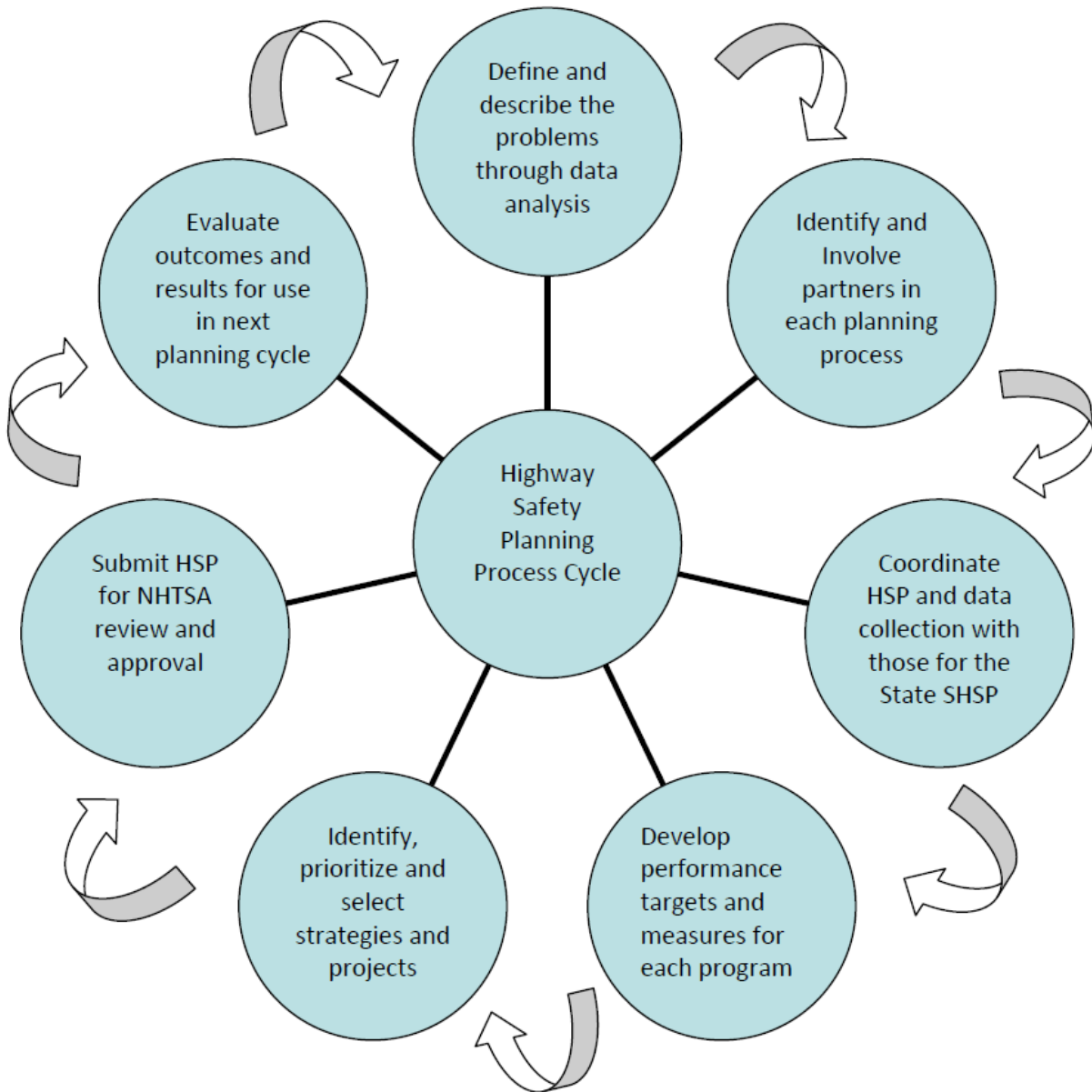♦ Single year or multiple year project?

After all of the proposals were closely reviewed, they were ranked from most to least desirable. The most promising proposals were accepted, as funding levels permitted, linked to the Core Measure they address, and detailed within the appropriate focus area in the Highway Safety Plan.

Participants in the Planning Process

Utah's Highway Safety Planning process is a collaborative effort which begins with the State's Strategic Highway Safety Plan (SHSP), as this document sets broad direction for participating agencies and organizations, and also serves as the measure of collaboration in the State. The participants in the SHSP included:

- Utah Department of Public Safety
- Utah Department of Transportation
- Utah Department of Health
- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Utah Transit Authority
- Utah Traffic Records Advisory Committee (UTRAC)
- Salt Lake City Transportation Department
- Mountainland Association of Governments
- Wasatch Front Regional Council
- Utah Local Technical Assistance Program Center (LTAP)
- Dixie Metropolitan Planning Organization
- Cache Metropolitan Planning Organization
- Operation Lifesaver
- Primary Children's Medical Center
- Safe Kids, Utah
- Utah Trucking Association

Highway Safety Planning Process

Highway Safety Planning Process Cycle

- Define and describe the problems through data analysis
- Identify and Involve partners in each planning process
- Coordinate HSP and data collection with those for the State SHSP
- Develop performance targets and measures for each program
- Identify, prioritize and select strategies and projects
- Submit HSP for NHTSA review and approval
- Evaluate outcomes and results for use in next planning cycle
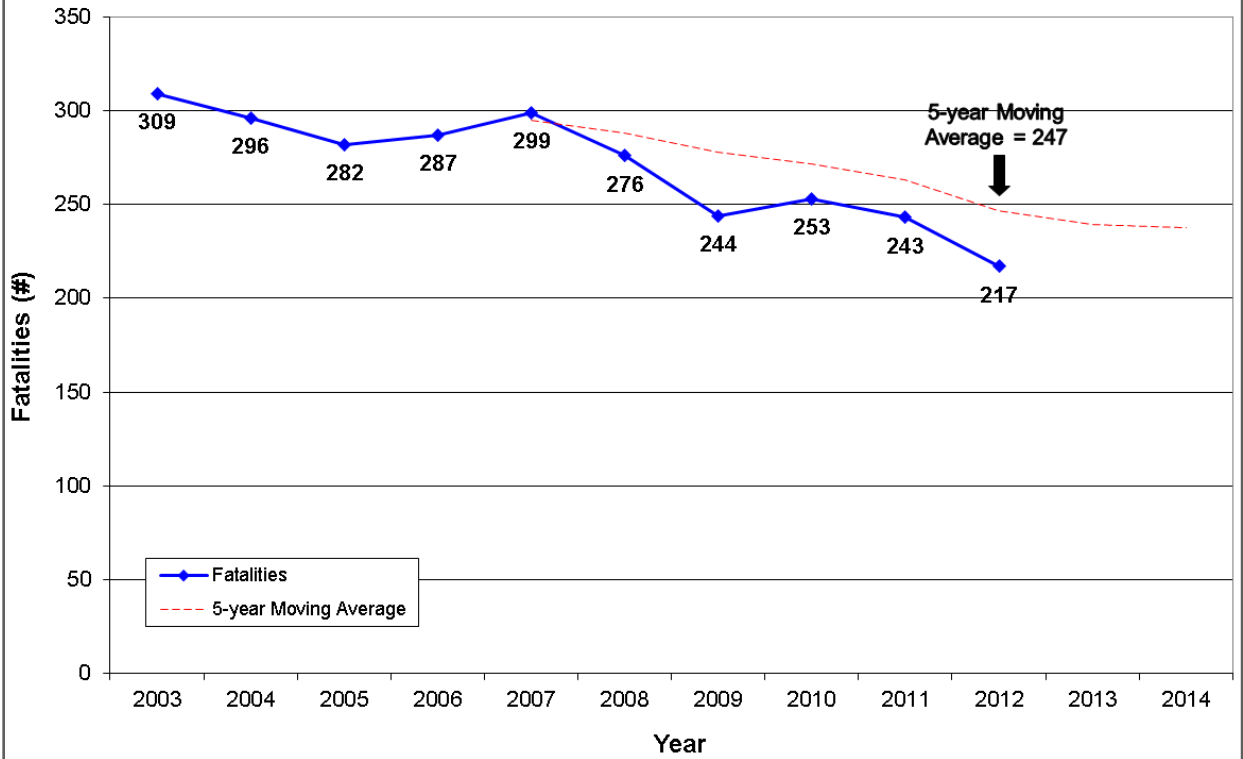
Drill-down Information:

It is often useful to drill-down into broad-stroke data, such as Utah Traffic Fatalities, to analyze the subsets of information it contains. Many of the Core Performance Measures serve this drill-down purpose, offering the reader a more detailed look into the characteristics of the data. However, the 10 Core Measures do not provide a specific glimpse into two other national focus areas, distracted/drowsy driving and older drivers. Also of interest during our crash data analysis was a re-emerging problem in
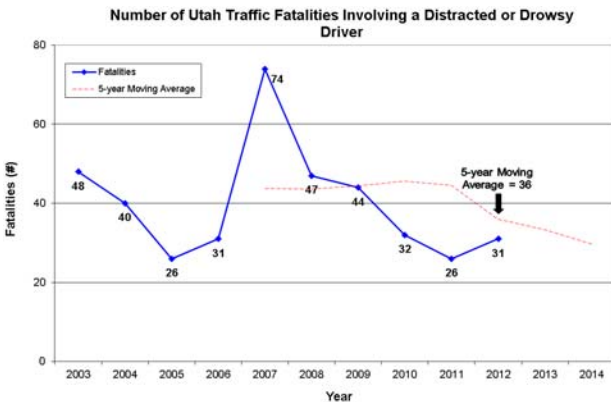
Utah: Railroad/highway crossings crashes. With the implementation and subsequent expansion of the light rail system (TRAX), and a commuter rail system (Frontrunner), incidents at railroad crossings are showing an upward trend. Utah includes this information for the reader to consider, but is not establishing separate performance targets in the Highway Safety Plan this year.

Heatmaps:

Heatmaps also offered an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (right).
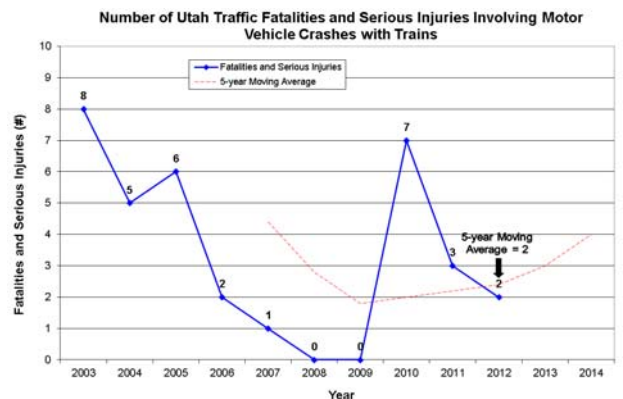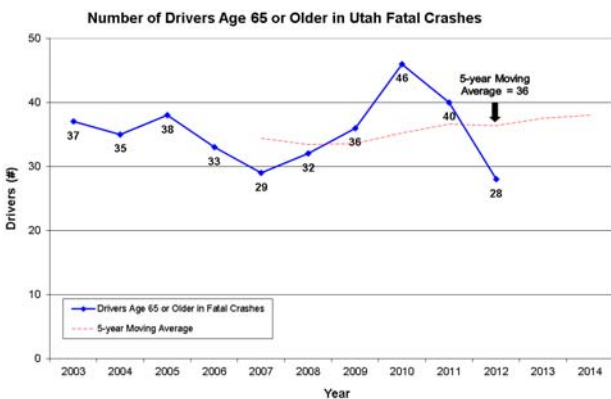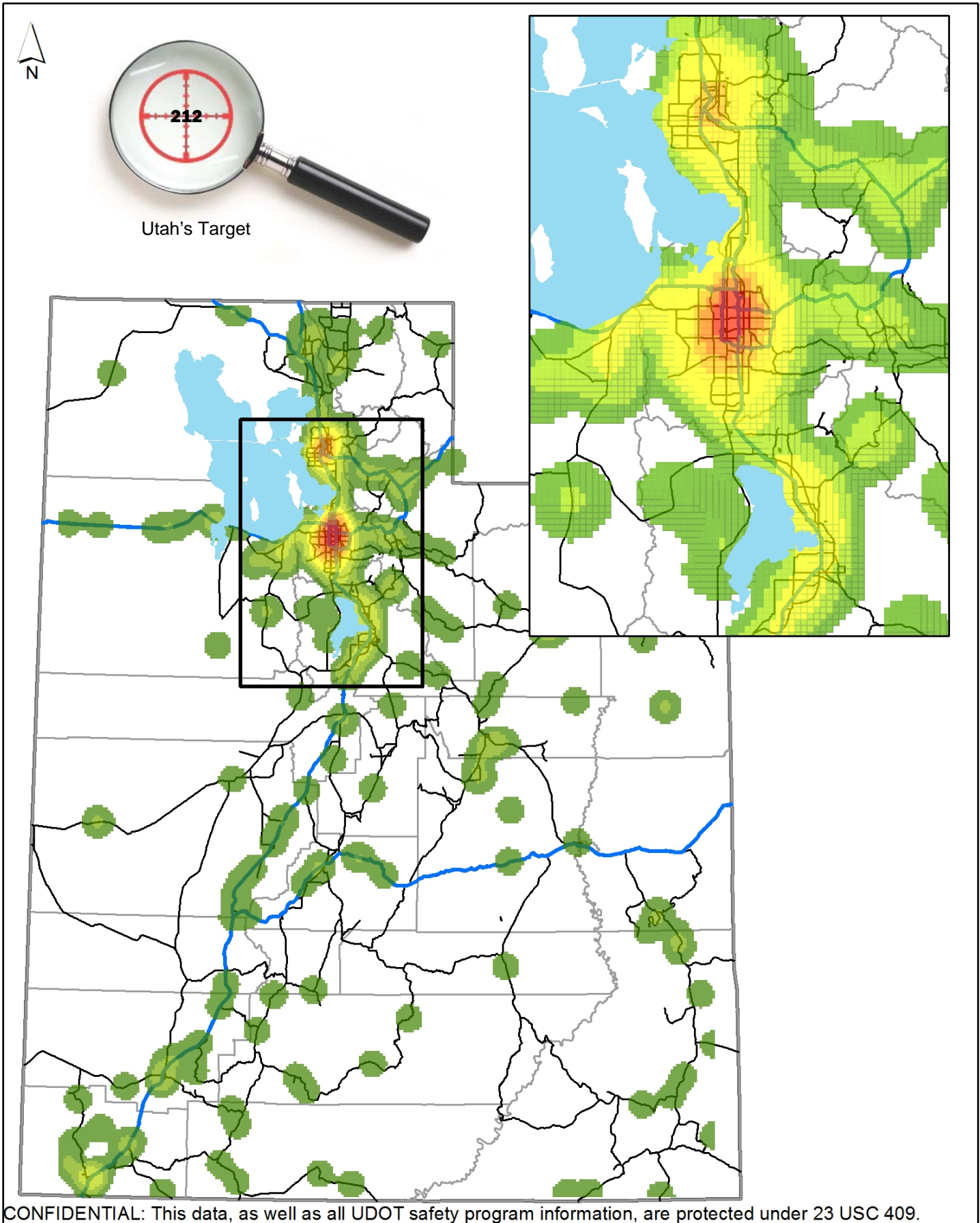
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Utah's Target

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Justification for Performance Target:
What: Utah has experienced a significant reduction in traffic fatalities since 2003, yet motor vehicle crashes continue to be one of the most preventable forms of unintended death in Utah.

Who: Looking at the most recent 5-year average, 16% involved an under-21 driver (see C-9), 15% involved a driver age 65+, nearly 15% were pedestrians/bicyclists (see C-10), and almost 12% were motorcyclists (see C-7). Also, distracted/drowsy driving is a growing problem, and railroad crossing crashes are experiencing an increasing trend.

When: Weather has a significant impact on fatal crashes in Utah, with the most severe winter weather months reflecting fewer fatal crashes even though overall crash numbers will rise. Weekdays see a higher fatal crash average than Saturdays, and afternoons have the highest crash concentration with the peak occurring around 5pm.

Where: A major portion of the fatal crashes in Utah continue to be grouped along the highly urbanized Wasatch Front counties of Salt Lake, Utah, Davis and Weber, with smaller hot-spots in Washington and Box Elder counties (see heatmap).

Why: Over 50% of Utah's traffic fatalities involve only a single vehicle, about one-third of those killed are unrestrained (see C-4), about 40% involve speeding (see C-6), 15% of Utah's fatal crashes involve a distracted or drowsy driver, and while only 1% involve a railroad crossing, this is expected to increase with the expansion of light rail and commuter train service along the Wasatch Front.

Coordination with Utah's Strategic Highway Safety Plan:
The Highway Safety Office has representation within the Strategic Highway Safety Plan (SHSP) stakeholder group which sets Traffic Safety Performance Measures and Targets for the SHSP. While the common measures and targets (fatalities, fatality rate, and serious injuries) between the SHSP and this Highway Safety Plan (HSP) may vary slightly this year, in future years they will be coordinated through the SHSP.

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work publication. For the projects detailed under this Performance Measure, we plan to use these specific strategies:

Chapter 4 - Distracted and Drowsy Driving

Chapter 7 - Older Drivers

Chapter 3 - (Use this strategy for Railway Crossings)

The effectiveness of these strategies is well documented within the Countermeasures That Work publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures
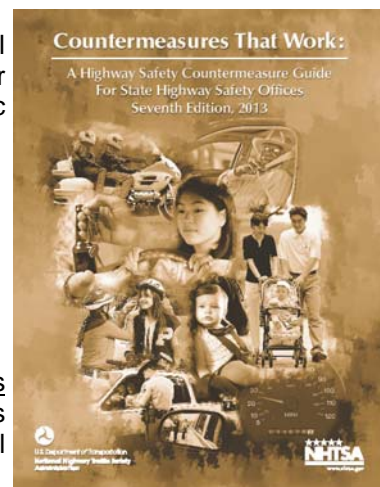
Projects Related to this Core Measure:

PT140101	Police Traffic Services & Equipment (50%)	CP140211	Southwest Utah CTS (20%)
PT140102	Salt Lake/Davis Counties MATF (33.3%)	CP140212	San Juan County CTS (20%)
PT140103	Utah County MATF (33.3%)	CP140213	Personnel (33.3%)
PT140104	Operation Lifesaver (100%)	CP140214	Rural Traffic Safety Coordinator (20%)
M8*PT140105	Logan City Distracted Driving (100%)	CP140215	PI&E Project (33.3%)
M8*PT140106	Murray City Distracted Driving (100%)	CP140216	Traffic Safety Summit (33.3%)
M8*PT140107	St. George City Distracted Driving (100%)	CP140217	Technology Transfer/GEARS (33.3%)
CP140201	Davis County CTS (20%)	CP140219	Utah Safety Council Traffic Safety (50%)
CP140202	Tri-County CTS (20%)	CP140220	Utah Yellow Dot (50%)
CP140203	Weber/Morgan CTS (20%)	CP140221	Older Driver PI&E (50%)
CP140204	Bear River CTS (20%)	K9140501	Crash/Citation Info Management (33.3%)
CP140205	Summit County CTS (20%)	K9140502	EMS Pre-Hospital Data (33.3%)
CP140206	Tooele County CTS (20%)	K9140503	Enhance/Expand Citation Reports (33.3%)
CP140207	Utah County CTS (20%)	K9140504	Increase BAC Reporting (33.3%)
CP140208	Southeastern Utah CTS (20%)	K9140505	Web Service/Geo Locate Traffic (33.3%)
CP140209	Central Utah CTS (20%)	K9140506	Traffic Records Assessment (33.3%)
CP140210	Wasatch County CTS (20%)	PA141001	Planning and Administration (33.3%)
		PA141002	Utah Planning and Administration (33.3%)
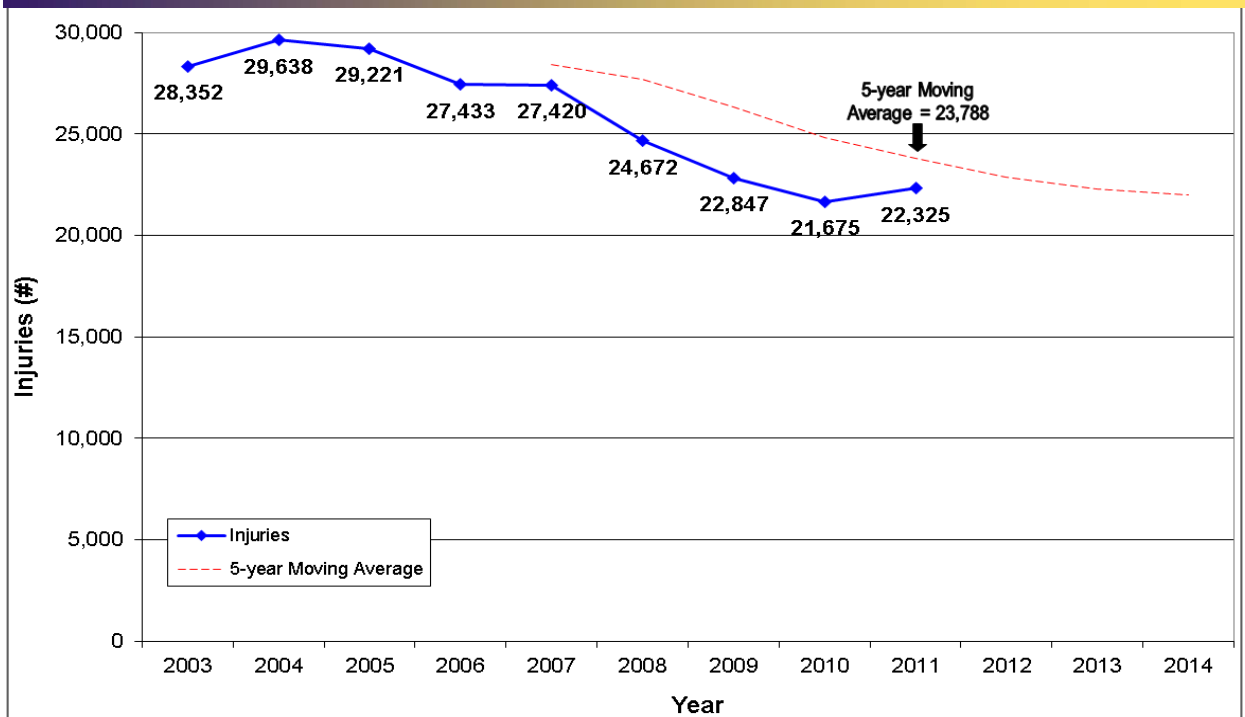
Heatmaps:
Often it is challenging to process information from a chart, such as the one above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:
What: Over 23,000 people are injured in traffic crashes in Utah a year. This carnage takes a tremendous toll on people's health, time, and finances. The good news is that injuries have shown a decreasing trend over the last ten years in Utah.

Who: The surprising thing about injured crash victims compared to fatalities is that more females get injured than males. Two-thirds of the people injured were drivers, 28% were passengers, 3% were pedestrians, and 3% were bicyclists. The highest number of injuries occurred to ages 15-34 years.

When: August through December were the months with the highest number of injuries in Utah. Friday has the highest number of injuries. The highest number of injuries were during the hours of 2:00-6:59 p.m.

Where: The highly urbanized Wasatch Front counties of Salt Lake, Utah, Davis, and Weber had the highest number of injuries as well as the highest rates of injuries per vehicle mile traveled, with smaller hot-spots in Washington and Box Elder counties.

Why: Following too closely, failed to yield right of way, and speed were the leading contributing factors for drivers involved in injury crashes in Utah.

Coordination with Utah's Strategic Highway Safety Plan:
The Highway Safety Office has representation within the Strategic Highway Safety Plan (SHSP) stakeholder group which sets Traffic Safety Performance Measures and Targets for the SHSP. While the common measures and targets (fatalities, fatality rate, and serious injuries) between the SHSP and this Highway Safety Plan (HSP) may vary slightly this year, in future years they shall be defined identically and coordinated through the SHSP.

21,500

Utah's Target

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's <u>Countermeasures That Work.</u> For the projects detailed under this Performance Measure, we plan to use:

Chapter 4 - Distracted and Drowsy Driving

Chapter 7 - Older Drivers

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The effectiveness of these strategies is well documented within the <u>Countermeasures That Work</u> publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures
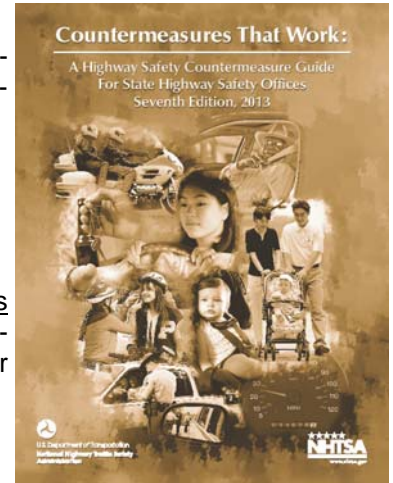
Projects Related to this Core Measure:
PT140102   Salt Lake/Davis Counties MATF (33.3%)
PT140103   Utah County MATF (33.3%)
CP140201   Davis County CTS (20%)
CP140202   Tri-County CTS (20%)
CP140203   Weber/Morgan CTS (20%)
CP140204   Bear River CTS (20%)
CP140205   Summit County CTS (20%)
CP140206   Tooele County CTS (20%)
CP140207   Utah County CTS (20%)
CP140208   Southeastern Utah CTS (20%)
CP140209   Central Utah CTS (20%)
CP140210   Wasatch County CTS (20%)
CP140211   Southwest Utah CTS (20%)
CP140212   San Juan County CTS (20%)
CP140213   Personnel (33.3%)
CP140214   Rural Traffic Safety Coordinator (20%)
CP140215   PI&E Project (33.3%)
CP140216   Traffic Safety Summit (33.3%)
CP140217   Technology Transfer/GEARS (33.3%)
CP140220   Utah Yellow Dot (50%)
CP140221   Older Driver PI&E (50%)
K9140501   Crash/Citation Info Management (33.3%)
K9140502   EMS Pre-Hospital Data (33.3%)
K9140503   Enhance/Expand Citation Reports (33.3%)
K9140504   Increase BAC Reporting (33.3%)
K9140505   Web Service/Geo Locate Traffic (33.3%)
K9140506   Traffic Records Assessment (33.3%)
PA141001   Planning and Administration (33.3%)
PA141002   Utah Planning and Administration (33.3%)

C-3: Utah Total, Urban, and Rural Fatality Rate per 100 Million VMT
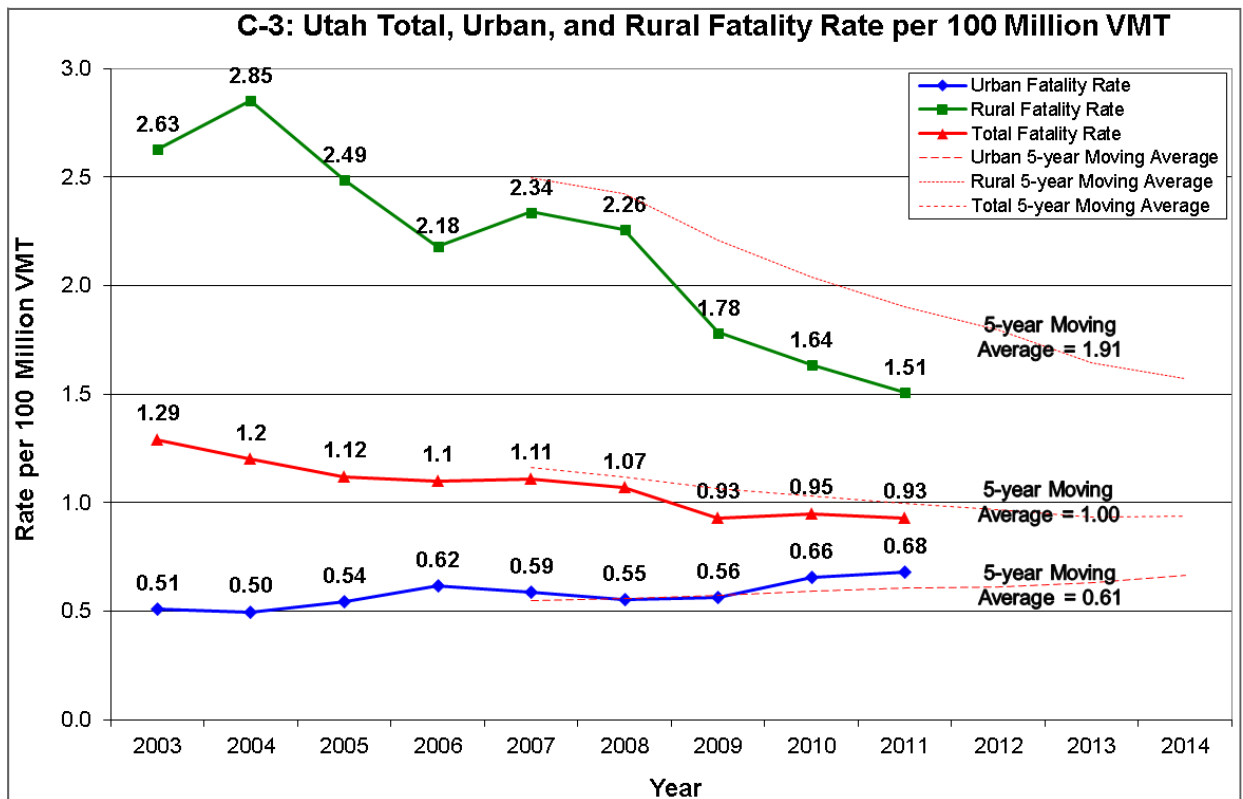
Justification for Utah's Performance Target:

What: The fatality rate per vehicle miles traveled has shown a dramatic decrease in Utah over the last 60 years. Since 2009 the rate has been less than 1 fatality per 100 million vehicle miles traveled, a rate formerly thought to be unbreakable.

Who: People driving in rural areas have a fatality rate double of drivers in urban areas.

When: The years 2004 and 2009 saw the biggest decrease in fatality rate from the previous year.

Where: The rural fatality rate per 100 million vehicle miles traveled has decreased from 2.85 in 2004 to 1.51 in 2011. In contrast, urban areas have increased from a rate of 0.50 in 2004 to 0.68 in 2011.

Why: Rural areas have shown the most dramatic decrease in fatality rates. In contrast urban areas have actually shown an increasing rate the last ten years. The combination of decreasing traffic fatalities and increasing miles traveled over the last ten years has had a major impact on the decreasing rates.

Coordination with Utah's Strategic Highway Safety Plan:

The Highway Safety Office has representation within the Strategic Highway Safety Plan (SHSP) stakeholder group which sets Traffic Safety Performance Measures and Target for the SHSP. While the common measures and targets (fatalities, fatality rate, and serious injuries) between the SHSP and this Highway Safety Plan (HSP) may vary slightly this year, in future years they shall be defined identically and coordinated through the SHSP.
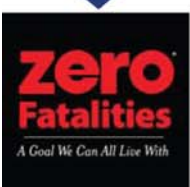
Utah's OverallTarget

Utah's UrbanTarget


Utah's RuralTarget

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's <u>Countermeasures That Work.</u> For the projects detailed under this Performance Measure, we plan to use:

Chapter 4 - Distracted and Drowsy Driving

The effectiveness of these strategies is well documented within the <u>Countermeasures That Work</u> publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures

Projects Related to this Core Measure:
CP140201   Davis County CTS (20%)
CP140202   Tri-County CTS (20%)
CP140203   Weber/Morgan CTS (20%)
CP140204   Bear River CTS (20%)
CP140205   Summit County CTS (20%)
CP140206   Tooele County CTS (20%)
CP140207   Utah County CTS (20%)
CP140208   Southeastern Utah CTS (20%)
CP140209   Central Utah CTS (20%)
CP140210   Wasatch County CTS (20%)
CP140211   Southwest Utah CTS (20%)
CP140212   San Juan County CTS (20%)
CP140213   Personnel (33.3%)
CP140215   PI&E Project (33.3%)
CP140216   Traffic Safety Summit (33.3%)
CP140217   Technology Transfer/GEARS (33.3%)
K9140501   Crash/Citation Info Management (33.3%)
K9140502   EMS Pre-Hospital Data (33.3%)
K9140503   Enhance/Expand Citation Reports (33.3%)
K9140504   Increase BAC Reporting (33.3%)
K9140505   Web Service/Geo Locate Traffic (33.3%)
K9140506   Traffic Records Assessment (33.3%)
PA141001   Planning   and   Administration   (33.3%)
PA141002   Utah Planning and Administration (33.3%)
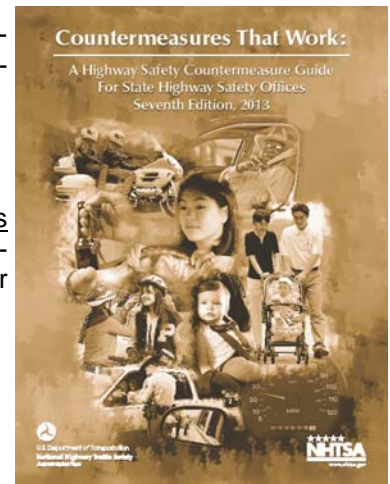
C-4: Number of Utah Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions
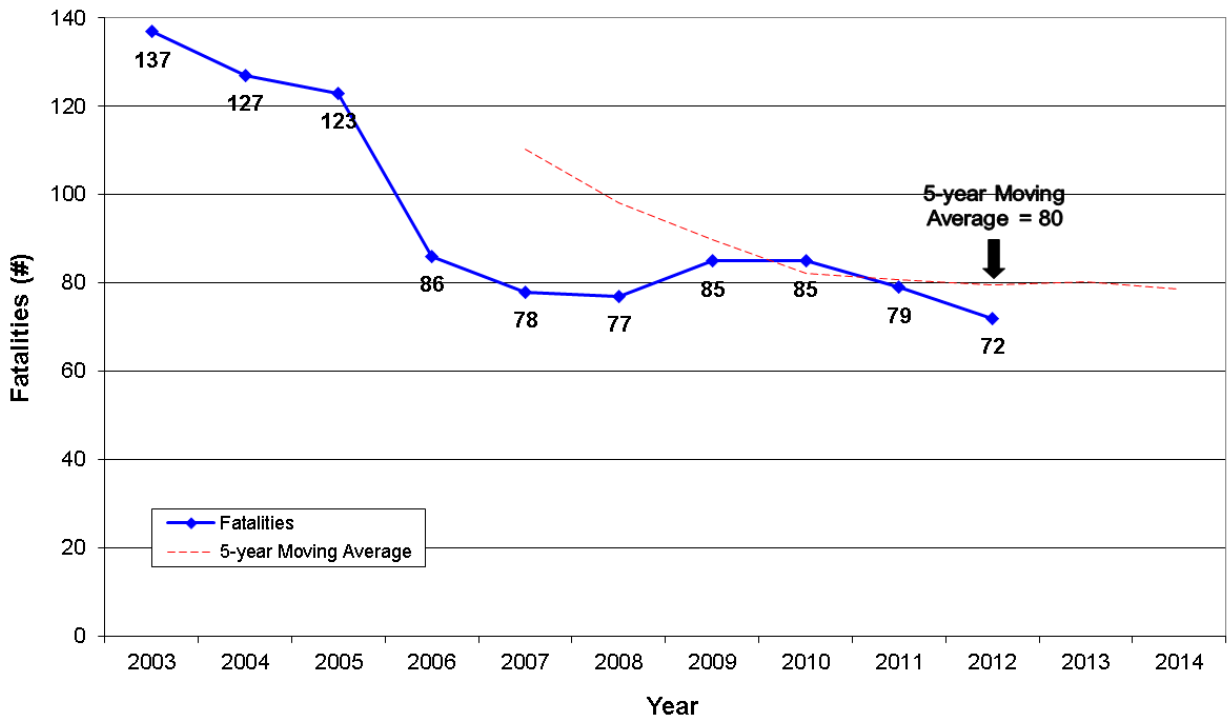
Heatmaps:
Often it is challenging to process information from a chart, such as above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:
What: The number of Utah unrestrained passenger vehicle occupant fatalities has shown a decreasing trend over the last ten years. The five-year moving average is 80 unrestrained fatalities a year in Utah. Unrestrained occupants represent around one-third of the motor vehicle deaths in Utah.

Who: The majority of unrestrained occupant fatalities are males. Ages 15-39 years had the highest number of unrestrained occupant fatalities. Nearly two-thirds of the unrestrained occupant fatalities are drivers, with the rest of the fatalities about equally split between other front seat occupants and back seat occupants. Occupants in pickup trucks were the least likely to be restrained.

When: Restraint use is lowest between 11:00 p.m. to 4:59 a.m.

Where: About 40% of unrestrained occupant fatalities occur along the Wasatch Front. Box Elder, Duchesne, and Tooele Counties also have high numbers of unrestrained occupant fatalities.

Why: Wearing a seatbelt is one of the best ways to decrease injuries and deaths in motor vehicle crashes. Only 50% of occupants who die are restrained.

Utah's Target
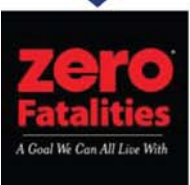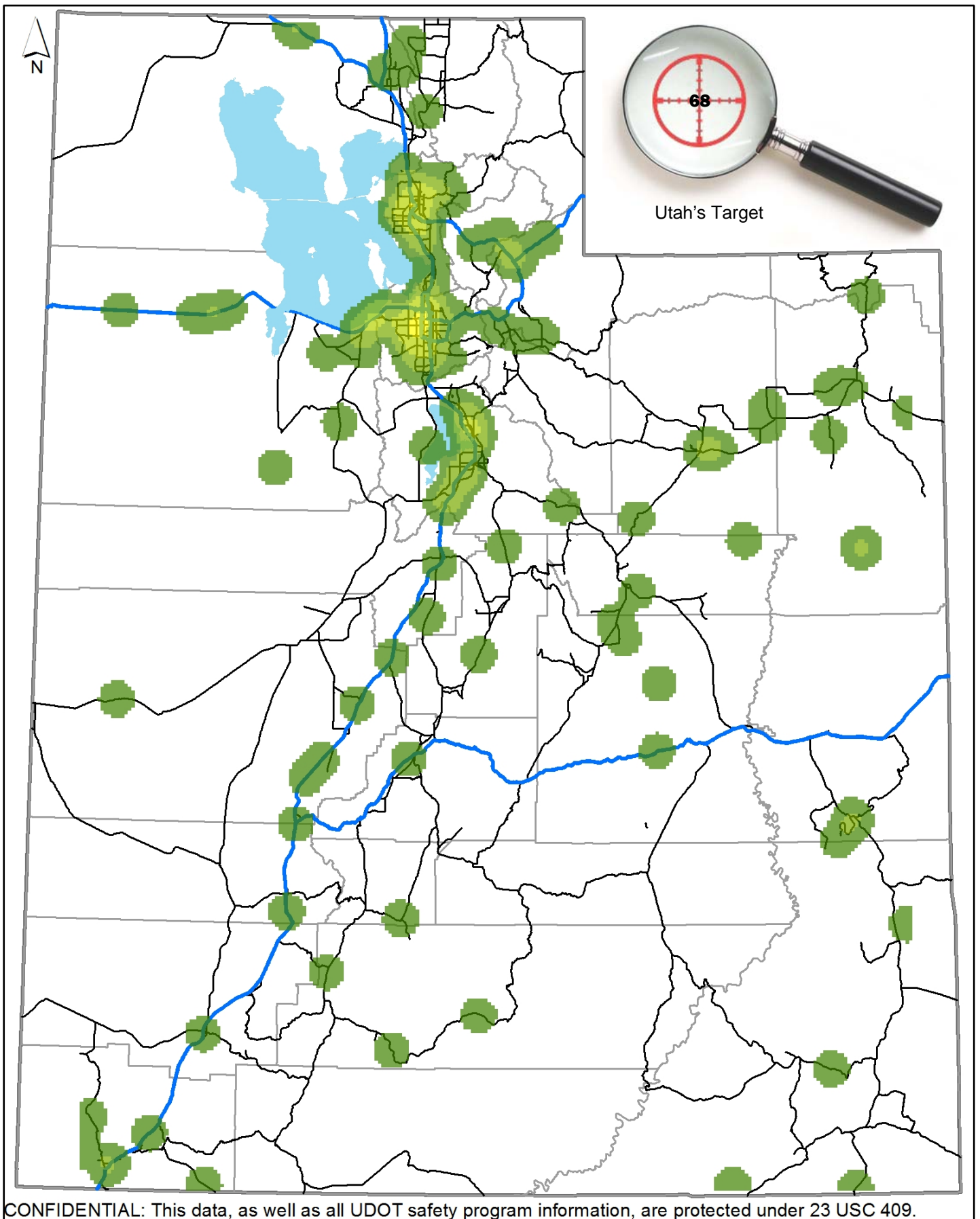
Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's <u>Countermeasures That Work.</u> For the projects detailed under this Performance Measure, we plan to use:

Chapter 2 - Seat Belt Use and Child Restraints
.
The effectiveness of these strategies is well documented within the <u>Countermeasures That Work</u> publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures

Projects Related to this Core Measure:
CP140201   Davis County CTS (20%)
CP140202   Tri-County CTS (20%)
CP140203   Weber/Morgan CTS (20%)
CP140204   Bear River CTS (20%)
CP140205   Summit County CTS (20%)
CP140206   Tooele County CTS (20%)
CP140207   Utah County CTS (20%)
CP140208   Southeastern Utah CTS (20%)
CP140209   Central Utah CTS (20%)
CP140210   Wasatch County CTS (20%)
CP140211   Southwest Utah CTS (20%)
CP140212   San Juan County CTS (20%)
CP140214   Rural Traffic Safety Coordinator (20%)
CP140215   PI&E Project (33.3%)
CP140216   Traffic Safety Summit (33.3%)
CP140217   Technology Transfer/GEARS (33.3%)
CP140219   Utah Safety Council Traffic Safety (50%)
CP140220   Utah Yellow Dot (50%)
CP140221   Older Driver PI&E (50%)
K9140501   Crash/Citation Info Management (33.3%)
K9140502   EMS Pre-Hospital Data (33.3%)
K9140503   Enhance/Expand Citation Reports (33.3%)
K9140504   Increase BAC Reporting (33.3%)
K9140505   Web Service/Geo Locate Traffic (33.3%)
K9140506   Traffic Records Assessment (33.3%)
PA141001   Planning and Administration (33.3%)
PA141002   Utah Planning and Administration (33.3%)\
M2HVE140401 CIOT Step Support (50%)
OP140402   Rural Seat Belt Program (50%)
OP140403   Utah CPS Program (50%)
OP140404   OP Media, Materials & Support
M2PE140405   Seatbelt Observational Survey (50%)

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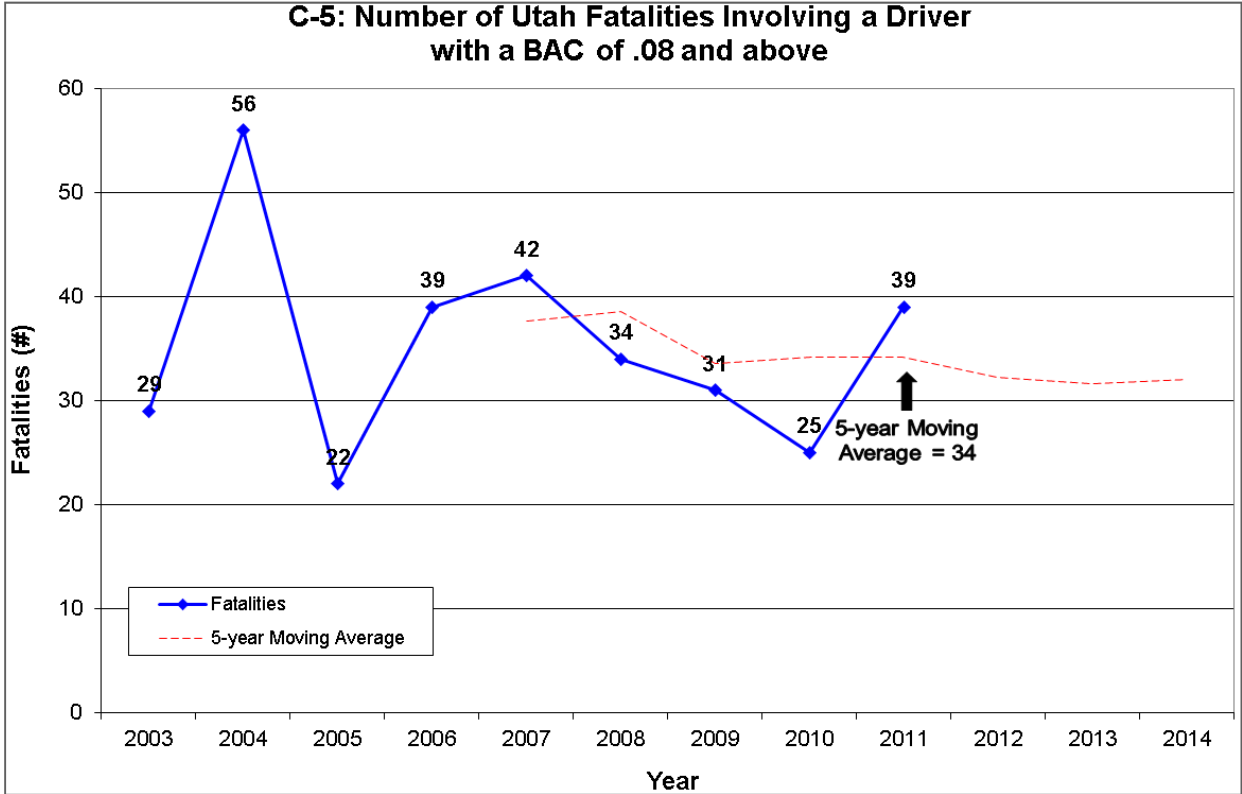
C-5: Number of Utah Fatalities Involving a Driver with a BAC of .08 and above

Heatmaps:

Often it is challenging to process information from a chart, such as above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:

What: Around 13% of fatalities in Utah involve a driver with a BAC of .08 and above, accounting for a 5-year average of 30 deaths a year.

Who: About 60% of the fatalities involving drunk drivers were to the drunk driver. Around 20% of the fatalities involving drunk drivers were to passengers of the drunk driver, while 14% of the fatalities were to occupants of other vehicles, and 4% of the fatalities were to pedestrians/bicyclists. Drunk drivers are overwhelmingly male. Drunk drivers in fatal crashes are primarily between the ages of 21-49 years. About 15% of the drunk drivers in fatal crashes had been previously convicted of driving under the influence in the past three years.

When: June through October are the months with the highest number of fatal crashes involving a drunk driver. Saturday, Sunday, and Thursday are the days of the week with the highest number of fatal crashes involving a drunk driver. The highest number of drunk driver fatal crashes occurred between the hours of 7:00 p.m. and 3:59 a.m.

Where: While about one-half of fatal crashes in Utah occur in the highly urbanized Wasatch Front counties of Salt Lake, Utah, Davis, and Weber, fatal crashes involving drunk drivers are more spread out over the State with only one-third occurring along the Wasatch Front.

Why: Over 60% of the drunk drivers in fatal crashes had BAC levels at or above twice the legal limit of .08.
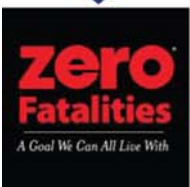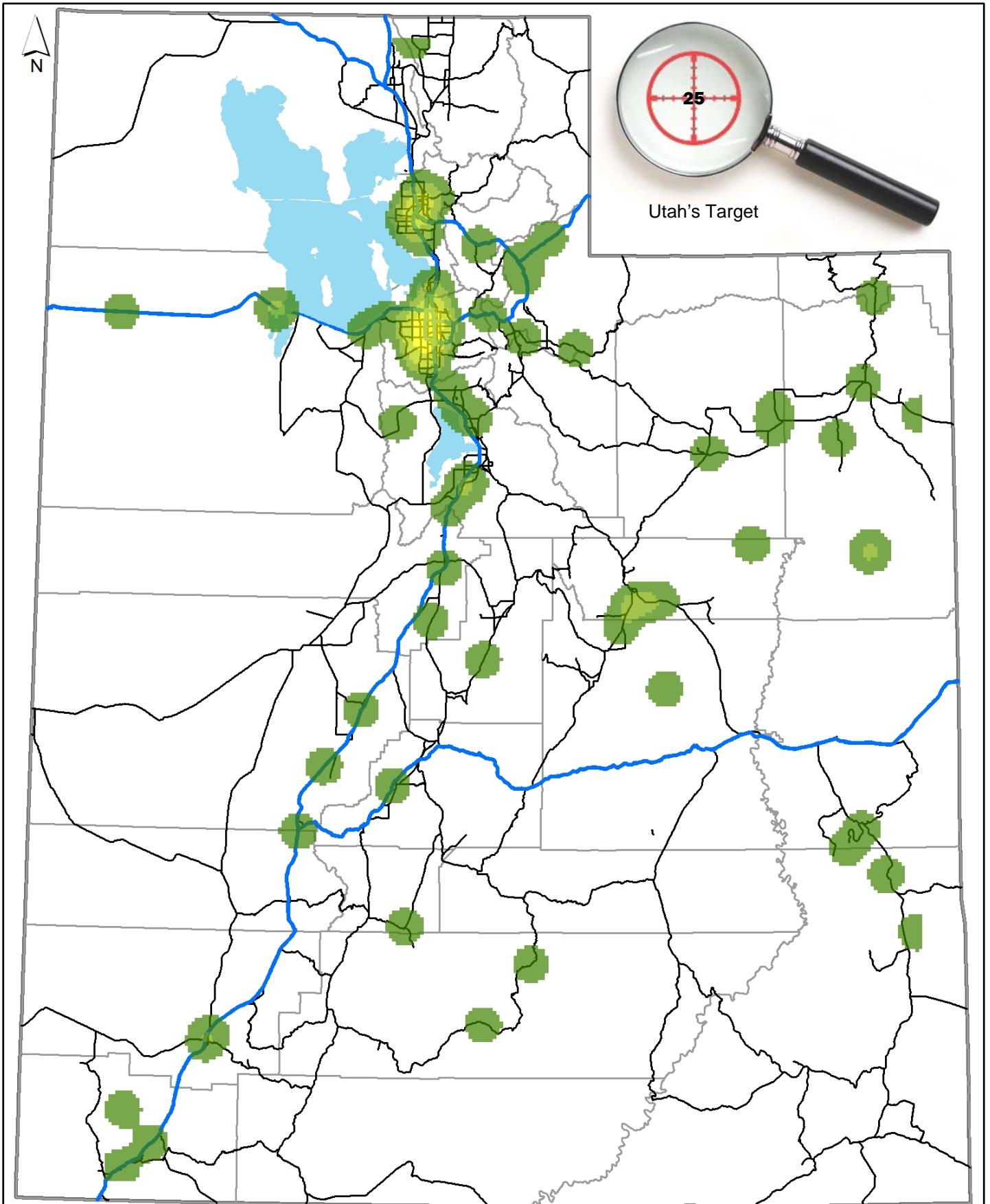
Utah's Target

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's <u>Countermeasures That Work.</u> For the projects detailed under this Performance Measure, we plan to use:

Chapter 1 - Alcohol-Impaired Driving
.
The effectiveness of these strategies is well documented within the <u>Countermeasures That Work</u> publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures

Projects Related to this Core Measure:
CP140201   Davis County CTS (20%)
CP140202   Tri-County CTS (20%)
CP140203   Weber/Morgan CTS (20%)
CP140204   Bear River CTS (20%)
CP140205   Summit County CTS (20%)
CP140206   Tooele County CTS (20%)
CP140207   Utah County CTS (20%)
CP140208   Southeastern Utah CTS (20%)
CP140209   Central Utah CTS (20%)
CP140210   Wasatch County CTS (20%)
CP140211   Southwest Utah CTS (20%)
CP140212   San Juan County CTS (20%)
CP140214   Rural Traffic Safety Coordinator (20%)
M6OT140301   Statewide DRE/ARIDE/Phlebotomy (100%)
M6OT140302   SIP/TRACE & Youth Alcohol Supp. (100%)
M6OT140303   DUI Enforcement, Checkpoints & E.(100%)
M6OT140304   Davis County DUI Court (100%)
M6OT140305   Riverdale DUI Court (100%)
M6OT140306   TSRP (100%)
M6OT140307   Impaired Driving Edu. & Media (100%)

C-6: Number of Utah Speeding-Related Fatalities
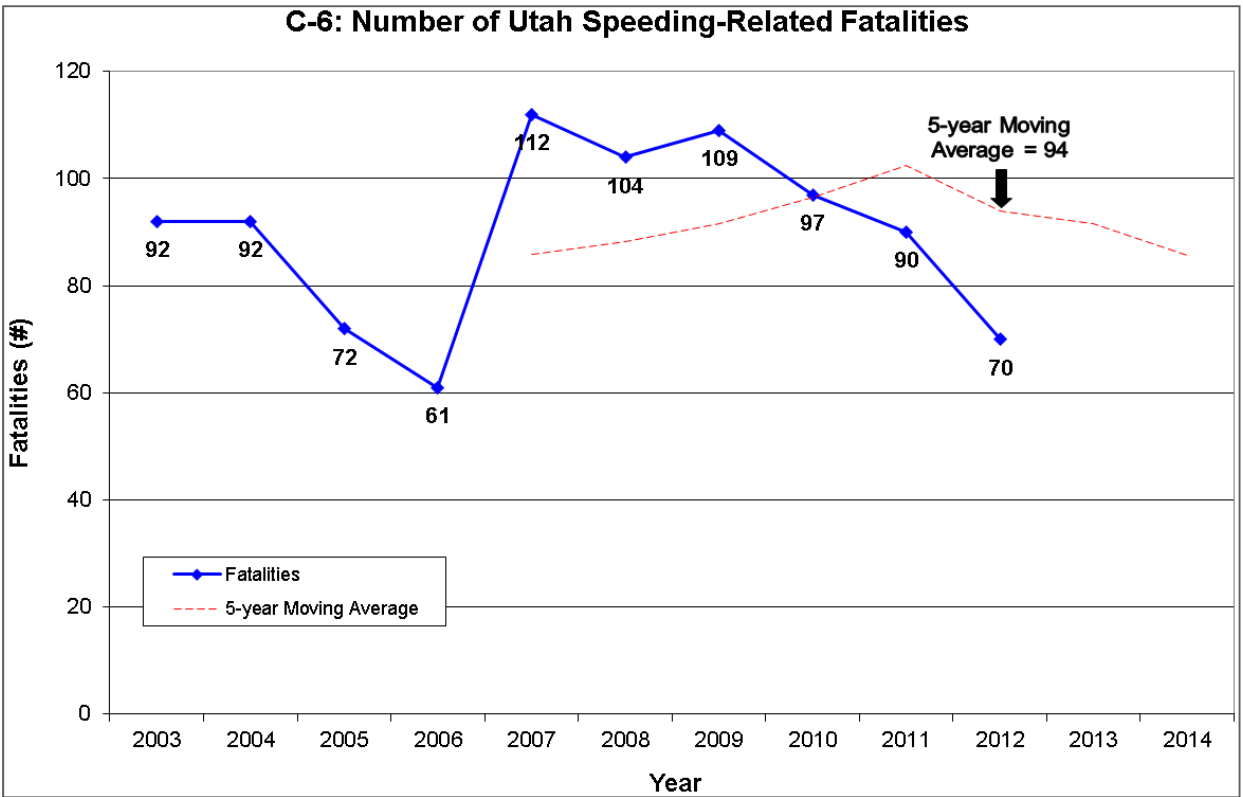
C-6: Number of Utah Speeding-Related Fatalities

Heatmaps:

Often it is challenging to process information from a chart, such as above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:

What: Speeding is the leading unsafe driving behavior that contributes to fatalities in Utah. Speeding was a factor in 38% of the fatalities in Utah over the last five years accounting for 94 deaths a year. The decrease in speeding fatalities over the last five years correlates with the overall decrease in fatalities in Utah.

Who: Speeding-related drivers in fatal crashes are overwhelmingly male. Ages 18-39 years account for about one-half of the speeding-related drivers in fatal crashes in Utah.

When: March through September had the highest amount of speeding-related fatal crashes in Utah. Saturday had the highest number of speeding-related fatal crashes.

Where: Speeding-related fatalities are a problem throughout the State of Utah. A lower percentage of fatal crashes that are speeding-related occur along the Wasatch Front compared to overall fatal crashes. Rural areas had double the rate of fatal speed-related crashes per vehicle mile traveled compared to urban areas.

Why: It is simple physics, the risk of death is a direct exponential function of speed. Over two-thirds of drivers in speeding-related fatal crashes were traveling 60+ miles per hour (MPH). An astounding 10% of drivers in speeding-related fatal crashes were traveling 90+ MPH. Nearly one-half of drivers in speeding-related fatal crashes were traveling more than 10 MPH over the posted speed limit. An astonishing 10% of drivers in speeding-related fatal crashes were traveling 40+ MPH over the posted speed limit.
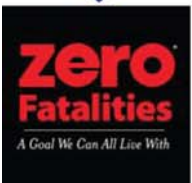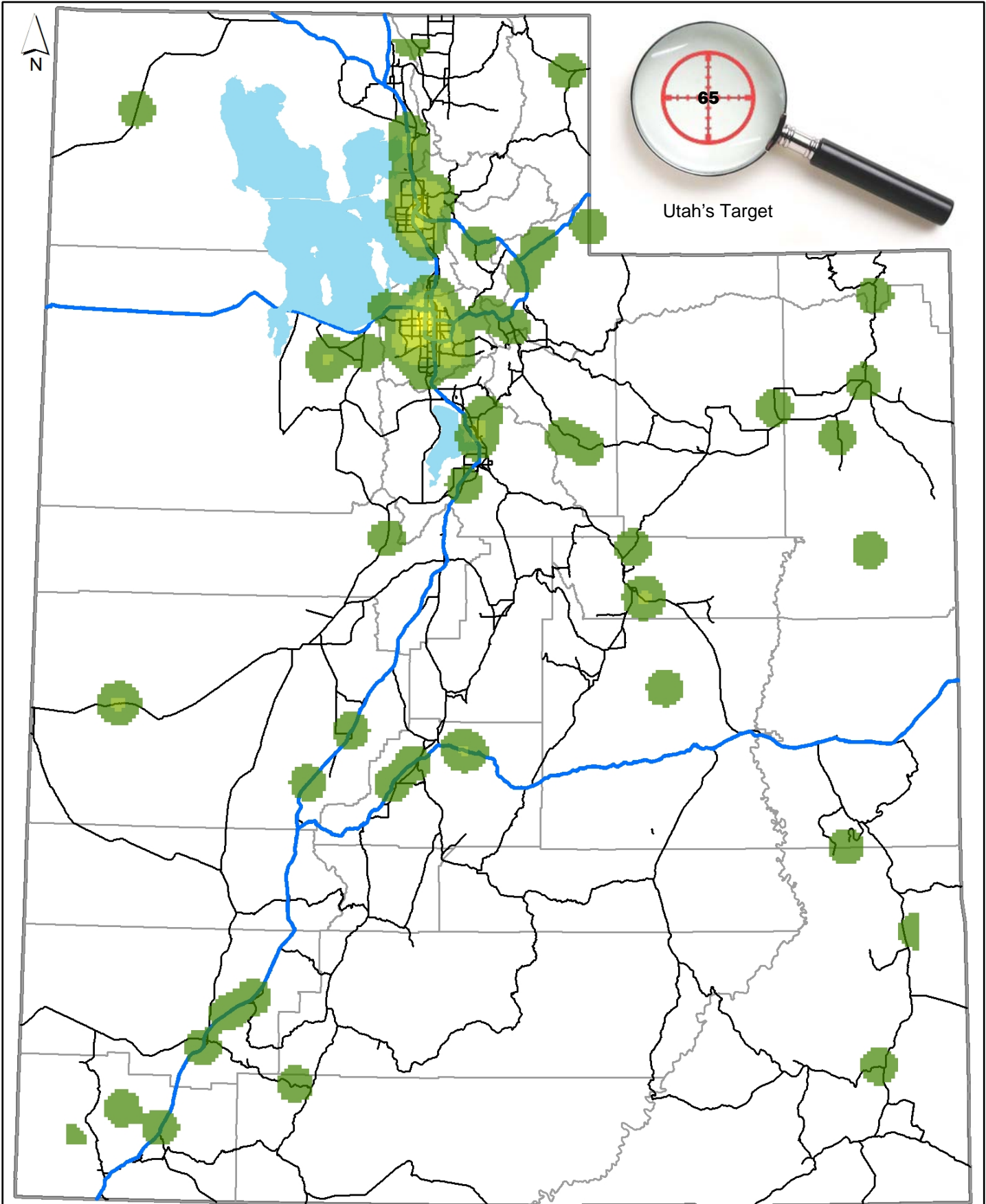
Utah's Target

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work. For the projects detailed under this Performance Measure, we plan to use:

Chapter 3 - Aggressive Driving and Speeding
.
The effectiveness of these strategies is well documented within the Countermeasures That Work publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures
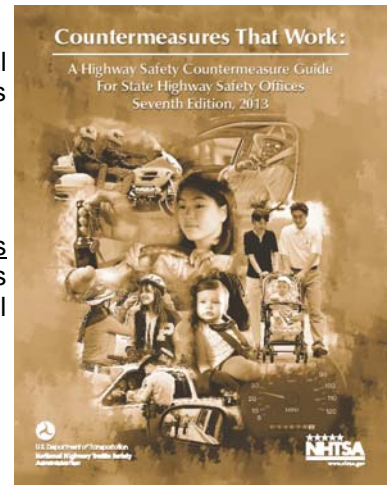
Projects Related to this Core Measure:
PT140101   Police Traffic Services & Equipment (50%)
PT140102   Salt Lake/Davis Counties MATF (33.3%)
PT140103   Utah County MATF (33.3%)

C-7: Number of Utah Motorcyclist Fatalities
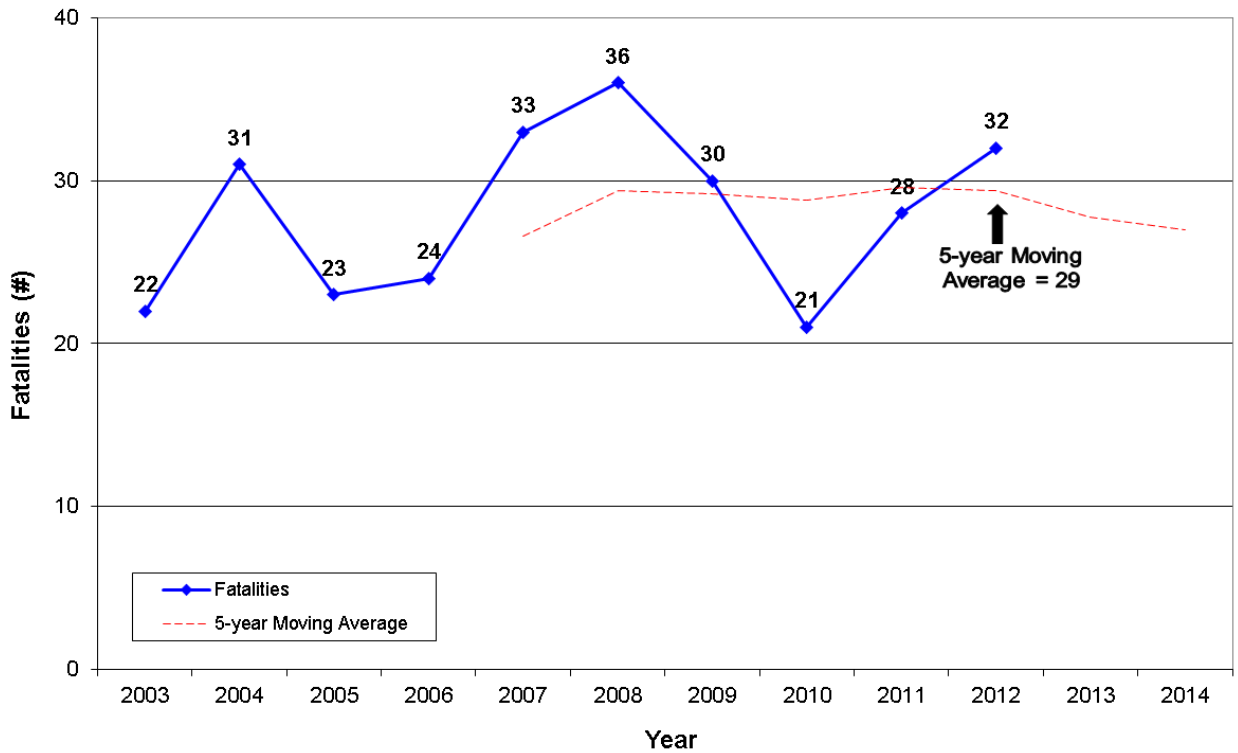
Heatmaps:

Often it is challenging to process information from a chart, such as above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:

What: While overall traffic fatalities in Utah have seen a dramatic decrease in Utah over the last five years, motorcyclist fatalities have not shown the same trend. Motorcyclist fatalities have stayed around the five year average of 29. In 2012, motorcyclists accounted for 15% of the fatalities in Utah.

Who: Over 90% of motorcyclist fatalities occur to male drivers. Ages 45-64 years had the highest number of motorcyclist fatalities.

When: May through September is the peak motorcycle riding season in Utah and also the peak months for fatalities. Motorcyclist fatalities are spread out from 6:00 a.m. to midnight.

Where: About one-half of motorcyclist fatalities occur along the Wasatch Front.

Why: Motorcycles are becoming more popular in Utah. The number of registered motorcycles in Utah has increased from 43,271 in 2005 to 74,322 in 2012. The leading contributing factor for drivers who hit motorcyclists is failing to yield right of way, usually when turning left. The leading motorcyclist contributing factors in fatalities is speed too fast and failed to keep in proper lane.

Utah's Target

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work. For the projects detailed under this Performance Measure, we plan to use:

Chapter 5 - Motorcycle Safety

.

The effectiveness of these strategies is well documented within the Countermeasures That Work publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures

Projects Related to this Core Measure:
MC140901   Motorcycle Safety Media and PI&E (50%)
Informational   Motorcycle Rider Education Program
CP140214   Rural Traffic Safety Coordinator (20%)

C-8: Number of Utah Unhelmeted Motorcyclist Fatalities

C-8: Number of Utah Unhelmeted Motorcyclist Fatalities
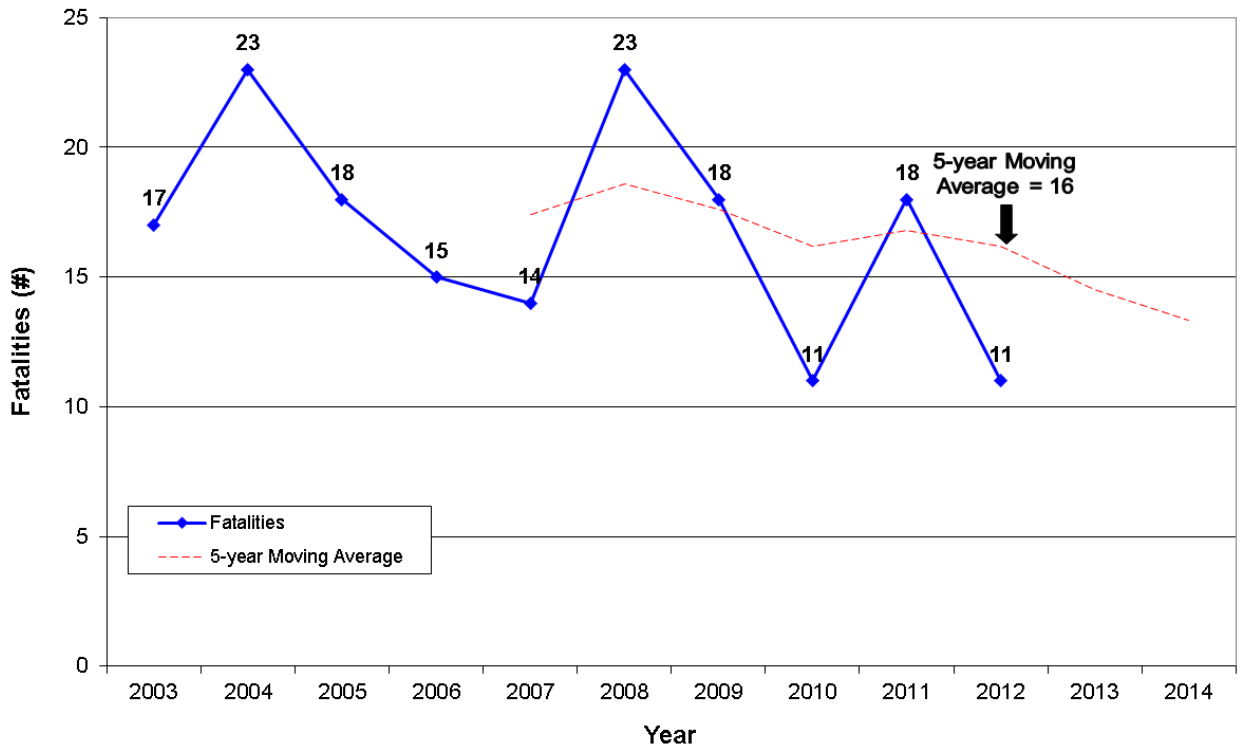
Justification for Utah's Performance Target:
What: The number of unhelmeted motorcyclist fatalities in Utah has ranged from 11-23 deaths over the last ten years with a five-year moving average of 16 deaths.

Who: Nearly all of the unhelmeted motorcyclist fatalities were male drivers. Motor scooter drivers accounted for 10% of unhelmeted motorcyclist fatalities the last three years. Motorcyclists between the ages of 20-29 and 50-59 had the highest number of unhelmeted fatalities.

When: One-third of the unhelmeted motorcyclist fatalities occurred in August. Unhelmeted motorcyclist fatalities were spread throughout the week, with Friday and Saturday having slightly higher totals. The 2:00 p.m. hour had one-fifth of the unhelmeted motorcyclist fatalities.

Where: About one-fourth of unhelmeted motorcyclist fatalities the last three years occurred in Utah County, 15% occurred in Salt Lake County, 10% occurred in Washington County, and 10% occurred in Weber County.

Why: Over the last five years about 55% of the motorcyclist fatalities were unhelmeted.

Utah's Target

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's <u>Countermeasures That Work.</u> For the projects detailed under this Performance Measure, we plan to use:

Chapter 5 - Motorcycle Safety

.

The effectiveness of these strategies is well documented within the <u>Countermeasures That Work</u> publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures

Projects Related to this Core Measure:
MC140901   Motorcycle Safety Media and PI&E (50%)
Informational   Motorcycle Rider Education Program
CP140214   Rural Traffic Safety Coordinator (20%)

C-9: Number of Drivers Age 20 or Younger in Utah Fatal Crashes
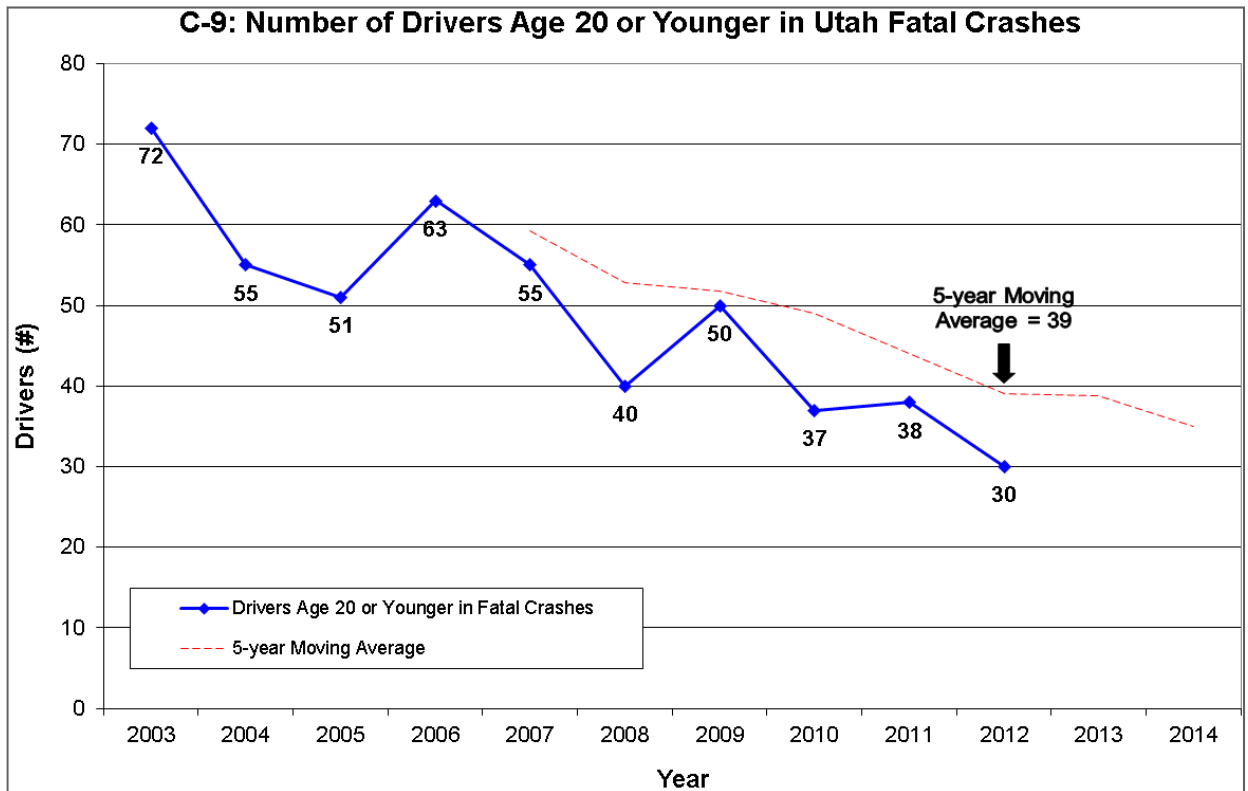
(Chart showing Drivers Age 20 or Younger in Fatal Crashes and 5-year Moving Average by year 2003–2014. Data points: 2003: 72, 2004: 55, 2005: 51, 2006: 63, 2007: 55, 2008: 40, 2009: 50, 2010: 37, 2011: 38, 2012: 30. Note: 5-year Moving Average = 39.)

Heatmaps:
Often it is challenging to process information from a chart, such as above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:
What: The number of drivers in fatal crashes under 21 years of age has shown a dramatic decrease over the last 10 years.

Who: The majority of drivers in fatal crashes under 21 years of age are males. Younger drivers are usually not involved in many fatal crashes in Utah, however the same cannot be said for drivers 18 to 20 years of age. Drivers 18 to 20 years of age have the highest rate of fatal crashes per licensed driver in Utah.

When: Saturday has the highest number of fatal crashes involving younger drivers in Utah. 5:00-6:59 p.m. are the hours with the highest number of fatal crashes involving younger drivers.

Where: A major portion of fatal crashes involving younger drivers in Utah occur in the highly urbanized Wasatch Front counties of Salt Lake, Utah, Davis, and Weber.

Why: The leading factors for younger drivers in Utah fatal crashes were speed and failed to keep in proper lane.

Utah's Target

Countermeasure Strategy:
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work. For the projects detailed under this Performance Measure, we plan to use:

Chapter 3 - Aggressive Driving and Speeding

Chapter 6 - Young Drivers

The effectiveness of these strategies is well documented within the Countermeasures That Work publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures
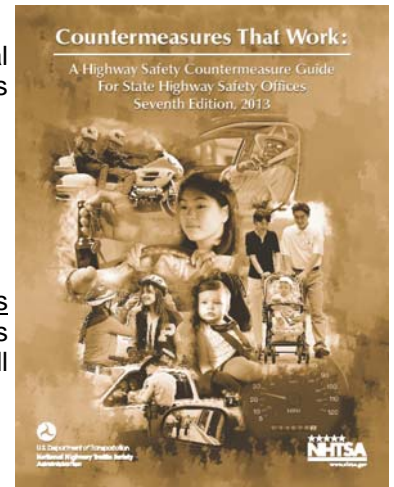
Projects Related to this Core Measure:
CP140218   UHP PI&E/Adopt A High School (50%)
CP140219   Utah Safety Council Traffic Safety (50%)
CP140222   Teen Driving Outreach (100%)

C-10: Number of Utah Pedestrian Fatalities

Heatmaps:
Often it is challenging to process information from a chart, such as above. Heatmaps offer an interesting way to view the information collected for the Core Performance Measures, and were used in our planning (see next page) to better identify traffic crash concentrations.

Justification for Utah's Performance Target:
What: While overall traffic fatalities in Utah have seen a dramatic decrease in Utah over the last five years, pedestrian fatalities have not shown the same trend. Pedestrian fatalities have stayed around the five year average of 29. In 2012, pedestrians accounted for 14% of the fatalities in Utah.

Who: The majority of pedestrian fatalities in Utah were males. Fatalities to pedestrians occur throughout the life span. Ages 10-29 and 50-69 had the highest number of pedestrian fatalities in Utah over the last few years.

When: September through January are the months with the highest number of pedestrian fatalities in Utah. Tuesday, Thursday, and Saturday are the days of the week with the highest number of pedestrian fatalities. Early evening hours (5:00-9:59 p.m.) and 7:00-8:59 a.m. are the hours of the day with the highest number of pedestrian fatalities.

Where: A major portion of pedestrian fatalities in Utah occur in the highly urbanized Wasatch Front counties of Salt Lake, Utah, Davis, and Weber.

Why: Both drivers and pedestrians share a responsibility in preventing pedestrian fatalities. The leading contributing factors for pedestrians in fatalities are in roadway improperly and improper crossing. The leading contributing factors for drivers in pedestrian fatalities are failure to yield right of way, driver distraction, and speed.
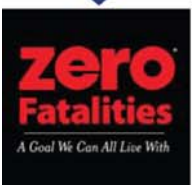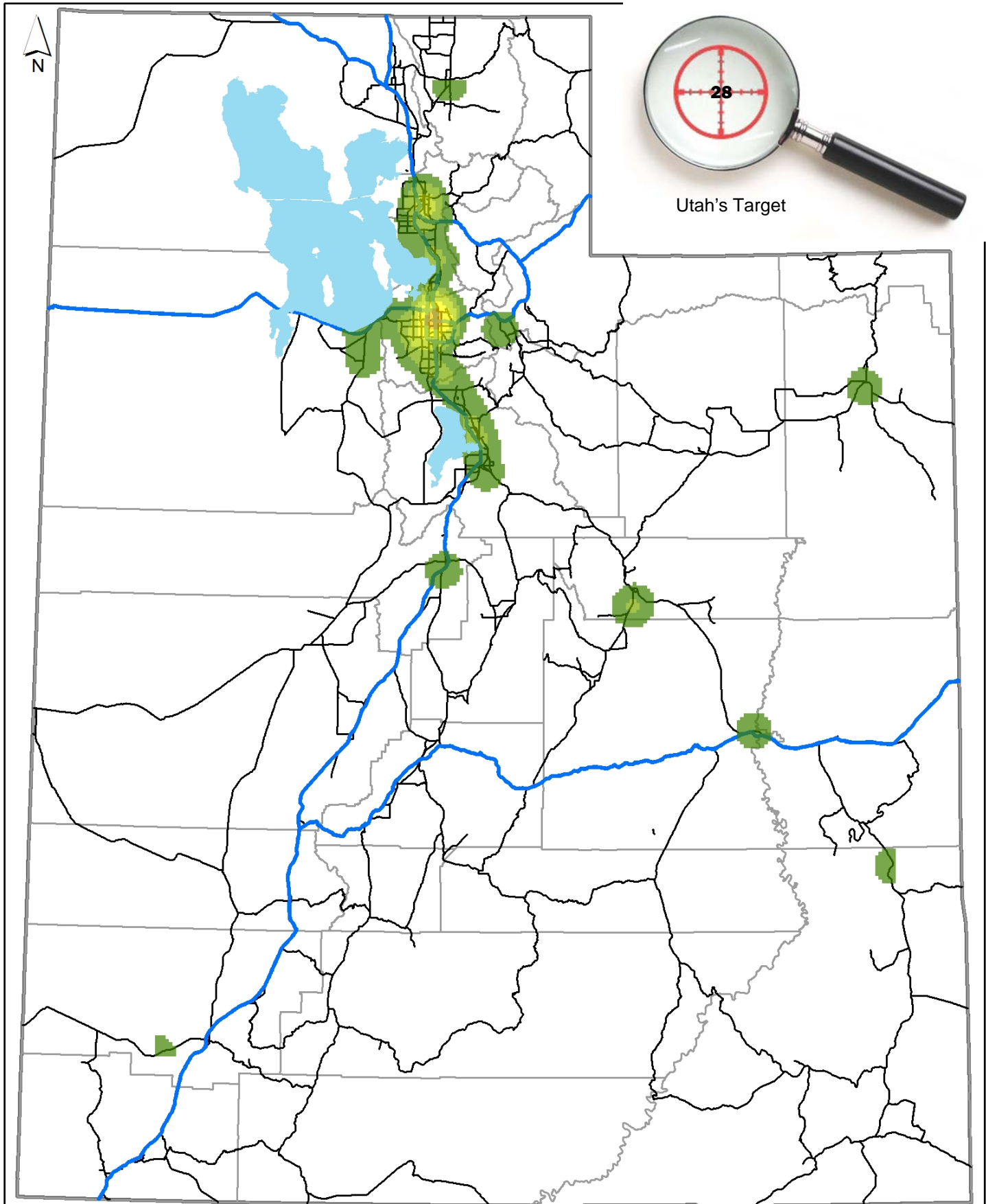
Utah's Target

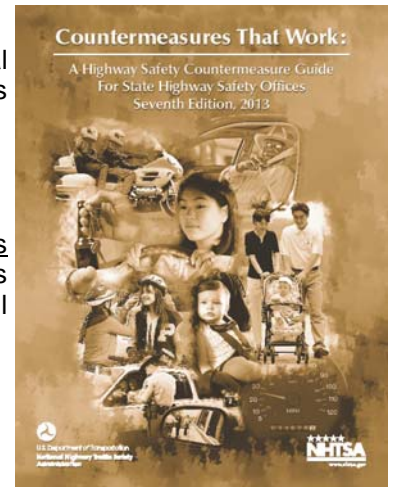**Countermeasure Strategy:**
Utah uses the cost-effective and proven strategies documented within the National Highway Traffic Safety Administration's Countermeasures That Work. For the projects detailed under this Performance Measure, we plan to use:

Chapter 8 - Pedestrians

Chapter 9 - Bicycles
.
The effectiveness of these strategies is well documented within the Countermeasures That Work publication and the reader should reference it for specifics on Utah's strategies. It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures
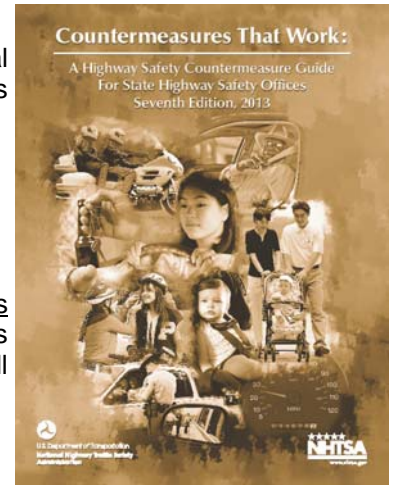
Projects Related to this Core Measure:
PS140701   Pedestrian/Bicycle Safety PI&E (100%)

B-1: Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles
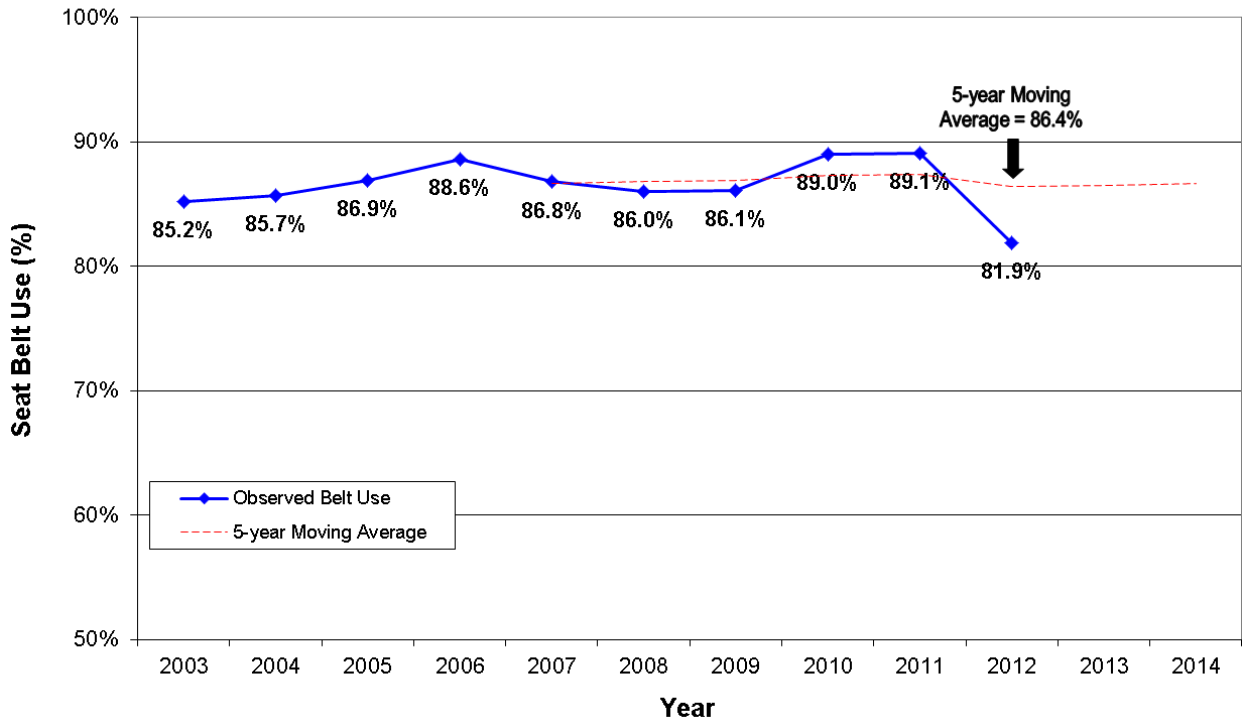
Justification for Utah's Performance Target:

What: Over the past 10 years, an average of 38.7% of Utah's traffic fatalities have been unrestrained. Unrestrained occupants are 55 times more likely to be ejected from a motor vehicle in a crash, and in 2011, unrestrained crash occupants were 40 times more likely to die that restrained occupants.

Who: The highest percentage of unrestrained crash occupants were 15-19 years old, and also 80+. Men were less likely to be restrained in crashes than women.

Utah's Target

When: Vehicle occupants were less likely to be restrained between 11:00 pm and 4:59 am.

Where: Occupants in rural Utah crashes were 1.6 time more likely to be unrestrained than urban occupants.

Why: According to NHTSA studies, the best strategy to survive any motor vehicle crash is to wear a seatbelt.

Countermeasure Strategy:

It is believed that the countermeasure strategies and projects chosen will foster meeting our Performance Measures.

Projects Related to this Core Measure:

M2HVE140401 CIOT Step Support (50%)
OP140402   Rural Seat Belt Program (50%)
OP140404   OP Media, Materials & Support (50%)
M2PE140405   Seatbelt Observational Survey (50%)
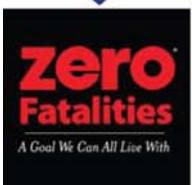
36

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

- Citations: 7,490 (2004), 6,723 (2005), 7,041 (2006), 5,571 (2007), 3,753 (2008), 4,939 (2009), 4,806 (2010), 4,130 (2011)
- 5-year Moving Average = 4,640

Legend:
- Citations
- 5-year Moving Average

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

- State-funded: 1,536 (2006), 1,286 (2007), 1,232 (2008), 1,053 (2010), 953 (2011)
- Federal-funded: 301 (2006), 171 (2007), 133 (2008), 658 (2009), 752 (2010), 910 (2011)
- 5-year Moving Average = 1,212
- 5-year Moving Average = 525

Legend:
- Federal-funded
- State-funded
- 5-year Moving Average (Federal-funded)
- 5-year Moving Average (State-funded)
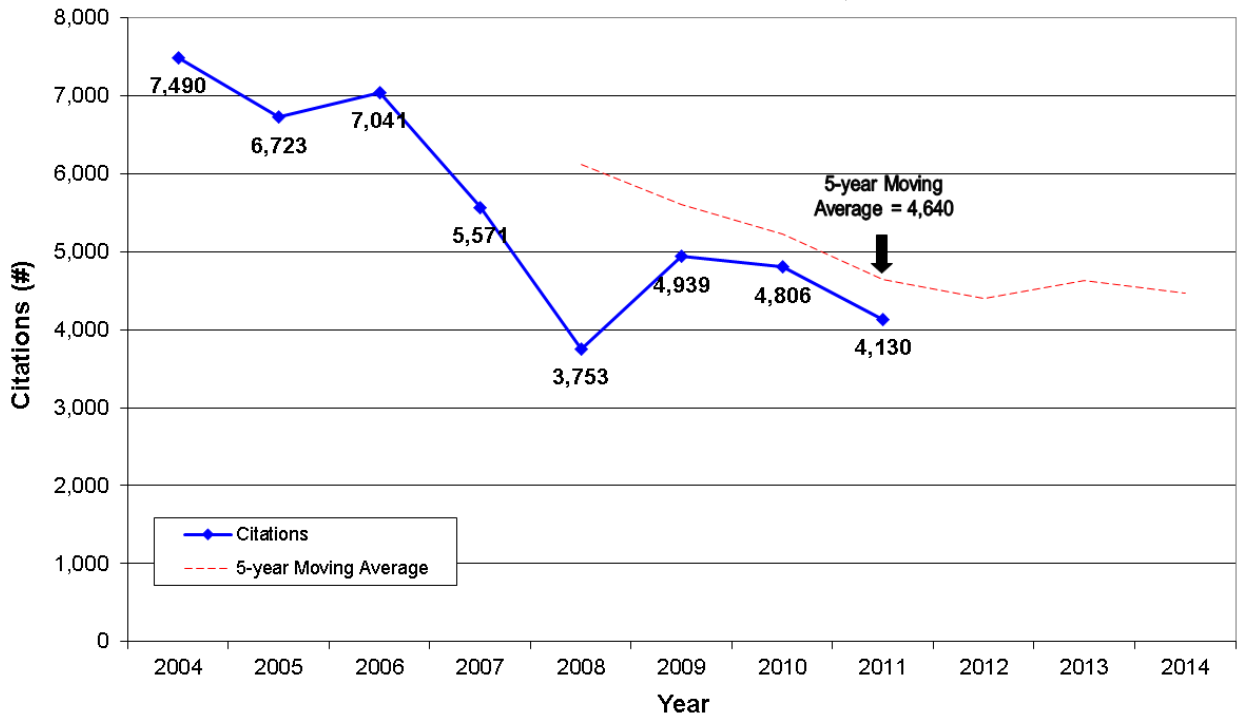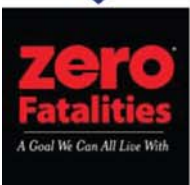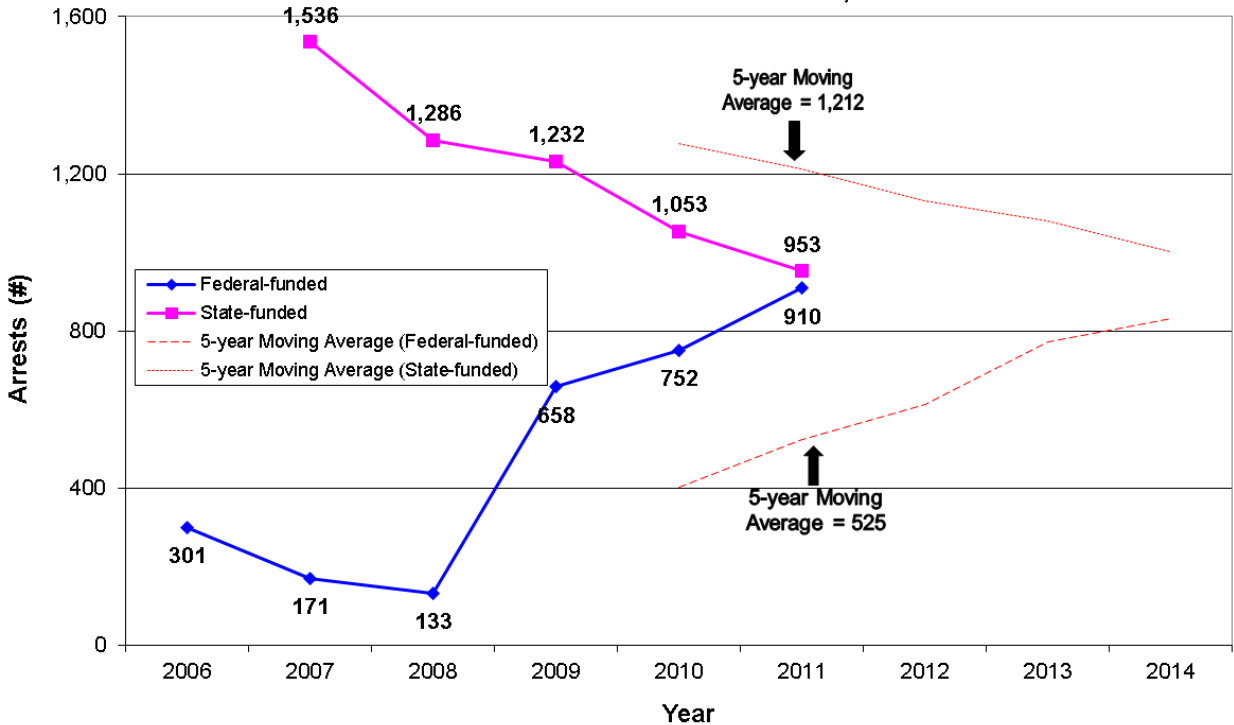
A-3: Number of Speeding Citations Issued During Grant-funded Enforcement Activities, Utah

Enforcement Plan

Utah is one of the fastest growing states in the country. With a current estimated population of almost 3 million people, it is the goal of the over 150 Utah law enforcement agencies to see that the citizens who call Utah home and those individuals who are visiting have the opportunity to experience this great State without any negative consequences due to a traffic related incident. Utah is made up of 29 counties with the majority of the population (over 75%) centered within 4 of them; Weber County, Davis County, Salt Lake County and Utah County, also known as the Wasatch Front. However, other areas of the State are experiencing growth, especially the more rural areas, and this growth can create problems for a smaller law enforcement agency that is not accustomed to dealing with the effects of additional growth and traffic flow.
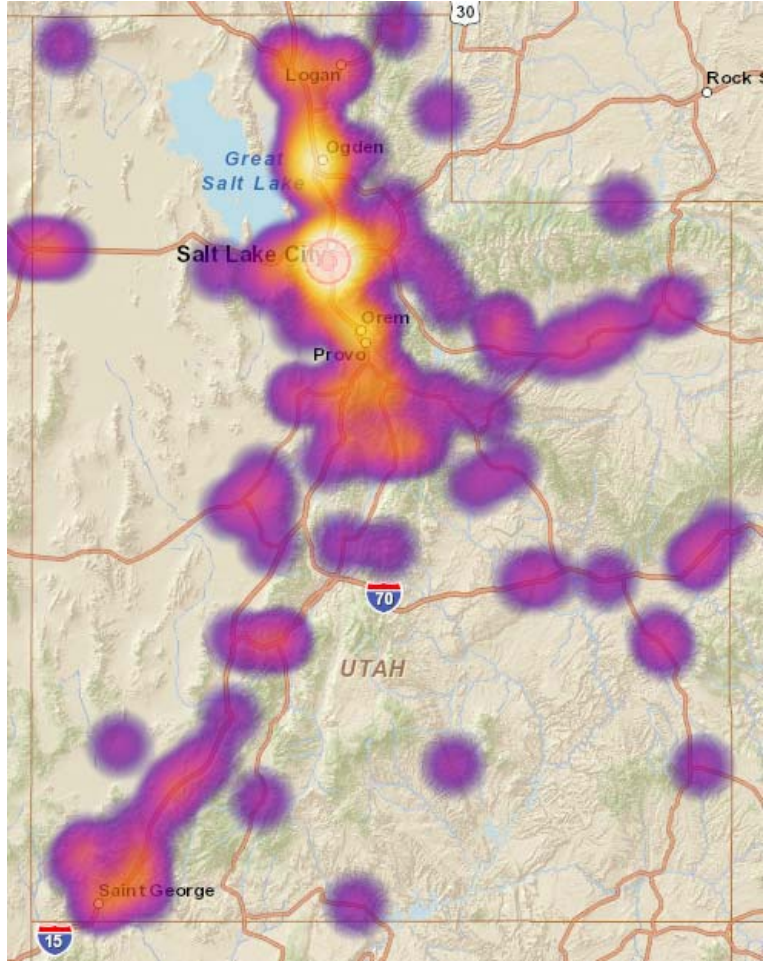
This Enforcement Plan is a summary of urban and rural law enforcement agencies' efforts to plan, coordinate and implement a "sustained, year-round high visibility enforcement effort" in order to reduce vehicular crashes and prevent injuries and deaths from occurring.

Most At Risk Analysis:

In 2012, Utah had 217 fatalities which was the lowest rate recorded since 1959. Utah also leads the nation with the lowest overall alcohol related fatality rate. However, with these trends showing progress in the right direction, there is still a lot of work to accomplish in order to reach the overall goal of Zero fatalities. As the reader can see in the included heat map (above), traffic fatalities in 2012 occurred throughout the entire State. Many of them however, were centralized along the "Wasatch Front" where the majority of the population lives and works each day. Speeding, unrestrained occupants and impaired driving are three of the top five crash types which caused traffic deaths in Utah in 2011, according to the Utah Crash Summary. The incidence of crashes peaked between 2 and 7 pm daily, and occupants in passenger cars represented over 1/2 of the fatalities in the State.

Motor Vehicle Crashes by Hour (Utah 2011)
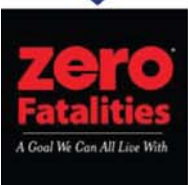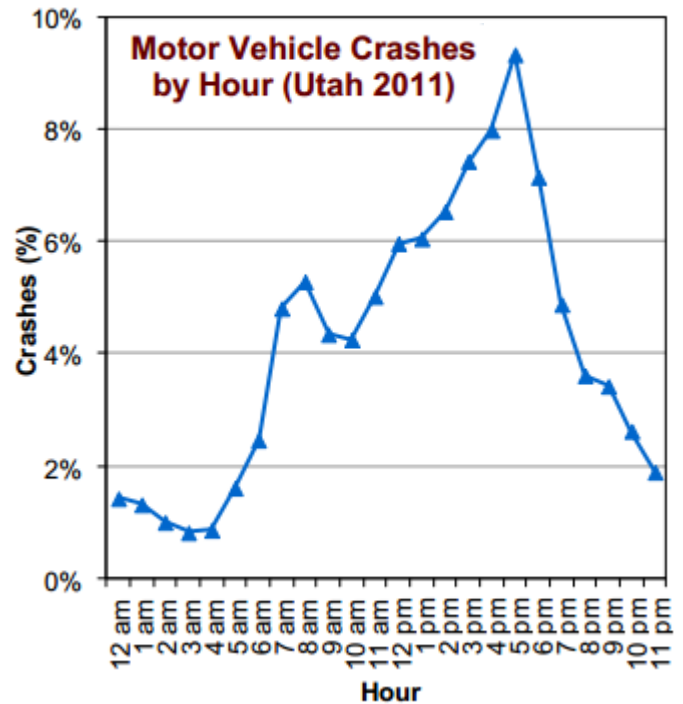
To accomplish HVE throughout the year, the Utah Highway Safety Office has divided its education, media and enforcement efforts into 4 different categories in an effort to keeping these safety topics fresh and innovative throughout the year. The four main enforcement categories and plans are as follows:

Crash Summary (Utah 2011)
Leading Causes of Death
1. Speed (42%)
2. Failed to Keep in Proper Lane (35%)
3. Unrestrained Occupants (34%)
4. Drunk Driving (16%)
5. Failed to Yield (11%)

General Traffic Safety Enforcement:
The Highway Safety Office offers assistance to law enforcement agencies statewide to address traffic safety issues and problems within their communities through police traffic equipment purchases, training and technical assistance. Equipment requests most often include radar and/or lidar units, PBT's, speed monitor signs, speed trailers, digital in-car video cameras, and even assistance in obtaining a traffic law enforcement motorcycle. Agencies seeking assistance from the UHSO must submit a formal letter outlining their need for specific equipment, detailing the problem identification and the goals/objectives they intend to accomplish. Each request will be evaluated based on the traffic safety problem the agency is trying to overcome, whether the agency is in a focus area identified by the UHSO, whether the agency participates in UHSO programs/initiatives and produces results (see activity measure charts), if the equipment can promote meeting the Performance Targets expressed in the Highway Safety Plan, and the availability of the financial assistance requested.

Occupant Protection:
Enforcement efforts for occupant protection will be conducted in conjunction with the two national mobilizations, as well as other selected events/holidays when seatbelt use may decrease from the norm or the prospect of earned media is high. This would include Pioneer Day in Utah along with Valentine's Day and an emphasis over Labor Day in conjunction with the national "Driver Sober or Get Pulled Over" DUI campaign. The goal is to create innovative messaging and enforcement efforts to target the hard core non-users which tend to be pickup truck drivers and nighttime drivers. As funding will allow, nighttime enforcement efforts will be conducted to complement the regular daytime enforcement. And, to extend the reach even further, seatbelt enforcement will also be stressed as a primary factor during DUI enforcement shifts and the aggregate reach is expected to be over 90% of the State's population. See planned participating agencies chart (next page).

In addition to sustained enforcement efforts as part of the national campaigns, law enforcement agencies will be encouraged to promote safe driving, seatbelt use and child restraint use as part of their normal traffic enforcement efforts. Agencies will be encouraged, through phone calls, task force meetings and letters of invitation, to conduct enforcement on a regular basis in an effort to reduce the number of drivers and passengers not buckled up while riding in a motor vehicle. Since many rural law enforcement agencies don't have the luxury of receiving overtime funding at times, they will be given the opportunity to receive an incentive award for their participation in the national mobilization campaigns along with increasing their enforcement efforts throughout the year.

Over the next three years, the UHSO will plan and implement a comprehensive seatbelt program aimed at increasing seatbelt usage in the rural communities and towns throughout Utah. Part of this strategy will include using the "positive community norms" approach which was developed by Montana State University. Positive community norming is based on several theories with extensive track records in psychology and health education including Adlerian psychology, social ecological theory, social cognitive theory, the theory of reasoned action, the theory of planned behavior, normative theories and transformational learning theory.

Three target counties, Box Elder, Sanpete and San Juan will be used in 2014 as pilot programs, and will reach out to many influential members and critical agencies within these communities. This includes health care, law enforcement, UDOT and EMS. The goal is to create an extensive community education, media involvement and enforcement outreach that would strengthen Utah's on-going commitment to its safety restraint laws.

Drunk/Impaired Driving:
As mentioned above, Utah continues to lead the nation in having the lowest alcohol fatality rate. However, this success doesn't mean that we don't have our share of problems dealing with issues related to drunk and impaired driving. Over the past 5 years, Utah has continued on a downward trend in regards to alcohol related fatalities. A big part of this trend has been the result of sustained year round enforcement along with an extensive media push both with paid and earned media.

Drunk driving enforcement will center on the two required national "Drive Sober or Get Pulled Over" campaigns which includes Labor Day and the Christmas holiday. Nontraditional enforcement efforts will focus on St. Patrick's Day, Halloween, Super Bowl Sunday as well as other state and national activities and events. Also, overtime shifts will be

POPULATION SERVED BY URBAN AGENCIES = 2,331,705 (84.4% OF STATE POPULATION)		
Cache County (Pop. 112,656)	Salt Lake City Police	Pleasant Grove P.D.
Cache Co. S.O.	Draper Police	Provo PD
Logan City Police	Midvale Police	Salem Police
North Park Police	University of Utah PD	Utah Co. Sheriff
Smithfield Police	West Valley City	Santaquin Police
UHP Section 1	Salt Lake Co. Sheriff – East	Springville Police
Davis County (Pop. 306,479)	Taylorsville PD	Spanish Fork PD
Layton PD	Sandy City PD	U.H.P. section 6
Centerville PD	South Jordan PD	*Washington County (Pop. 138,115)*
Clearfield Police	South Salt Lake Police	Santa Clara PD
Clinton PD	West Jordan PD	UHP
Davis Co. Sheriff's Office	U.H.P. Section 4	Ivins PD
Farmington Police	U.H.P. SLCC	St.George PD
Kaysville Police	U.H.P. Section 16	*Weber County (Pop. 231,236)*
Woods Cross PD	UHP Section 18	Riverdale PD
North Salt Lake Police	University of Utah PD	Weber Co. S.O.
Sunset Police	*Utah County (Pop. 516,564)*	UHP section 2
Syracuse Police	Lehi Police	Harrisville PD
UHP Section 3	Mapleton PD	North Ogden Police
West Bountiful Police	American Fork PD	Ogden City Police
Salt Lake County (Pop. 1,029,655)	Orem DPS	Pleasant View Police
Murray Police	Payson Police	Roy PD

POPULATION SERVED BY RURAL AGENCIES = 147,000 (5.3% OF THE STATE POPULATION)		
Brigham City PD	Morgan Co. Sheriff's Office	UHP Section 1-Box Elder
Box Elder SO	Naples City PD	UHP Section 5-Vernal
Cedar City Police	Nephi City Police	UHP Section 7-Wasatch
Duchesne County SO	Perry Police	UHP Section 8-Tooele
Ephraim City PD	Price Police	UHP Section 9-Price
East Carbon Police	Roosevelt Police	UHP Section 10-Richfield
Emery County Sheriff's Office	Salina Police	UHP Section 11b-Beaver
Grantsville Police	San Juan Co. Sheriff's Office	UHP Section 13
Gunnison Police	Sanpete Co. Sheriff's Office	UHP Section 14
Heber City PD	Summit Co. Sheriff's Office	Uintah Co. Sheriff's Office
Helper City Police	Tooele City Police	Wasatch Co. Sheriff's Office
Iron County Sheriff's Office	Tooele County Sheriff's Office	Wellington Police
Monticello Police	Tremonton Police	

distributed statewide, as funding will allow, which will enable law enforcement agencies the ability to conduct saturation and enforcement blitzes according to problem identification of when drunk driving incidents and crashes are occurring in their locale. Currently, over 100 agencies statewide are taking advantage of funding that is available through the UHSO to conduct DUI enforcement efforts.

DUI checkpoints continue to be a big part of Utah's impaired driving enforcement effort. In 2012, funding was set aside to purchase a new Breath Alcohol Testing (BAT) vehicle with the sole purpose of expanding our DUI, underage drinking and alcohol educational and enforcement efforts. Checkpoints are, and will continue to be, conducted year round by those agencies that have the manpower and resources to conduct such an event. Law enforcement agencies that don't have the necessary resources to host a checkpoint can ask for assistance from the UHSO to borrow one of the DUI trailers which have all the equipment necessary to conduct a successful checkpoint. Overtime funding will continue to be made available at any time to those agencies willing to conduct such an event.

With the help of local advertising contracts and partnerships, the goal will be to keep the dangers of drunk driving front and center in the minds of the motoring public. Billboard placement, posters, brochures, news stories, PSA's, TV and radio spots along with the use of social media will help in spreading the message on the dangers of drunk/impaired driving, enhanced by the high visibility enforcement.

Speed/Aggressive Driving:
Currently, the UHSO does not have funding available to provide overtime shifts to law enforcement agencies that want to conduct enforcement blitzes related to speed and aggressive driving. However, that doesn't mean that enforcement and educational efforts aren't taking place throughout the State. Through multi-agency task forces that have been established in the three largest counties within the State, training and equipment grants have been awarded to agencies wanting to be creative and innovative in making speed enforcement a top priority within their cities. Officers that are part of these task forces are able to receive training and materials which they share with other officers in their department.

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

Citations (#) vs Year

- 7,490 (2004)
- 6,723 (2005)
- 7,041 (2006)
- 5,571 (2007)
- 3,753 (2008)
- 4,939 (2009)
- 4,806 (2010)
- 4,130 (2011)

5-year Moving Average = 4,640

Legend:
- Citations
- 5-year Moving Average

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

Arrests (#) vs Year

State-funded:
- 1,536 (2006)
- 1,286 (2007)
- 1,232 (2008)
- 1,053 (2009)
- 953 (2011)

Federal-funded:
- 301 (2006)
- 171 (2007)
- 133 (2008)
- 658 (2009)
- 752 (2010)
- 910 (2011)

5-year Moving Average = 1,212

5-year Moving Average = 525

Legend:
- Federal-funded
- State-funded
- 5-year Moving Average (Federal-funded)
- 5-year Moving Average (State-funded)

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

Citations (#) vs Year

- 2,945 (2006)
- 4,355 (2007)
- 3,905 (2008)
- 9,929 (2009)
- 9,885 (2010)
- 4,524 (2011)

5-year Moving Average = 6,520

Legend:
- Citations
- 5-year Moving Average

This helps the agency focus more attention on the importance of writing tickets dealing with speed, reckless driving and aggressive driving, and how this disregard for traffic laws is often related to more serious criminal activities.

In fact, as the chart shows (see last page), speed continues to be the major factor in all deaths and crashes within the State of Utah. By providing the necessary equipment, such as radars, lidars, speed monitor signs and trailers, agencies have been and will be able to conduct successful speed enforcement campaigns throughout the State. Early warning signs, speed bumps, school crossing zones and other devices have helped play a major role in reducing crashes in some cities and communities. Specially marked motor squads and traffic control units will be encouraged to make speed enforcement part of their everyday routines. The Colonel of the Utah Highway Patrol has also made the commitment to make speed enforcement a top priority in an effort, through data driven locations and crash statistics, to reduce crashes associated speed and the behavior that goes with it.
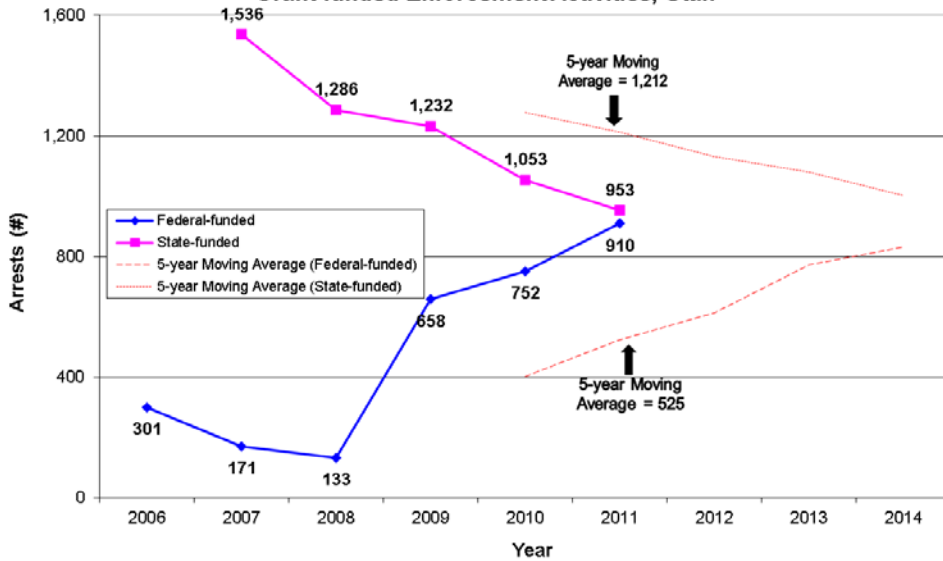
If funding is available, an agency may submit an application to the UHSO explaining their concerns, needs and problem ID in regards to speed related issues within their city. The UHSO will consider the request and if able to do so, provide overtime funding, equipment and other resources available to aid the agency in conducting a speed enforcement and educational program.
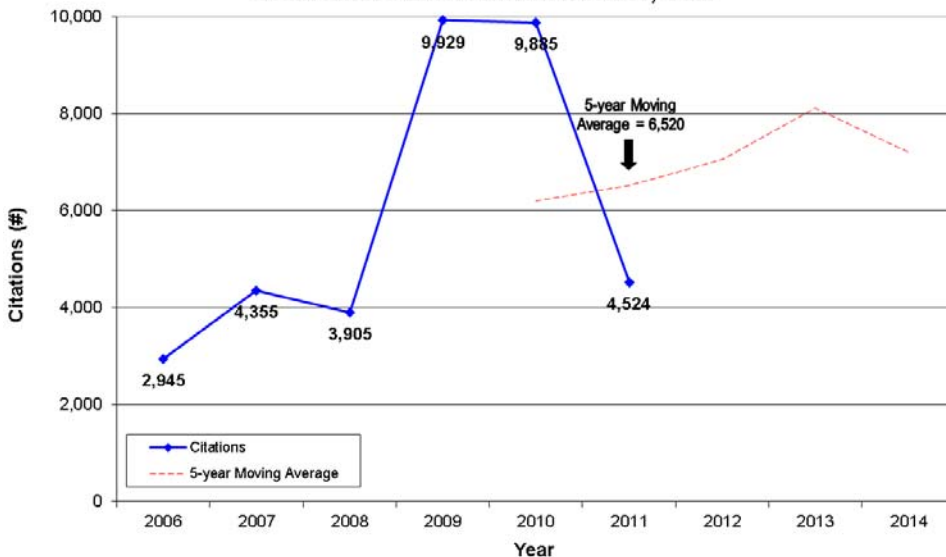
Distracted Driving:
Utah, like most states, continues to have its struggles with distracted driving. Many studies have shown that this type of behavior is just as dangerous as impaired driving. Although legislation has helped Utah's cause by passing a "no texting and driving" law along with a "cell phone ban" for teenagers, there are still those individuals that don't understand the dangers associated with distracted driving. Since distracted driving has become a major concern among safety

advocates, the UHSO has been front and center in helping those agencies that have identified a problem within their communities and have taken a proactive approach to dealing with distracted driving.

The Logan City Police Department is one such agency. Two years ago traffic on Main Street was increasing due to growth and road construction in other parts of the city. This agency recognized that due to the rural setting of their community, drivers were taking more dangerous chances while driving. This included texting and driving, cell phone use while driving, tailgating, running red lights, etc. Funding was provided to this agency in an effort to bring down the crash rate due to issues surrounding distracted driving. Through radio spots, safety banners and enforcement efforts, this agency saw a 26% reduction in traffic crashes after the first two years of their enforcement campaign.

C-6: Number of Utah Speeding-Related Fatalities

Fatalities (#) by Year

- Fatalities
- 5-year Moving Average

5-year Moving Average = 94

2003: 92, 2004: 92, 2005: 72, 2006: 61, 2007: 112, 2008: 104, 2009: 109, 2010: 97, 2011: 90, 2012: 70
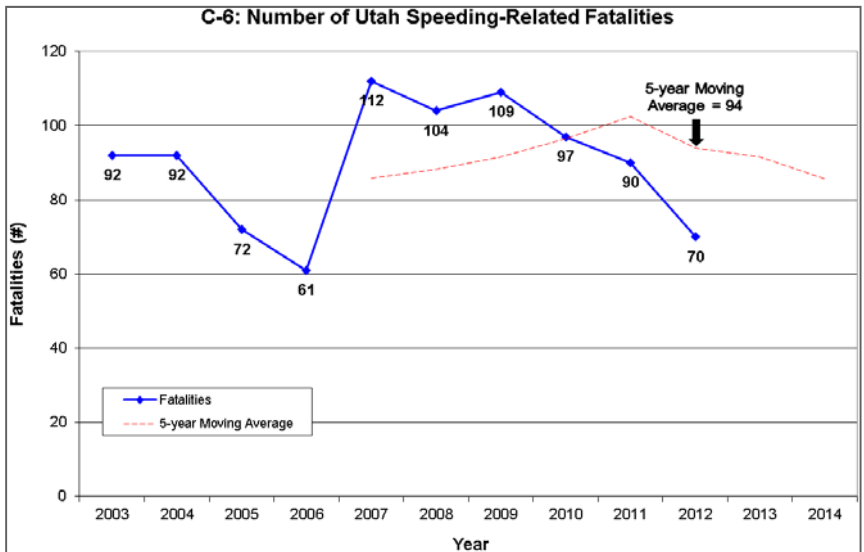
As a result of the Logan City Police Department's success, they were asked to share their experience with the distracted driving program, "Stop the Main Distraction", with other agencies in the State. Presentations were given at the multi-agency task force meetings in an effort to get other agencies excited about conducting a similar year round enforcement and educational program. The result is two other law enforcement agencies, Murray Police Department and the St. George Police Department will be awarded funding to conduct distracted driving programs within their cities. These locations are ideally located, each serving as a core or central agency within their urbanized area. Based on problem ID and a data driven approach to enforcement and education, the goal is to hopefully have these three agencies create a model enforcement program which will aid other law enforcement agencies throughout the State in organizing their own distracted driving programs.

Continuous Follow-up and Adjustment:
The UHSO will continually monitor and evaluate these five enforcement programs to see that resources, funding, data and equipment are being utilized to their fullest potential by each law enforcement agency. A sample of this ongoing follow-up and adjustment includes:
- Reviewing high visibility enforcement efforts at monthly multi-agency task force meetings and collecting adjustment recommendations from member agencies
- Monitoring specific agency performance in high visibility activities through GEARS, the electronic grant management system
- Evaluating media coverage and earned media portion

Law enforcement agencies and officers throughout Utah are committed to sustained, high visibility year-round enforcement efforts. Whether it's through daily patrol routine or in conjunction with national and state driven overtime enforcement efforts, the intended purpose is the same: to bring traffic related deaths on Utah's roadways to zero.

Communication Plan
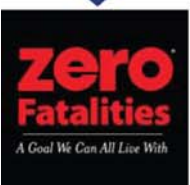
Overview
The Utah Department of Public Safety's mission is to provide a safe and secure environment for all people in Utah. As a specific part of DPS' mission, the Highway Safety Office's mission is to develop, promote and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries and fatalities on Utah's roadways. Communication remains an integral part of this mission and comprises large parts of each of the UHSO's program focus areas. This annual communication plan will serve to guide the office's overall communication activities with the ultimate goal of making traffic safety information and knowledge a daily part of the lives of the people of Utah.

Guiding Theme: Knowledge
Knowledge is defined as "information and skills acquired through experience and education; the theoretical or practical understanding of a subject." Whereas information is primarily just general data which cannot be elaborated on, knowledge refers to the practical use of information and frequently involves an experience.

As the UHSO implements elements of its communication plan, knowledge should be the guiding theme: imparting it, sharing it, generating it, creating an interest in it, leading people to it. Knowledge should be at the heart of each campaign, message or Facebook post. Much of what the UHSO shares through communication will be in the form of information, but the ultimate goal of the messaging should be to transform information into knowledge.

The more people know about traffic safety topics in general, the more all aspects of traffic safety are on their minds, the better off for the UHSO.

Overall Communication Program
Strategic Direction: The UHSO will utilize all forms of media – paid, earned and social – to increase Utah roadway users' awareness and knowledge of all aspects of traffic safety, while focusing specific messages on groups to whom particular messages apply.

Primary Audience: Roadway users in Utah – to include drivers, passengers bicyclists, pedestrians, & motorcyclists – of all ages.

Secondary Audience: For specific program areas, specific types of roadway users and messages tailored to the specific traffic safety issues they face.

Goal: Utilize federal highway safety funding to facilitate paid and bonus media campaigns for Click It or Ticket, Drive Sober or Get Pulled Over, and motorcycle safety awareness.
♦ *Action Item*: Form or maintain contracts with professional advertising firms to produce cutting-edge, engaging media elements to support the designated campaigns.
♦ *Action Item*: Provide guidance to media contractors through teams comprised of UHSO staff, which will always include the communication coordinator.
♦ *Action Item*: Share materials and creative concepts produced by media contractors with traffic safety partners throughout the State so they can utilize them in their areas.

Goal: Actively seek earned and free media opportunities for all program areas, especially those without paid media budgets.
♦ *Action Item*: Utilize materials produced by NHTSA, the UHSO, the Ad Council and other entities which provide free resources.
♦ *Action Item*: Share materials produced by NHTSA, the UHSO, the Ad Council and other entities with traffic safety partners throughout the State and provide information on how they can utilize them in their areas.
♦ *Action Item*: Plan earned media opportunities, in the form of press conferences or press releases, independently or in conjunction with safety partners for all official campaign enforcement or education periods.
♦ *Action Item*: Maintain awareness of current traffic safety topics and issues in order to provide partners and media entities with topical, timely information.

◆ *Action Item*: Create resources to be placed in the media and to be used by traffic safety partners throughout the State in their areas: items such as opinion articles, letters to the editor, fact sheets, and sample news releases.
◆ *Action Item*: Create video content that is educational, informative and entertaining for use by the UHSO and partners throughout the State.
◆ *Action Item*: Create a listing of media opportunities available, to include things such as newsletter, websites, local papers, etc.
◆ *Action Item*: Take advantage of opportunities such as holidays or seasonal events to promote traffic safety messages.

Goal: Recognize that to be most effective, marketing and media campaigns may need to present different messages to different communities in Utah.
◆ *Action Item:* Whenever possible within budget and time constraints and when data indicates an issue, generate different messaging focusing on urban and rural areas of the State.
◆ *Action Item:* Include this goal in any requests for proposals for media campaigns.

Goal: Utilize social media platforms to share traffic safety messages with roadway users throughout Utah.
◆ *Action Item*: Maintain one presence on each social media platform in order to maximize the exposure of messages and avoid dividing our audience.
◆ *Action Item*: Develop clear, consistent messages that are delivered in one clear voice.
◆ *Action Item:* Create engaging, timely content that resonates with users and will keep users interested in UHSO postings.
◆ *Action Item*: Create a content calendar that will help guide posting.
◆ *Action Item*: Maintain an active awareness of current traffic safety issues, popular culture and Internet memes in order to post timely, relevant content.
◆ *Action Item*: Cross-promote all aspects of social media program across all platforms.

Occupant Protection
In 2011, there were 80 fatalities on Utah's roadways due to unrestrained occupants, accounting for 33% of Utah's traffic fatalities for the year. Utah's seatbelt usage rate for 2011 was 89.2%, but under the new NHTSA observational criteria, Utah's 2012 seatbelt usage rate is 81.9%, primarily because it includes many rural counties that have not previously been part of the survey. The urban usage rate is 85% and the rural usage rate is 70.1%. In 2010, only 38.3% of children ages 5-8 involved in motor vehicle crashes were secured in an appropriate child car seat or booster seat. The UHSO will utilize the questions required by NHTSA and GHSA to measure several of the Occupant Protection goals.

Goal: Increase the awareness of seatbelt and seatbelt enforcement messages by 5% among Utah's population to 68%.
◆ *Action Item:* Utilize paid, earned and social media, which will include websites, to share messages about seatbelt safety throughout the year.
◆ *Action Item:* Share campaign resources with traffic safety partners throughout the State and encourage their use throughout the year.

Goal: Increase the perception of the risk of receiving a ticket for non-use of seatbelts by 4% among Utah's population and 5% among males (to 78% and 40% respectively).
◆ *Action Item:* Support and participate in National Click It or Ticket high-visibility enforcement mobilization in May and November.
◆ *Action Item*: Utilize Click It or Ticket as a secondary message in other enforcement and media events throughout the year.

Goal: Increase seatbelt use among Utah's rural population.
◆ *Action Item:* Work with Montana State University and other state and local partners to initiate an occupant protection campaign in rural communities.

Goal: Increase booster seat use throughout the State and increase the percentage of children ages 5-8 involved in motor vehicle crashes who were secured in an appropriate child car seat to 42% from 38.3%.
◆ *Action Item:* Promote Boost Til 8 program and associated assets.
◆ *Action Item:* Seek opportunities and venues to promote booster seat messages.

Goal: Promote seatbelt usage among Utah's pre-teens and teen drivers.
◆ *Action Item:* Support Zero Fatalities Don't Drive Stupid program.

♦ *Action Item*: Support the UHP's Adopt A High School program.
♦ *Action Item*: Support local health department implementation of Countdown2Drive program or other evidence-based programs.
♦ *Action Item:* Develop and distribute resources for driver education teachers to promote seatbelt usage.
♦ *Action Item:* Develop and distribute resources for parents of pre-teens and teens to promote seatbelt usage.

Goal: Promote seatbelt and child passenger safety device usage among Utah's minority populations.
♦ *Action Item:* Provide materials and media messages in other languages.
♦ *Action Item:* Seek opportunities and venues to promote seatbelt safety to minorities.

Alcohol Program
While Utah remains the state with the lowest rate of alcohol-related fatalities, there were still 37 people killed in alcohol-related crashes in 2011, and more than 13, 800 people were arrested for DUI. Prescription drug abuse is also an issue in the State. Increasing people's awareness of the consequences of impaired driving and encouraging them to make safe choices remains central to the UHSO's overall strategic plan.

Goal: Increase the awareness of DUI enforcement messages by 5% among Utah's population to 65%.
♦ *Action Item:* Utilize paid, earned and social media to share messages about impaired driving throughout the year.
♦ *Action Item:* Share campaign resources with traffic safety partners throughout the State and encourage their use throughout the year.

Goal: Increase the perception of the risk of being arrested for DUI by 5% among 18-24 year olds and 25-34 year olds to 45% and 42% respectively.
♦ *Action Item:* Support and participate in national Drive Sober or Get Pulled Over high-visibility enforcement mobilizations.
♦ *Action Item*: Utilize Drive Sober or Get Pulled Over as a secondary message in other enforcement and media events throughout the year.
♦ *Action Item*: Promote messages about impaired driving enforcement utilizing channels that reach these specific demographics and use messages that will resonate with them.

Goal: Address people who consume alcohol with messages about preventing impaired driving.
♦ *Action Item:* Continue existing and develop new partnerships with Department of Alcoholic Beverage Control and venues that serve alcohol.
♦ *Action Item*: Encourage media contractor to develop creative messaging that can be incorporated in venues that sell and serve alcohol.

Goal: Address root causes of impaired driving to help stop it before it starts.
♦ *Action Item*: Continue support and promotion of Utah's Parents Empowered underage drinking prevention and education campaign.
♦ *Action Item*: Support State strategic prevention framework programs working to reduce alcohol-related fatalities.
♦ *Action Item:* Share underage drinking prevention resources with Youth Alcohol and Drug Enforcement Task Forces.

Goal: Increase awareness of both prescription and illicit drug impaired driving.
♦ Action Item: Support the Use Only As Directed campaign.
♦ Action Item: Encourage drivers to check with their physician for alternate medications that will not impair them to drive.
♦ Action Item: Educate drivers that heavy equipment **includes** a vehicle, and is not limited to things such as road graders or jack hammers.

Motorcycle Safety
After reaching a 23-year-high of 36 in 2008, motorcyclist fatalities decreased in 2009 and 2010. However, they increased to 28 in 2011, and are on track to increase over that in 2012. Approximately 30% of fatal motorcycle crashes in Utah annually involve another vehicle turning in front of the motorcycle. Motorcyclists in Utah who have not taken a rider education course have been 15 times more likely to be killed in a motorcycle crash than those that have completed one. Personal protective gear remains an issue, as an average of only 35% of motorcyclists killed in Utah were wearing helmets.

Goal: Increase the awareness of motorcycle safety awareness messages by 3% among Utah's population to 36%.

♦ *Action Item:* Utilize paid, earned and social media to share messages about motorcycle safety throughout the year, focusing primarily on Utah's riding season.
♦ *Action Item:* Support and participate in national Motorcycle Safety Awareness month in May.
♦ *Action Item:* Share campaign resources with traffic safety partners throughout the State and encourage their use throughout the year.

Goal: Increase driver awareness of motorcyclists.
♦ *Action Item*: Educate drivers to consider the possible presence of motorcycles and the need to look for them.
♦ *Action Item:* Educate drivers about situations when motorcycles may be obscured.
♦ *Action Item*: Educate drivers about techniques for detecting motorcycles.

Goal: Promote and support motorcycle rider education and training.
♦ *Action Item*: Continue partnership with Driver License Division to promote Utah's motorcycle rider training program.
♦ *Action Item:* Increase awareness of the benefits of motorcycle rider education and training for both new and experienced riders.
♦ *Action Item:* Educate motorcyclists that riders must assume responsibility of avoiding a crash situation caused by another motorist.
♦ *Action Item*: Educate motorcyclists about crash avoidance skills, the value of lane positioning and proper braking and panic-braking techniques.
♦ *Action Item*: Continue to discourage mixing alcohol and other drugs with motorcycle riding.

Goal: Promote conspicuity as a crash prevention tool for motorcyclists.
♦ *Action Item*: Increase motorcyclist awareness about how conspicuity affects their safety.
♦ *Action Item*: Encourage motorcyclists to employ conspicuity strategies.
♦ *Action Item*: Increase peer acceptance of conspicuous colors.

Goal: Promote motorcyclist use of personal protective equipment.
♦ *Action Item*: Educate motorcyclists about the benefits of protective gear, including helmets, jackets, gloves, boots, eye protection, and pants.
♦ *Action Item*: Increase the voluntary use of DOT approved helmets and communicate the dangers of non-compliant helmets.
♦ *Action Item*: Repudiate misinformation about personal protective equipment.

Pedestrian Safety
In 2011, there were 32 pedestrian fatalities in Utah, accounting for 13% of the total traffic-related fatalities for the year. In 2010, of the drivers involved in motor vehicle-pedestrian crashes, 58% were under the age of 40. Of the pedestrians involved in motor vehicle-pedestrian crashes, 55% were under the age of 25. Since everyone is a pedestrian at some point during the day, educating pedestrians and drivers remains highly important to the UHSO's mission.

Goal: Increase awareness of pedestrian safety issues throughout the State.
♦ *Action Item*: Utilize earned and social media to share messages about pedestrian safety throughout the year.
♦ *Action Item:* Share campaign resources with and encourage traffic safety partners throughout the State to promote pedestrian safety throughout the year.
♦ *Action Item:* Support and promote the Heads Up Utah pedestrian safety campaign.
♦ *Action Item:* Partner with UDOT, law enforcement, local health departments and entities to promote bike safety.
♦ *Action Item:* Support and participate in Green Ribbon Month and Walk Your Child to School Day activities statewide.
♦ *Action Item:* Develop and distribute resources about distracted pedestrians.

Goal: Increase driver awareness of pedestrians.
♦ *Action Item:* Educate drivers to consider the possible presence of pedestrians and the need to look for them.
♦ *Action Item:* Educate drivers about situations when pedestrians may be obscured.

Goal: Promote conspicuity as a crash prevention tool for pedestrians.
♦ *Action Item:* Increase pedestrian awareness about how conspicuity affects their safety.
♦ *Action Item:* Encourage pedestrians to employ conspicuity strategies.

Bicycle Safety
In 2011, there were five bicyclists killed in crashes with motor vehicles in Utah. Data from 2010 shows that almost 60%

of the drivers that hit cyclists were under the age of 40 and more than half of the cyclists hit were under the age of 25. Bicyclists are some of the most vulnerable roadway users, and as their use increases, educating both cyclists and drivers about sharing the road is an important part of the UHSO's mission.

Goal: Increase awareness of bicycle safety issues throughout the State.
Action Item: Utilize earned and social media to share messages about bicycle safety throughout the year.
♦ *Action Item:* Share campaign resources with and encourage traffic safety partners throughout the State to promote bicycle safety throughout the year.
♦ *Action Item*: Support and participate in the Road Respect campaign.
♦ *Action Item*: Promote sharing the road for both cyclists and drivers.

Goal: Partner with local health departments and entities to promote bicycle safety.
♦ *Action Item*: Educate young and new cyclists about proper cycling and following all laws.
♦ *Action Item*: Promote use of the bicycle rodeo trailers for educational activities throughout the State.

Goal: Promote conspicuity as a crash prevention tool for cyclists.
♦ *Action Item:* Increase cyclist awareness about how conspicuity affects their safety.
♦ *Action Item:* Encourage cyclists to employ conspicuity strategies.

Speeding
Speed is the leading unsafe behavior that contributes to traffic-related deaths. In 2011, 42% of Utah's 243 traffic-related deaths were speed-related. In spite of the dangers, speeding remains a challenge and is still somewhat socially acceptable.

Goal: Increase the awareness of speed enforcement messages by 3% among Utah's population to 29%.
♦ *Action Item*: Utilize earned and social media to share messages about speeding throughout the year.
♦ *Action Item*: Share campaign resources with and encourage traffic safety partners throughout the State to promote speed enforcement throughout the year.
♦ *Action Item*: Make speed a secondary or tertiary message in other enforcement or media campaigns throughout the year.

Goal: Increase the perception of the risk of getting a ticket for speeding by 3% among Utah's population to 88%.
♦ *Action Item*: Utilize earned and social media to share messages about speeding throughout the year.
♦ *Action Item*: Share campaign resources with and encourage traffic safety partners throughout the State to promote speed enforcement throughout the year.
♦ *Action Item*: Make speed a secondary or tertiary message in other enforcement or media campaigns throughout the year.

Goal: Educate drivers about the importance of reducing speed during inclement weather.
♦ *Action Item*: Promote the "When there's ice and snow, take it slow" message.
♦ *Action Item:* Utilize social media before and during weather events to emphasize the importance of speed reduction as a crash prevention tool.

Teen Driving
There were 32 teen driver fatalities in 2011, and in 2010, teen drivers represented only 8% of licensed drivers, but were in 21% of crashes. Every year, there are approximately 40,000 new drivers in Utah, meaning there are always new drivers to reach with traffic safety messages. Seatbelt use is lower and distracted driving is more prevalent among this group of drivers. The new MAP-21 authorization places an enhanced emphasis on teen drivers, making reaching these drivers an even more important part of the UHSO's overall strategy.

Goal: Increase awareness of teen drivers issues in Utah.
♦ *Action Item*: Utilize earned and social media to share messages about teen driver safety throughout the year.
♦ *Action Item:* Share campaign resources with and encourage traffic safety partners throughout the State to promote teen driver safety throughout the year.
♦ *Action Item:* Support and promote the Don't Drive Stupid program.
♦ *Action Item:* Support the production and promote the use of the Teen Memorial Booklet.

Goal: Increase parental knowledge of teen driver issues.
♦ *Action Item:* Educate parents about Utah's graduated driver license program.
♦ *Action Item*: Support Zero Fatalities parent program presentations.
♦ *Action Item*: Develop and distribute educational resources for parents of teens and pre-teens.
♦ *Action Item:* Promote parental involvement in teen drivers' experience.

Goal: Increase seatbelt use among Utah's teens.
♦ *Action Item:* Support Zero Fatalities Don't Drive Stupid program.
♦ *Action Item*: Support local health department implementation of Countdown2Drive program.
♦ *Action Item:* Develop and distribute resources for driver education teachers to promote seatbelt usage.
♦ *Action Item:* Develop and distribute resources for parents of pre-teens and teens to promote seatbelt usage.

Distracted Driving
Background: Driving while distracted is a deadly habit that contributed to 21 deaths in Utah in 2011, accounting for nearly 10% of the State's total traffic-related fatalities. Distracted driving is a growing issue, exacerbated by the ubiquity of smart phones in our always-connected society. The new MAP 21 authorization places an increased emphasis on educating people about the dangers of distracted driving and enforcing existing distracted driving laws, making distracted driving an important focus area for the UHSO.

Goal: Increase awareness of distracted driving issues in Utah.
♦ *Action Item*: Utilize paid, earned and social media to share messages about distracted driving throughout the year.
♦ *Action Item:* Share campaign resources with and encourage traffic safety partners throughout the State to promote distracted driving awareness throughout the year.
♦ *Action Item:* Educate drivers about the dangers of distracted driving.
♦ *Action Item:* Educate drivers about the Utah's distracted driving law and the legal consequences of engaging in this behavior.
♦ *Action Item:* Educate pedestrians about the emerging issue of distracted pedestrians.

Older Drivers
Background: Senior drivers over the age of 65 accounted for 13.3% of licensed drivers in Utah in 2011. Although senior drivers have the lowest crash rates of any other age group, their declining health and fragility makes them 2.6 times more likely to be killed as a result of a crash. Many elements of infrastructure, such as continuous flow intersections, are seeing increased use in Utah, but are unfamiliar to senior drivers. Older drivers are increasingly dependent on driving to maintain their mobility, independence and health.

Goal: Increase awareness of senior driving issues throughout the State.
♦ *Action Item:* Utilize earned media to share messages about senior drivers throughout the year.
♦ *Action Item:* Share any resources with and encourage traffic safety partners throughout the State to promote senior driver awareness throughout the year.
♦ *Action Item:* Develop and distribute resources for senior drivers to promote increased knowledge and awareness of the issues they face.
♦ *Action Item:* Establish and maintain partnerships to enhance older driver safety efforts.

Goal: Increase awareness of the ways in which age can affect drivers and senior drivers' abilities to drive safely.
♦ *Action Item:* Educate older drivers to assess their driving capabilities and limitations, improve their skills when possible, and voluntarily limit their driving to circumstances in which they can drive safely.
♦ *Action Item:* Educate family members of older drivers to recognize the signs that a family member may need to adjust his or her driving habits due to issues arising from aging.
♦ *Action Item:* Support and promote the Yellow Dot program.

Goal: Increase seatbelt use among senior drivers.
♦ *Action Item:* Educate senior drivers about the fact that seatbelts are even more effective for older drivers than for younger occupants.

Goal: Increase awareness of the fact that prescription drugs can cause impaired driving.
♦ *Action Item:* Promote the "Use Only As Directed" campaign with a focus on seniors and driving.
♦ *Action Item:* Educate family members of older drivers of the ways in which prescription drugs can affect their relatives' driving.
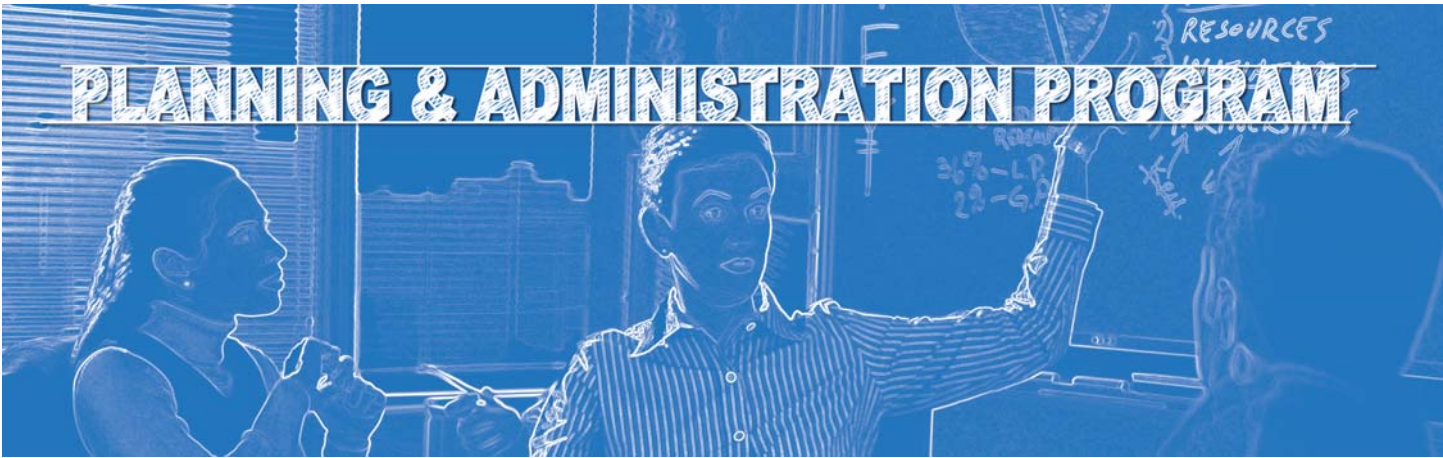
PA141001   **PLANNING AND ADMINISTRATION (DAVE)**
FUNDING SOURCE   **402**
PROJECT YEAR   **ONGOING**

Effective planning and administration are crucial elements of the successful Highway Safety Program in Utah, especially considering the significant changes induced by MAP-21. The UHSO 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 Annual 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, a research analyst, four program managers, two law enforcement liaisons, five program coordinators, an administrative secretary, and office support personnel.

PA141002   **PLANNING AND ADMINISTRATION (DAVE)**
FUNDING SOURCE   **STATE**
PROJECT YEAR   **ONGOING**

STATE MATCH   PARTNER PROGRAM

This State match portion compliments the federal funds in PA141001 by providing planning and administration and giving direction for the highway safety program in Utah. See above for details.

PA141003   **EASY/PARENTS EMPOWERED (DAVE)**
FUNDING SOURCE   **STATE**
PROJECT YEAR   **ONGOING**

STATE MATCH   PARTNER PROGRAM

While not the largest alcohol source for underage drinkers, retail sales to minors 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.

PA141004   **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE   **STATE**
PROJECT YEAR   **ONGOING**
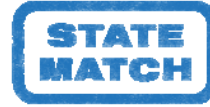
Utah continues to be a low alcohol-related fatality rate state due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2012, over 12,500 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When 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   **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 seatbelt and child safety seat use.

STATE MATCH   **DRIVER LICENSE HEARINGS (DAVE)**
FUNDING SOURCE   **STATE**
PROJECT YEAR   **N/A**

Each year over 12,000 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. 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 more than 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.

POLICE TRAFFIC SERVICES PROGRAM

PT140101   **POLICE TRAFFIC SERVICES & EQUIPMENT (TED)**
FUNDING SOURCE   402
PROJECT YEAR   ONGOING

The Highway Safety Office continues to assist law enforcement agencies to address traffic safety issues and problems within their communities through police traffic equipment purchases, training and technical assistance, especially those with continued struggles with manpower issues and budget shortfalls. Equipment requests most often include the following; radar and/or lidar units, PBT's, speed monitor signs, speed trailers, total station reconstruction software, digital in-car video cameras, tint meters, digital cameras, and even assistance in obtaining a traffic law enforcement motorcycle. Training courses include specialized accident reconstruction and investigation courses that allow an officer to expand his/her skills in diagramming and reconstructing a crash scene, a core investigative process to gather data used to prevent future crashes. Accident courses taught by Northwestern University and other institutions allow officers certification that is essential today for courtroom testimony and evidence procedures. Law enforcement agencies seeking assistance from the UHSO will be required to submit a formal letter outlining their need for the equipment, the problem ID and the goals/objectives they intend to accomplish with the new equipment. Each request will be evaluated based on the traffic safety problem the agency is trying to overcome, funding available, and level of financial assistance requested.

PT140102   **SALT LAKE/DAVIS COUNTY MULTI-AGENCY TASK FORCES (TED)**
FUNDING SOURCE   402
PROJECT YEAR   ONGOING

One of the most valuable tools available to the Highway Safety Office is its partnership with the Multi-Agency Task Forces in Salt Lake and Davis Counties. The law enforcement officers that make up these two committees continue to be a valuable resource in reaching out to the citizens of Utah when it comes to enforcement and educational efforts related to national and local traffic safety campaigns. 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 areas. They help plan, coordinate and implement the major media and enforcement campaign kickoff events which focus on high visibility enforcement. Law enforcement agencies and the many officers who are part of these task forces have shown their sustained commitment and dedication to traffic safety issues and to saving lives within their respective communities.

PT140103   **UTAH COUNTY MULTI-AGENCY TASK FORCE (CAMERON)**
FUNDING SOURCE   402
PROJECT YEAR   FOURTH

Similar to the longer-standing Multi-Agency Task Forces in Salt Lake and Davis Counties, the Utah County Task Force is proving to be a valuable partner in traffic safety efforts in Utah. They reach out to the citizens of Utah when it comes to enforcement and educational efforts related to national and local traffic safety campaigns.

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 areas. They help plan, coordinate and implement the major media and enforcement campaign kickoff events which focus on high visibility enforcement. The agencies and officers who are part of this task force have shown their commitment and dedication to traffic safety issues and to saving lives within their respective communities.

PT140104	OPERATION LIFESAVER (TED)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

Operation Lifesaver Utah continues to be a major educational component in helping to reduce injuries and deaths that are occurring in the State at railroad crossings. Utah continues to see a significant growth in light rail and commuter trains in the major metropolitan cities of the State. In an effort to combat car vs. train crashes, the committee members continue to work with transit officials, the trucking industry and media outlets in an effort to curtail the problems associated with understanding the dynamics of trains and railroad safety. Members, both volunteer and paid, have stepped up their educational and media efforts in reaching out to the general public by providing lectures and seminars at safety fairs, driver education classes, church groups, businesses and corporations and other community events. By keeping the public informed and educated as to the dangers of light rail and trains and promoting distraction-free safety, the project's goal is zero car vs. train crashes.

M8*PT140105	LOGAN CITY DISTRACTED DRIVING PROGRAM (CAMERON)
FUNDING SOURCE	405(e)
PROJECT YEAR	FOURTH

Project "Stop the Main Distraction" has seen a continuous reduction in accidents on Logan's roadways throughout the past three years. Since the program started in 2010, there has been a 30% reduction in overall accidents, a major accomplishment. Logan 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 continues as a big factor in the success of this project and will continue to remind drivers not to text and drive. The success of this campaign has not only been felt in Logan, but surrounding communities as well.

M8*PT140106	MURRAY CITY DISTRACTED DRIVING PROGRAM (CAMERON)
FUNDING SOURCE	405(e)
PROJECT YEAR	FIRST

Murray is a densely populated area located in the heart of Salt Lake County. Its roads have become a main thoroughfare for motorists throughout Utah. The Murray City Police Department recognized the need to implement a community education campaign and also develop a student driver training program specifically targeting the dangers of distracted driving. By targeting both the overall community and also proactively educating high school students, the goal is to reduce the number of traffic accidents and related injuries occurring on State Street. Enforcement will also be a key component of this campaign with officers aggressively enforcing Utah's distracted driving laws. This campaign will not only increase the awareness of distracted driving in Murray City, but will also touch many others as they travel through the city as part of a business or leisure schedule.

M8*PT140107	ST. GEORGE CITY DISTRACTED DRIVING PROGRAM (CAMERON)
FUNDING SOURCE	405(e)
PROJECT YEAR	FIRST

Distracted driving and following too close are the main factors in many of the accidents in St. George. The

2012 crash data showed that 27% of all reported accidents were caused by following too closely and/or lane travel violations. In addition, 21% of the accidents were the result of drivers failing to yield right of way to other vehicles. These violations have been corroborated by officers' experience to be directly related to the drivers being distracted behind the wheel. This campaign is designed to educate the public about the dangers of distracted driving through a combination of enforcement and education. As the first official distracted driving program in Southern Utah the program will work to reduce overall traffic accidents, and promote individual responsibility of the drivers on our roads.

INFORMATIONAL   **MATF SUSTAINED SPEEDING ENFORCEMENT**
FUNDING SOURCE: **LOCAL**
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.

INFORMATIONAL   **DROWSY DRIVING PREVENTION (ROBYN)**
FUNDING SOURCE   **UDOT**
PROJECT YEAR   **ONGOING**

The highest risk demographic for drowsy driving is young drivers age 25 and under with male drivers being 2.2 times more likely to be involved in a drowsy driving crash. Crashes occurring in rural Utah were 2.4 times more likely to involve drowsy driving. A survey performed in 2009 by Dan Jones & Associates showed that 59% of Utah drivers admitted to nodding off momentarily while driving on multi-lane highways with a speed at 55 mph or higher. A study by the National Sleep Foundation concluded that being awake for 24 hours is equal to a blood alcohol concentration (BAC) of .10, above Utah's legal limit. The "Sleep Smart. Drive Smart." Alliance, a partnership of public and private sector agencies, work together to promote drowsy driving awareness and education to various high schools, colleges and universities; encourage businesses to educate their employees about the dangers of drowsy driving; continue to support an annual Drowsy Driving Prevention Week; will hold a media event that depicts drowsy driving dangers; Zero Fatalities will continue to include drowsy driving awareness in their outreach presentations.

OCCUPANT PROTECTION PROGRAM

M2HVE140401   **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. Seatbelts reduce the risk of injury and death by about 70 percent when used correctly, according to the NHTSA. In fact, in 2011, unbuckled motorists were 40 times more likely to die than buckled motorists involved in crashes on Utah's roadways. Still, only 81.9 percent of Utahns use seatbelts. High-visibility enforcement has proven to be effective in changing behavior and increasing seatbelt usage among non-users. The goal of this project is to incorporate enforcement activities into the State's educational effort and conduct year-round enforcement campaigns that aim 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 with two mobilizations occurring in November 2013 and May 2014. Enforcement will also take place during holiday or seasonal periods with a minimum of four additional enforcement-based efforts occurring throughout the year. Each enforcement period will focus on a identified high risk population including counties with low seatbelt use rates, areas with high night-time unrestrained fatality rates, pickup truck drivers and passengers, male hard-core non-users, diverse groups, and children riding in booster seats. Enforcement efforts will target seatbelt and child safety seat non-use, as well as other traffic violations such as impaired driving, speeding, and aggressive driving. In addition, joint enforcement will be supported with seatbelt use being enforced as a secondary emphasis, during all impaired driving overtime enforcement efforts sponsored by the UHSO. To encourage sustained enforcement, the UHSO's law enforcement liaisons will work with the State's law enforcement agencies to establish guidelines and incentive programs designed to encourage consistent enforcement of the State's seatbelt use law on a regular basis.

OP140402   **RURAL SEAT BELT PROGRAM (KRISTY)**
FUNDING SOURCE   **402/405 SAFETEA-LU**
PROJECT YEAR   **SECOND**

Of the State's 29 counties, 23 are considered rural demographically. According to 2011 crash data, 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. In addition, crashes occurring in rural areas were 2.9 times more likely to result in a death than crashes in urban areas. Furthermore, rural motorists are less likely to use seatbelts than their urban counterparts. Occupants in rural crashes were 1.6 times more likely to be unrestrained than those in urban crashes and, according to the 2012 Utah Seatbelt Observational Study, only 70.1 percent of rural motorists buckle up compared to 85.0 percent of urban motorists. This project will support a comprehensive and effective countermeasure program that is designed to increase seatbelt use in the three pilot counties of Box Elder, Sanpete, and San Juan. This will be a multi-year project that includes all elements of program planning, implementation and evaluation, using the Positive Community Norming model. Funds will be used to support the second year of the project which will focus on finalizing and implementing a communications plan and conducting appropriate educational outreach efforts in the three pilot counties. Funding will

support a contract with Montana State Universities Most of Us program, fixed-price deliverable mini-grants with the three pilot counties, a communications and media plan, and the development and production of educational materials.

OP140403   UTAH CPS PROGRAM (KRISTY)
FUNDING SOURCE   402/405(b)
PROJECT YEAR   ONGOING

In 2011, 7,982 children ages 0 to 8 years were involved in motor vehicle crashes on Utah's roadways. While 81% of the youngest child passengers, ages 0-4, were restrained in a car safety seat, only 40% of children ages 5-8 used a safety seat or booster. This is concerning considering Utah has a booster seat law which states that children up to age 8 should ride in an appropriate car safety seat or booster seat. In addition, the rate of misuse of these life-saving devices is shown to be 84%. The goal of this project is to increase the proper and consistent use of car safety seats and booster seats. The project will support all aspects of the State's child passenger safety program including: CPS Technician training, re-training, retention and recruitment; child restraint inspection stations and clinics; the Buckle Up For Love program; the Click It Club elementary school-based program; Utah's child passenger safety hotline; efforts to reach under-served populations such as diverse groups, low-income families, and children with special health care needs; and educational outreach programs and activities. Funding will be used to: contract with a part-time occupant protection program training coordinator; provide fixed-price deliverable mini-grants to local health departments and other partners who oversee local inspection stations and clinics; fund training and re-training opportunities for CPS Technicians; support a technician retention and incentive program; provide car safety seats and supplies to the State's inspection stations; and purchase and/or develop educational materials and resources. At some of the fitting stations, program income will be acquired through the sale of low cost car safety seats. All income will be monitored and used to continue approved activities directly related to the program.

OP140404   OCCUPANT PROTECTION MEDIA, MATERIALS & SUPPORT (KRISTY)
FUNDING SOURCE   402/405(b)
PROGRAM YEAR   ONGOING

Wearing a seatbelt is one of the best ways to decrease injuries and deaths in motor vehicle crashes. In addition, unlike many other traffic behaviors, the decision to use a seatbelt is made by nearly every motorist each time they ride in a motor vehicle. Occupant protection affects every age group, geographical area, race, ethnicity, gender, and income level. Yet, only 81.9% of Utah motorists buckle up, which is below the national rate of 86%. This project will work to increase the seatbelt belt use rate in Utah and decrease traffic-related death and injury by supporting a comprehensive media and public information plan that includes two high visibility Click It or Ticket enforcement campaigns, at least four additional enforcement-based educational efforts, and two campaigns that target high risk groups. In addition, this project will promote and support national, state, and local traffic safety campaigns, programs and activities statewide by providing educational materials to requestors and key stakeholders in the traffic safety community.

Campaigns, educational materials, and media efforts will focus on identified high risk populations and areas such as counties with low seatbelt use rates, cities with high night-time unrestrained fatality rates, pickup truck drivers and passengers, male hard-core non-users, diverse groups, and children riding in booster seats. In addition, the project will support the Rural Seatbelt Program's communications plan which will be piloted in three rural counties. A contract will be secured with one or more advertising agencies to assist with the campaigns, media and public information efforts. Funds may also be used to support public relations activities, campaign development and production costs, and media placement. In addition, funds will be used to purchase and/or develop appropriate educational materials and promotional items that will be used to inform and educate the public about the importance of proper restraint use. The campaigns will partner with the Zero Fatalities program and messaging and media efforts will be shared and coordinated with the NHTSA, when necessary.

M2PE140405   **SEATBELT OBSERVATIONAL SURVEY (KRISTY)**
FUNDING SOURCE   **405(b)**
PROGRAM YEAR   **ONGOING**

Since 1986, the Utah Safety Belt Observational Survey has been conducted annually and studies seatbelt 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 UHSO, as the results are reported to NHTSA. The survey is also a required element of each state's Highway Safety Plan and may impact federal funding awarded to the State. Using the current design, the study will be conducted in June 2014. The results will be provided to NHTSA as well as the public and the State's traffic safety partners. Funds will be used to contract with a survey coordinator, hire four surveyors to gather the usage data in 17 counties, support travel needs for the surveyors, and conduct training.

INFORMATIONAL   **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.org 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 SEATBELT 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 seatbelt 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.

COMMUNITY TRAFFIC SAFETY PROGRAM

CP140201   DAVIS COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (TERI)
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

One of Utah's smallest counties in square miles, but with the 3rd largest population in the State, Davis County finds itself bordered by Weber County (4th most populated) to the north and Salt Lake County (most populated) to the south, and includes natural barriers to the west (Great Salt Lake) and east (Wasatch Mountains). This Venturi effect means that all vehicles traveling north or south along the Wasatch Front, and most traveling north-south through the State, pass through Davis County which causes congested freeways and secondary roads daily. This project will address many different traffic safety concerns, including seatbelt usage, impaired driving, distracted driving and older drivers.

Statistics show that self-reported seatbelt use among individuals involved in crashes in Davis County is 98%, and probably a highly inflated number. The 2012 Seatbelt Survey conducted by the UHSO reflected an overall usage rate of 82.1%, above the State average. The usage rates among high school students in Davis County (collected each spring and fall) showed 83% in fall 2011, and then increasing to 86% in spring 2012. The program's goal is to see a conversion rate of 15% among the high school non-users by the end of the school year in 2014, for an average overall rate of 88% and well above the current 2012 State average.

There were 1,662 crashes in Utah in 2011 as a result of impaired driving, and Davis County ranked 4th highest in the number of serious injury alcohol-related crashes. The goal is to reduce alcohol-impaired driver crashes in the county by 2%. This project will coordinate with police chiefs and school resource officers in Davis County to promote two awareness messages during the year, and bring the Zero Fatalities crashed vehicle display in at least 4 area high schools. Davis County has 10 bars/taverns and this project will work with at least 5 businesses to promote designated driver materials.

In 2011 there were 4,932 crashes statewide related to driving while distracted, a 6% increase from 2010 (Crash Summary, 2011), and the highest rate of distracted driving is among teen drivers. Davis County had the 4th highest percentage of crashes in the State which involved distracted driving. The goal is to reduce the incidence of teen distracted driving by providing education and outreach, and gauge the success by conducting distracted driving surveys at a minimum of 4 high schools, twice a year.

Senior drivers over the age of 65 accounted for 13.3% of licensed drivers in Utah in 2011. Although senior drivers have the lowest crash rates of any other age group, their declining health and fragility makes them 2.6 times more likely to be killed as a result of a crash. The project will focus on educating seniors about the Yellow Dot Program and how it helps communicate critical information to first responders in case of an crash, and to also serve as a resource for Yellow Dot materials and information.

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 be eliminated.

CP140202   **TRI-COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (JILL)**
FUNDING SOURCE   **402/405(d)**
PROJECT YEAR   **ONGOING**

Tri-County Health Department (TCHD) provides health and safety services to over 52,000 residents in the frontier counties of Daggett, Duchesne and Uintah in the northeastern section of Utah, covering nearly 9,000 square miles or 10% of the State. Included within its boundaries are the Uintah and Ouray Ute Indian Tribes. Duchesne County is highlighted in the 2011 Utah Crash Summary for exceeding the State average in a total of 8 of the 11 ranked crash categories, while Daggett County is ranked as one of the best overall counties.

According to the 2011 Utah Crash Summary, Daggett, Duchesne and Uintah Counties are among those that almost double the overall State average rate (6.3) for drunken driving crashes per 100 million vehicle miles traveled. The goal is to reduce impaired driving crashes by 5%. TCHD will provide education and information to area high schools to prevent underage drinking/impaired driving, and also work with establishments which serve alcohol to promote designated drivers or other safe modes of travel. They will also invite Ed Berkovich (TSRP) to provide regional training for American Indian/Native American prosecutors and law enforcement on reservations within Utah, DUI case law updates / cops in court / report writing training, and SFST refreshers, compressed ARIDE/DRE, and DUI legal updates.

While self-reported percentages of seatbelt use at crash scenes rank the three counties with a higher than average rate of occupant restraint, the 2012 seatbelt survey indicates seatbelt use rate in Uintah County at 70.8% as compared to an overall average rate of 81.9%. TCHD will conduct pre and post seatbelt surveys in Vernal and Roosevelt cities and the goal is to increase seatbelt use by 2% by working with law enforcement to provide media releases regarding seatbelt use and supporting Click It or Ticket.

Daggett County had the highest rate of distracted driving crashes at 13.6 per 100 million VMT, 46 percent higher than the State average of 9.3. This project will bring highway safety related presentations and education to partners in the Tri-County Highway Safety coalition with emphasis on distracted driving, and educate teens and parents about the new Utah law which prohibits teens under the age of 18 from using cell phones while driving.

The TCHD will assess a minimum of ten work sites to determine if they have existing policies regarding these impaired or distracted driving and seatbelt use, and provide information, materials and support to those interested in creating or strengthening company policies.

Senior driver crashes represent 11.6% of all crashes and 17% of all fatal crashes. Daggett County's population of people over age 65 (18.7%) is twice the State average of 9.2%, while Duchesne and Uintah are closer to the State average. TCHD will serve as a resource for the Yellow Dot program providing education and materials to the four senior centers in the area, and also providing education on impaired driving due to prescription medications.

A portion of the funding will be utilized to support staff to organize and conduct activities for this highway safety project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP140203   **WEBER/MORGAN COUNTIES COMMUNITY TRAFFIC SAFETY PROGRAM (TERI)**
FUNDING SOURCE   **402/405(d)**
PROJECT YEAR   **ONGOING**

There are two major Interstate Freeways, I-15 and I-84, in this transportation throughway between the Great Salt Lake and the Wasatch Mountains, and thousands of commuters travel through Weber County every day. As part of the very urbanized Wasatch Front, it has the fourth largest population in the State of Utah, with a population of over 231,000 residents and 15 incorporated cities. Morgan County to the east is a rural county with small towns and farming dotting the landscape.

According to the most recent DUI Report to the Utah Legislature, the majority of DUI arrests (72%) occurred

along the Wasatch Front (Weber, Davis, Salt Lake and Utah Counties). In the Weber-Morgan Health District (WMHD), about 1/3 of the impaired drivers involved in crashes were under the age of 24, and 30% of the impaired driving crashes in the district occurred in Ogden City, the urban hub of Weber County. The goal of this project is to reduce the alcohol-impaired driver crash rate per 100 Million VMT by 5%. To accomplish this WMHD support local law enforcement in a least 1 increased enforcement campaign, provide at least 4 impaired driving messages on the health department's website and promote them through the safety coalition's social media sites, partner with Weber State University to conduct a week long, on-campus impaired driving campaign on campus, and partner with UHP and Weber State University to host a Public Safety Night at a Weber State Basketball Game educating on the dangers of impaired driving and other unsafe driving behaviors.

According to the 2012 Utah Seatbelt Survey Weber County had a seatbelt use rate of 78.4%, below the urban county average of 85%, and rural Morgan County (not surveyed) was likely much lower. The goal of this project is a conversion rate of 5% among non-users. WMHD will use its partnership with two local high school driver education teachers to promote a Parent/Teen Homework Program. Homework packets include a booklet that was made for parents and teens to read together, and focuses on critical driving behaviors, including seatbelt use. During Spring 2014 the UHP seatbelt convincer will be used at local high schools during their lunch periods. During April/May 2014, seatbelt observations will be made at the 2 high schools where the parent/teen driver classes are taught to evaluate the effectiveness. Four seatbelt use messages will be provided on the health department's website, social media accounts and promoted through the safety coalition's social media sites.

Teen drivers are four times more likely to be involved in a distraction-related collision than any other age group and in Weber County, 8.3% of crashes were a result of distracted driving, according to the 2011 Utah Crash Summary. The goal is to target young drivers and provide information to stop this unsafe driving behavior. As mentioned above, WMHD will use its partnership with local two local high school driver education teachers to promote a Parent/Teen Homework Program and include a focus on distracted/drowsy driving.

Senior drivers over the age of 65 accounted for 13.3% of licensed drivers in Utah in 2011. Although senior drivers have the lowest crash rates of any other age group, their declining health and fragility makes them 2.6 times more likely to be killed as a result of a crash. The goal of this project is to focus on educating seniors and others with health problems about the Yellow Dot Program and how it helps communicate critical information to first responders in case of an crash. It will also serve as a resource for Yellow Dot materials and information, and will be introduced using the health department's Website, Facebook, and Twitter accounts. Also, information will be emailed out to coalition members for their organizations to use on their social media sites, and to at least 3 city newsletters.

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 be eliminated.

CP140204   BEAR RIVER COMMUNITY TRAFFIC SAFETY PROGRAM (TERI)
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

The counties in the Bear River Health District (BRHD), Cache, Rich and Box Elder, are very rural areas in the northernmost part of Utah which borders Idaho, spanning from the Wyoming to the Nevada border. Included in this area are a variety of landscapes from large tracts of barren desert to emerald green farm lands and to high, snow-capped mountains which are heavily forested. According to the 2010 Census, the population for the three counties combined was 164,895, or less than 6% of the State total.

The Highway Safety Office's 2012 Seatbelt Survey reflects an average usage rate of 75%, more than 6% below the State average. BRHD's more local surveys found adult seatbelt usage rates of 74% in Logan, 71% in Brigham City and 68% in Tremonton, all negatively affected by the low usage among male drivers/passengers. The goal is a conversion rate among non-users of 5% for 2014. BRHD intends to reduce fatalities and serious injuries by creating and promoting a resource kit to be utilized by police agencies and other partners during

all increased enforcement campaigns, and distributing community seatbelt awareness information year round. One innovative activity includes assessing the seatbelt policy of 10 employers in the area and offering to partner to strengthen them, if needed.

In 2011, all three counties had an increase in alcohol-impaired crashes, with the 3-county average reflecting an increase of 57% per 100 Million VMT. The age bracket of 21-24 had the highest rates of impaired crashes, not surprising with the concentrated youth population due to Utah State University. BRHD intends to reduce alcohol-impaired fatal and serious injury traffic crashes by 3% using a multi-faceted approach, including creating and promoting a resource kit to be utilized by police agencies and other partners during all increased enforcement campaigns, and distributing community impaired driving awareness information year round with a heavy emphasis during at least 2 targeted times of the year, i.e., heavy travel times, holidays, etc. An especially innovative activity includes assessing the impaired driving policy at 10 on-premise alcohol retailers in the area.

In 2011, Cache County was ranked 2nd highest rate in the State for distracted driving crashes. The goal is to reduce the incidence of distracted or drowsy driving by conducting a campaign targeting distracted drivers with a focus on teen drivers, and also educating about the new Utah law which prohibits teens under the age of 18 of using cell phones while driving.

In the 2011 Utah Crash Summary, Cache County ranked 7th worse in the State for the rate of senior driver crashes. BRHD will educate seniors in their community about the dangers of driving impaired, particularly while taking prescription medications, and also serve as a distribution point and resource center for information and materials on the Utah Yellow Dot program.

A portion of the funding will be utilized to support staff to organize and conduct activities for this highway safety project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP130205   **SUMMIT COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (JILL)**
FUNDING SOURCE   402/405(d)
PROJECT YEAR   **ONGOING**

Summit County, located east of the Wasatch Front, is a mountainous, rural county with a total population near 40,000. Park City has the largest population base followed by much smaller ones in Kamas and Coalville, and Interstates 80 and 84 cross the county.

In 2012 DUI arrests in Summit County represented 2.6% of all DUI arrests statewide, while the County's population is only 1.32% of the State total. According to the 2011 Utah Crash Summary, Summit County had 7.3 alcohol related crashes per 100 million VMT, the 8th highest rate in the State. The goal of this project is to reduce the number of alcohol-related crashes by 5%. The Summit County Health Department (SCHD) will support local law enforcement, and provide underage drinking/impaired driving education to area high schools.

The 2011 Utah Crash Summary indicates that in the traffic crashes in Summit County that year, the self-reported seatbelt usage was almost 96%. However, observation surveys taken by the SCHD show a pattern of much lower use including 80% at Park City High School, 67% at South Summit High and 58% at North Summit High. While these results mark a 20% increase over the last four years, SCHD's goal is to increase seatbelt use by 5% in the survey and include adults and pre-teens in their observational data this year. SCHD will also partner with UHP and Summit County Sheriff's Office to support the Click It or Ticket campaign.

In 2011, Summit County ranked 14th highest in the State for distracted driving crashes and SCHD's goal is to reduce the number distracted driver crashes on their roads by 3%. By partnering with driver education teachers in the district, the plan to educate students and parents regarding GDL requirements, and also the new Utah law which prohibits teens under the age of 18 from using cell phones while driving.

While Summit County ranked 19th of 29 for crashes involving senior drivers, the population is aging and SCHD will serve as a resource for information and materials to promote the Yellow Dot program. This will include implementing at a minimum of three area agencies, and including Yellow Dot information on the SCHD webpage.

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 be eliminated.

CP140206   **TOOELE COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (TERI)**
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

Tooele County is a frontier county, stretching from the Wasatch Front to the Nevada border. While only 2% of the State's population resides there, this large county includes desert and salt flat lands dissected by long, straight stretches of road including Interstate 80. Due to the long and straight roads, especially Interstate 80, the UHP keeps a wall of shame board and routinely tickets drivers for speeds well over 100 mph each year.

According to the 2011 Utah Crash Summary, the number of alcohol-impaired driver crashes in Tooele County had shown a decreasing trend in the previous four years, but in 2011 the number of alcohol-impaired crashes had increased. Tooele County also has a concentrated number of 21-24 year olds on its roads who travel through the county on their way to the casinos just past the Utah/Nevada state line, and this age bracket had the highest rate of impaired crashes. The goal of this project is to put the county back onto a reducing trend for alcohol-impaired crashes. The Tooele County Health Department (TCHD) will gather arrest data from all area law enforcement agencies within the county, locating potential hot spots and establish a baseline. TCHD will support law enforcement in their efforts, as well as provide community, school, retailer, and work site education regarding the dangers of impaired driving, and will provide community impaired driving awareness information during at least 2 targeted times of the year, such as heavy travel times and holidays. They plan to create and promote a resource tool kit for local law enforcement to utilize during increased enforcement campaigns. Their plan includes assessing a minimum of 10 on-premise alcohol retailers to identify internal policies regarding the prevention of impaired driving and provide materials to support them in creating/ strengthening policies to encourage patrons to designate drivers when using alcohol.

In 2012 seatbelt observation surveys found that adult males, driving trucks, had usage rates of only 72% in Tooele County, well below other areas in Utah. According to the 2011 Utah Crash Summary, rural crashes were 2.9 times more likely to be fatal than urban crashes, and occupants in rural crashes were 1.6 times more likely to be unrestrained than urban occupants. Because of Interstate 80, and the long miles of rural desert area, 25% of crashes have had speed as a contributing factor, making seatbelt use even more important. The goal of the project is a 5% conversion rate of non-users. TCHD will create and promote a resource tool kit for local law enforcement to utilize during increased enforcement campaigns, assess a minimum of 10 work sites to determine if they have an existing seatbelt policy and provide materials and support to those interested in creating/strengthening company policy, and also conduct adult seatbelt observations in Tooele County to evaluate their progress.

In 2011, almost 11% of crashes in the county were the result of a distracted driver. To reduce this level, the TCHD will conduct at least one campaign providing education on the dangers of distracted driving and/or speed with a focus on teen drivers, and promote the new law banning cell phone use by teens while driving.

Another focus area is the importance of seatbelt use by seniors and also the dangers of impaired driving, particularly while taking medications. Senior drivers over the age of 65 accounted for 13.3% of licensed drivers in Utah in 2011. Although senior drivers have the lowest crash rates of any other age group, their declining health and fragility makes them 2.6 times more likely to be killed as a result of a crash. The goal of this project is to focus on educating seniors and others with health problems about the Yellow Dot Program and how it helps communicate critical information to first responders in case of an crash. TCHD will serve as a resource for Yellow Dot materials and information, and will contact at least 5 area senior assistance agencies and promote the Yellow Dot Program.

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 be eliminated.

CP140207	**UTAH COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (TERI)**
FUNDING SOURCE	**402/405(d)**
PROJECT YEAR	**ONGOING**

Utah County is the second most populated in the State and comprises the south end of the Wasatch Front, and is home to about 18% of the State's population. The portion of the county situated between the beautiful Wasatch Mountains and Utah Lake is highly urbanized, while the portion west of Utah Lake is more rural. Interstate 15 runs through the county, and the recently completed, 24 mile long I-15 CORE Project added multiple lanes on this Interstate through Utah County. Utah County has the highest crash rate in the State of Utah per 100 million VMT.

The 2011 Utah Crash Summary reflects that Utah County had the second highest level of alcohol-impaired crashes in the State, and the data indicates that preventive efforts should target males 16-54 years of age. The goal is to reduce the number of alcohol-related crashes by 5%. The project will implement evidence based interventions as prioritized by the "Countermeasures That Work" (2013) report. The project will partner with local law enforcement to facilitate DUI check-points in areas of highest injury and fatal crash locations within Utah County. The plan provides officers with incentives where they may reward those acting responsibly such as a positive norming designated driver program. The project will also use UHSO media for signage or billboards to raise awareness of prescription medication as a culprit for impairing driving.

According to the 2012 Utah Seatbelt Survey, Utah County has a higher than state average seatbelt usage of 87.1%, but males usage is 11% less than for women. The goal of this project is to increase male seatbelt usage. The project will use the Utah County website and social media networks to raise awareness about buckling up and conduct at least one event at two different (rural) area high schools, focusing on how to get the males to buckle up. The project will also support the "Click It or Ticket" campaigns throughout the year.

According to the County Crash Comparison Chart in the 2011 Utah Crash Summary, Utah County ranked worst in the State in the distracted driver crash rate per vehicle miles traveled with 910 crashes involving a distracted driver. Statistics show that the younger a driver is, the more likely they are to be distracted. The goal of this project is to focus efforts toward young males to help decrease the incidence of distracted driving crashes.

Senior drivers over the age of 65 accounted for 13.3% of licensed drivers in Utah in 2011. Although senior drivers have the lowest crash rates of any other age group, their declining health and fragility makes them 2.6 times more likely to be killed as a result of a crash. Efforts will focus on promoting Yellow Dot and how it helps communicate critical information to first responders in case of an crash. Materials will be distributed at senior centers, health fairs, community workshops & recreation centers, foster grand-parent programs, senior companion programs, and departments of aging services.

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 be eliminated.

CP140208	**SOUTHEASTERN UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (JILL)**
FUNDING SOURCE	**402/405(d)**
PROJECT YEAR	**ONGOING**

Southeastern Utah Health Department's (SEUHD) area of responsibility consists of rural and frontier areas in Carbon, Emery, Grand and San Juan Counties in the southeastern corner of the State. This region covers 18% of the State's geographic area, including portions of the Navajo Nation and Ute tribal lands, yet is home to less than 2% of the State's population. The long road stretches, frontier setting with wildlife and ranch animals a hazard, and the widely-spaced emergency services, all contribute to traffic safety issues with motor vehicle

crashes the leading cause of death and disability in the area.

According to the 2011 Crash Summary, alcohol related crashes in the 4 counties are at or below the average rate for the State, but still represent about 3% of all alcohol-related crashes in Utah. Also, the crash is more likely to result in a fatality due to the longer emergency response time and because persons involved in a crash are more likely to be unrestrained. The goal is to reduce alcohol-related crashes by 4%. The SEUHD will partner with the UHP for holiday enforcement campaigns, and the Navajo Nation for impaired driving education and prevention. They will provide information and education for residents about the effects of driving impaired and/or unrestrained. SEUHD will also assess five worksites to see if they have a policy in place regarding impaired driving, offer assistance in establishing one (as needed), and will provide education and materials for the employees, as requested.

While the 2011 Utah Crash Summary indicates a self-reported 93% seatbelt usage in traffic crashes in the area, the 2012 Utah Seatbelt Survey reflects an average of 67.7% for the two counties surveyed. The longer emergency services response times in this rural/frontier area are also a factor in the ratio of fatal/injury crashes versus property damage only. The goal is to increase seatbelt use by 3%. SEUHD will educate residents about the dangers of being unrestrained in a motor vehicle. SEUHD will assess five worksites to see if they have a seatbelt use policy in place, provide assistance as needed, and offer education and materials for the employees, as requested. They will also partner with the UHP for enforcement campaigns.

The 2011 Utah Crash Summary reports that Emery County had the lowest rate of distracted driving crashes in the State per 100 Million VMT, while Carbon County was 10th highest. SEUHD's goal is to reduce the number distracted driver crashes on their roads by 3%. By partnering with driver education teachers in the district, they plan to educate students and parents regarding GDL requirements, and also the new Utah law which prohibits teens under the age of 18 from using cell phones while driving.

All of the counties represented by SEUHD have a higher senior driver crash rate than the State average, according to the 2011 Utah Crash Summary. The project will support and conduct AARP Car Fit training at senior citizen centers.

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 be eliminated.

CP140209   CENTRAL UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (JILL)
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

Rugged, snowcapped mountains with dense forests, arid desert lands dotted with dry lake beds, and red rock cliffs overlooking farms in the valleys are all part of Central Utah Health Department's (CUHD) service area. Its 16,650 square miles of rural and frontier land includes Sevier, Piute, Wayne, Millard, Juab and Sanpete Counties in the central and western parts of Utah, with a total population of over 75,000. While long stretches of Interstate 15 and Interstate 70 cross the area, more common are the numerous State Roads connecting the towns and communities.

According to the 2011 Utah Crash Summary, Sanpete, Wayne and Piute counties were close to average for the rate of alcohol-impaired driver crashes per 100 million VMT, while Millard, Sevier, and Juab counties had the lowest rates in the State. The goal is to reduce alcohol-impaired driver crashes by 5%. CUHD will provide community impaired driving awareness information during at least two target times of the year and work with area businesses to offer traffic safety education and information regarding the dangers of impaired driving for distribution to employees.

While self-reported seatbelt use rate by occupants in a crash was 92.5% in the area, the 2012 Utah Seatbelt Survey shows an average seatbelt use rate of 62.6% in the 3 counties surveyed, and Millard County had the lowest rate in the State at 57.2%. CUHD will provide seatbelt education and outreach, conduct local seatbelt

observational surveys, and support law enforcement during the Click It or Ticket campaign, with a goal of increasing seatbelt use by 2%.

The percentage of distracted driving crashes in Sanpete and Piute is above the average State rate of 9.3%. To reduce this number, CUHD will conduct educational programs on the dangers of distracted driving and/or speed with a focus on teen drivers, and promote the new law banning cell phone use by teens while driving.

Drivers over the age of 65 make up 14.8% of the population. Older drivers in Utah represented 11.6% of all crashes, Juab (13.8) and Sevier (12.9) counties were above the State average. This project will provide information regarding seatbelt use, the dangers of impaired driving, particularly while taking medications, and information on the Yellow Dot program to senior centers. CUHD will act as a resource to educate older drivers about the risks of impairment by prescription medications and provide materials for the Yellow Dot Program.

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 be eliminated.

CP140210   WASATCH COUNTY COMMUNITY TRAFFIC SAFETY PROGRAM (JILL)
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

Wasatch County is located to the east of the Wasatch Front, surrounded by urban counties to the west and rural counties to the east. Mostly a rural area, with a majority of the 25,000 residents centered in the Heber/ Midway area, much of the county is within the mountainous Uinta National Forest. The Wasatch Community Traffic Safety Coalition will implement traffic safety programs and community interventions focusing on impaired driving, buckling up, distracted driving, and senior drivers. According to the 2011 Utah Crash Summary, 1,152 people were involved in crashes in Wasatch County, giving Wasatch County a 471.1 per 10,000 population crash rate, higher than the State average.

The incidence of impaired driving-related crashes in Wasatch County (6.7 per 100 million VMT) is higher than the State average, with the county having the 11th highest rate in the State. The project goal is to reduce alcohol-impaired crashes by 3%. Wasatch County Health Department (WCHD) will provide impaired driving awareness education in the community during heavy travel times and around holidays, and present an assembly at Wasatch High School featuring a mock impaired driving crash to provide underage drinking/ impaired driving education.

In Wasatch County, the self-reported seatbelt use (97.2%) corresponds with the Utah average (97.4%). In fatal crashes, when the officer determines the use rate, it drops to 75%. WCHD will provide seatbelt awareness education in the community during heavy travel times and around holidays, and will provide a pre and post seatbelt survey at Wasatch High School with a goal of increasing seatbelt use by 5%.

Teen drivers represent a small percentage of all licensed drivers, but caused 51% of crashes in Wasatch County during 2011 (585 of 1,152). WCHD will plan and organize at least three (3) zero fatality activities at Wasatch High School to increase awareness of the dangers of distracted driving and speeding, including promotion of HB 103 which prohibits teens under the age of 18 using cell phones while driving.

The population is aging, and 8.8% of Wasatch County residents are 65 years or older. WCHD will implement a senior driver safety project, including the Yellow Dot program, county wide and serve as a resource for education and material distribution to reduce older driver crashes.

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 be eliminated.

CP140211   **SOUTHWEST UTAH COMMUNITY TRAFFIC SAFETY PROGRAM (TERI)**
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

The Southwest Health District provides services to Washington, Iron, Kane, Beaver, and Garfield Counties in the southwestern corner of Utah, a largely frontier area with the urban island of the St. George area. While comprising about 21% of Utah's landmass, the population only represents 8% of the State's residents. Proximity to scenic areas such as Zion National Park, Snow Canyon State Park, Pine Valley, and Red Cliffs Recreation Area, and hosting several outstanding events each year including art festivals, car shows, golf tournaments, marathons, and the World Senior Games, the area enjoys a thriving tourism industry. Also, Washington County has been consistently ranked as one of the fastest growing counties in the nation for the last two decades.

There was an increase in alcohol-related impaired driver injury crashes from 2010 to 2011 in Iron, Beaver and Washington Counties, with decreases in Garfield and Kane. The goal is to reduce the incidence of these crashes by 5%. The project plans to work with the school resource officers to promote and expand the Parent/ Driver education courses to reduce youth impaired driving, and to partner with law enforcement to support enforcement campaigns and checkpoints.

The majority of the 5-county area is rural, and the 2012 Utah Seatbelt Survey reflects that restraint use is lower than the State average. The project will support 2 local high-visibility campaigns that will include enforcement shifts, media coverage and advertising to promote seatbelt usage. The project will also partner with school resource officers to promote seatbelt usage, and hold 8 education courses across the 5 county area that target both the teen driver and their parent and address seatbelt use. The project will conduct 2 seatbelt observational studies, one before and one after the courses.

According to the 2011 Utah Crash Summary, Washington County has the 2nd highest rate of crashes caused by distracted driving in the State. To reduce the incidence of distracted driving crashes, the project will support teen driver education activities, including the "Parent/Drivers Education Course" and continue the "Don't Drive Stupid" campaign in local high schools.

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 be eliminated.

CP140212   **SAN JUAN TRAFFIC SAFETY COALITION (JILL)**
FUNDING SOURCE   402/405(d)
PROJECT YEAR   FOURTH

Located in the southeastern corner of Utah, San Juan County has very diverse terrain including mountains, red rock cliffs, and grand mesas overlooking desolate desert valleys that resemble the Wild West. It is the largest size county in the United States, covering over 7800 miles yet with a population of less than 15,000 of which about 60% are Native American (Navajo or Ute). This frontier county has just 55 miles of two lane paved highway and over 500 miles of graded country roads. Native Americans are involved in fatal crashes 2-3 times more often than other demographic groups, and motor vehicle crashes are the leading cause of death among American Indians ages 1-44. San Juan ranked 7th worst in the State for fatal crashes per 100 million VMT.

While the rate of alcohol-impaired driver crashes per 100 million VMT in San Juan County is lower than the state average of 6.3%, this rate is likely under-reported as many crashes on the more rural roads are not reported to law enforcement. The goal is to have zero alcohol-impaired fatal crashes. The San Juan County Sheriff's Office will provide information and education about the dangers of driving while impaired or distracted to the community members at San Juan, Monticello, Whitehorse and Monument Valley High Schools during homecoming and prom weeks, and will partner with high schools, Navajo PD, and BIA to provide information, education and enforcement during St. Patrick's Day, Memorial Day, Labor Day and New Year's holidays.

San Juan County has a self reported seatbelt use rate in crashes of 90.4%, while the 2012 Utah Seatbelt Survey shows an observational result of only 62.3%. The goal is to have a conversion rate of 5% of the non-users. As one of the counties chosen for the rural seatbelt pilot program by the Highway Safety Office, the Sheriff's Office will provide outreach on the Positive Community Norming program and conduct seatbelt enforcement shifts with a target of at least 10 seatbelt citations per shift.

Distracted driving crashes in the County account for 16.7% of the crashes, almost twice the State average. The goal is to reduce distracted driving crashes by implementing Zero Fatalities activities at local high schools with a focus on distracted driving, and educate students and parents regarding GDL requirements, and also the new Utah law which prohibits teens under the age of 18 from using cell phones while driving.

Senior drivers were involved in 13.3% of all crashes in San Juan County, a rate higher than the statewide average. The Sheriff's Office will focus on promoting Yellow Dot and share from a first hand point of view how it helps communicate critical information to first responders in case of an crash. Materials will be distributed at senior centers, health fairs, and community workshops, and the Sheriff's Office will serve as a resource for materials and information.

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 be eliminated.

CP140213   PERSONNEL (MARK)
FUNDING SOURCE   402/405(d)/408
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 UHSO programs and projects. Staff fully or partially funded may include the director, the deputy director, a finance officer, a research analyst, four program managers, two law enforcement liaisons, five program coordinators, an administrative secretary, and office support personnel.

CP140214   RURAL TRAFFIC SAFETY COORDINATOR (KRISTY)
FUNDING SOURCE   402/405(d)
PROJECT YEAR   ONGOING

Utah consists of 29 counties spread over a large geographical area with the majority of the State's population (77%) living in the four adjoining counties that make up the urban Wasatch Front. While 75.1% of all crashes occurred in these four urban counties in 2011, 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. In addition, the 2012 seatbelt observational survey found that 70.1% of rural motorists buckle up, which is significantly below the urban use rate of 85.0%. The goal of the project is to assist traffic safety partners in rural counties with reducing the incidence of traffic-related death and injury by increasing the proper and consistent use of safety restraints, reducing impaired, distracted, and drowsy driving. The coordinator will also promote general traffic safety to all motorists with special emphasis on young drivers, Native Americans, and older drivers. The project will fund a part-time Rural Traffic Safety Coordinator who will conduct a wide spectrum of national, state and local traffic safety campaigns and activities in 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 UHSO with training and targeted programs. The coordinator will also be a Child Passenger Safety (CPS) Technician Instructor, assist with CPS certification training and re-training, and be a resource to car seat inspection stations and CPS Technicians.

CP140215   PUBLIC INFORMATION AND EDUCATION PROJECT (KRISTY)
FUNDING SOURCE   402
PROJECT YEAR   ONGOING

The UHSO is a primary source for information regarding traffic safety issues. Partnering agencies and community groups frequently contact the office for assistance in educating the community at safety fairs, presentations, and other methods. 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. Funds will be used to purchase educational materials, develop new publications or resources, and promotional items that will be used to educate the public and help improve traffic-related behaviors. This project will support program areas, such as drowsy driving, that are not specifically funded through other projects.

CP140216   TRAFFIC SAFETY SUMMIT (KRISTY)
FUNDING SOURCE   402
PROJECT YEAR   ONGOING

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in Utah. In 2011, there were 52,287 reported traffic crashes on public roadways in Utah which involved 129,094 people, injuring 22,325 and killing 243. While the State made progress in several areas, traffic crashes continue to be a leading killer of Utahns. To help combat traffic safety issues and continue to improve safety on our roadways, the State will host the sixth Zero Fatalities Traffic Safety Summit to be held in April 1-3, 2014. The conference is co-sponsored by the Utah Department of Transportation and Utah Department of Public Safety and 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. Participants gain knowledge and tools necessary to continue their work on decreasing death and injury on the State's roadways. Workshops will focus on a variety of traffic safety topics including teen driving, transportation improvement efforts, 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 programs. Funds will be used to secure the conference facility and related expenses, pay for lodging and travel expenses for speakers and some participants, and develop and print conference material.

CP140217   TECHNOLOGY TRANSFER AND ELECTRONIC GRANT MANAGEMENT (MARK)
FUNDING SOURCE   402
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 in Utah. This project covers highway safety program expenses such as operations, equipment, personnel, training and workshops, travel costs, supplies, contractual services, and developing and distributing educational materials. Also, ongoing support for the electronic grant management system, GEARS, will be funded.

CP140218   UHP PI&E/ADOPT-A-HIGH SCHOOL (KRISTY)
FUNDING SOURCE   402/405(e)
PROJECT YEAR   ONGOING

There are 3,658.04 miles of state highways in Utah consisting of 327 different roads that cross into all 29 counties of the State. The Utah Highway Patrol (UHP) is the lead law enforcement agency that patrols these stretches of roadway. In 2011, the UHP handled 27.5% of the 52,287 traffic crashes in the State. Because of their involvement and dedication to traffic safety, impaired driving, occupant protection and traffic safety education (bicycle and pedestrian safety, drowsy driving, speed, youth alcohol, motorcycle safety, child restraints, etc.) are included in their areas of emphasis. In addition, the UHP focuses on young drivers because Utah teens represent only 8% of licensed drivers in the State, but were in 20% of all motor vehicle crashes. The UHP's Public Information and Education program provides education to a variety of groups and organizations

throughout the State, with a focus on young drivers. Education is provided with little outside funding. Their Adopt-A-High-School 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. During the year, the UHP will adopt a minimum of 14 high schools. Troopers will participate at the schools on a monthly basis during school assemblies, sports activities, classes and other school functions to provide safety information and encourage students to wear seatbelts and practice safe driving habits. Funding will be used to provide overtime shifts for Troopers who conduct activities within the schools. Funds will also be used to provide educational materials, promotional items, maintenance of equipment and training to troopers.

CP140219   UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE   402
PROJECT YEAR   ONGOING

In Utah in 2011, a motor vehicle crash occurred every 10 minutes, a person was injured in a crash every 23 minutes, and a person was killed in a crash every 36 hours. Many of these incidents occur during the workday or during the commute to and from work and employers often bear the cost for those injuries. Motor vehicle crashes are the leading cause of death on the job. This project will support the Utah Network of Employers for Traffic Safety (NETS) program, with the purpose of engaging employers to improve the safety and health of employees and their families by preventing traffic crashes that occur both on and off the job. The program works to implement safety policies and provide workplace training and programs to 875 business members.

In addition to the NETS program, the Utah Safety Council also oversees Alive at 25. The purpose of this 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 2011, Utah drivers aged 15-24 years represented 18 percent of all licensed drivers in Utah, yet were involved in 41 percent of all motor vehicle crashes. This age group was also 1.8 times more likely to be involved in a crash than other drivers. 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. Funds will be used to help support training, educational materials, and a part-time program coordinator with time that is dedicated specifically to this continuing highway safety project.

CP140220   UTAH YELLOW DOT (RHONDA)
FUNDING SOURCE   402
PROJECT YEAR   SECOND

Unintentional injuries are the 5th leading cause of death among Americans, and motor vehicle crashes represent a significant portion of them. Getting timely medical care in the "golden hour" after a crash is often the difference between an injury crash and a fatal one, especially in the more rural areas of Utah. To assist first responders in treating crash victims, the Yellow Dot program helps motor vehicle occupants establish a "personal representative" to give information about medications, medical conditions and emergency contact information. This is especially helpful for those age 65+ who represent almost 10% of Utah's population, yet accounted for over 15% of Utah traffic fatalities in 2011. The Yellow Dot project will continue to provide information and education to emergency responders statewide, and provide support to state and local agencies and organizations who serve as Yellow Dot distribution and support centers.

CP140221   OLDER DRIVER PI&E (RHONDA)
FUNDING SOURCE   402
PROJECT YEAR   FIRST

Utah's roadway environment continues to evolve with new continuous flow, diverging diamond and roundabout intersections, high-occupancy lanes on freeways, multi-use lanes on surface roads, and light and

commuter rail crossings. Adjusting to the roadway changes is a challenge for the growing number of senior drivers in Utah (over 13% in 2011), in addition to the changes which age can bring to eyesight, hearing and physical mobility. This project will focus on reducing older driver crashes by educating and training them to assess their driving capabilities and limitations, improve their skills when possible, and voluntarily limit their driving to circumstances in which they can drive safely. It will also support helping drivers adapt to medical or functional conditions that may affect driving through vehicle adaptations such as extra mirrors, extended gear shift levers, etc. The project will also promote seatbelt use, one of the most effective countermeasures for older occupants to survive a motor vehicle crash.

CP140222   **TEEN DRIVING OUTREACH (HELEN)**
FUNDING SOURCE   402/405(e)
PROJECT YEAR   **ONGOING**

Teenage drivers represented 8% of the licensed drivers in Utah, yet they were involved in 20% of all motor vehicle crashes in 2011. Teenage drivers are almost twice as likely to be in a crash than drivers of other age groups, and each year there are approximately 40,000 new teen drivers in Utah. This project will work to decrease teen crashes and fatalities through increased parental involvement in and awareness of teen driving. Special focus will be given to education about the dangers of distracted driving and promoting seatbelt usage. The project will provide support for various activities and campaigns that work to increase teen driver skills in cooperation with GHSA and Ford Driving Skills for Life and parental knowledge and participation in their teens' driving experience.

INFORMATIONAL   **DRIVING SKILLS FOR LIFE (HELEN)**
FUNDING SOURCE   **FORD**
PROJECT YEAR   **N/A**

Vehicle crashes are the No. 1 killer of teenagers in America, mainly due to inexperience and lack of the skills and knowledge required to be safe drivers. Statistics demonstrate that teen involvement in crashes declines considerably as young drivers gain experience. Ford Driving Skills for Life (DSFL) was established in 2003 by Ford Motor Company Fund, the Governors Highway Safety Association, and a panel of safety experts to teach newly licensed teens the necessary skills for safe driving beyond what they learn in standard driver education programs. DSFL helps young drivers improve their skills in four key areas that are critical factors in more than 60% of vehicle crashes including: Hazard Recognition, Vehicle Handling, Speed Management and Space Management.

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. Employers can help their employees avoid traffic injuries and deaths, while protecting the bottom line profits of their business. By developing policies, offering incentives, and educating employees, companies can save lives and costs associated with traffic crashes. By increasing traffic safety in their organization, employers 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

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.

ALCOHOL PROGRAM

M6OT140301   **STATEWIDE DRE, ARIDE AND PHLEBOTOMY PROGRAM (TED)**
FUNDING SOURCE   405(d)
PROJECT YEAR   ONGOING

The statewide Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), Standardized Field Sobriety Testing (SFST) and Phlebotomy Program, coordinated through the Utah Highway Patrol's Alcohol Training Section, has a significant role in helping officers remove impaired drivers and underage drinkers from Utah roads. This project will provide training and resources to train and certify officers as a DRE expert, enabling them to testify as an expert witness when DUI cases go to court. Officers are also encouraged to re-certify in an effort to keep the pool of experts solid throughout the State. The phlebotomy program certifies officers to draw blood from subjects who have been arrested for impairment from alcohol, illegal drugs, prescription drugs and over the counter medication. The courses are available to all law enforcement officers in the State, and many of the scheduled training classes will be delivered at local agencies to reach the outlying rural areas of the state.

M6OT140302   **SIP/TRACE AND YOUTH ALCOHOL SUPPRESSION (JILL)**
FUNDING SOURCE   405(d)
PROJECT YEAR   ONGOING

Special events such as raves and concerts at all-age venues are held with increasing frequency throughout the State. When combined with regular activities at bars and restaurants, there are opportunities for over-service to patrons or service to minors, often leading to impaired driving and alcohol-related crashes. The Utah Highway Patrol's Alcohol Enforcement Team (AET) will assist local law enforcement agencies by conducting Serving Intoxicated Persons (SIP)/Youth Alcohol Suppression undercover operations to eliminate drunk driving and underage drinking where they frequently start. The AET will also assist other agencies by conducting Target Responsibility for Alcohol Related Emergencies (TRACE) investigations. TRACE investigations help curtail the social supply of alcohol to minors be ensuring parties responsible for the root cause of impaired driving are held responsible.

M6OT140303   **DUI ENFORCEMENT, CHECKPOINTS AND EQUIPMENT (TERI)**
FUNDING SOURCE   405(d)
PROJECT YEAR   ONGOING

The number of deaths due to alcohol-impaired drivers increased 56% from 2010 to 2011 in Utah, with drivers aged 21 to 24 years having the highest incidence. The Highway Safety Office will continue to support national impaired driving prevention efforts by conducting high-visibility enforcement campaigns during target holidays and events. This project also provides communities throughout Utah with the resources to sustain the statewide, high-visibility enforcement needed to eliminate impaired driving, with a special emphasis on DUI Checkpoints, specialized enforcement equipment and supplies. The newly created DUI Administrative Checkpoint Application rules and guidelines for conducting DUI checkpoints has been distributed to law enforcement agencies by the UHSO, and is intended to close certain legal loopholes which have been found.

These strategies will enhance DUI enforcement opportunities for state law enforcement agencies and facilitate a decline in alcohol-related fatalities.

M6OT140304 DUI COURT DAVIS COUNTY (TERI)
FUNDING SOURCE 405(d)
PROJECT YEAR ONGOING

The Davis County Attorney's Office on average receives two to three felony DUI referrals each week. In the past, these offenders were referred to the Second District Court for disposition which most often included jail or prison time and later probation or parole, with little effective treatment being offered. The Felony DUI Court program in Davis County is modeled after the Drug Court program. DUI offenders facing a mandatory jail sentence are offered this tough but fair program, and those accepted serve their time in the "Work Center" (a jail work release facility), and are allowed release for work, treatment and alcohol/drug testing. This project works to introduce offenders to an ongoing process of recovery designed to achieve total abstinence from alcohol, promote self-sufficiency, and empowers alcohol abusers to become productive and responsible members of the community.

M6OT140305 DUI COURT RIVERDALE (TERI)
FUNDING SOURCE 405(d)
PROJECT YEAR ONGOING

The purpose of the Riverdale Substance Abuse Court (RSAC) is to reduce the incidence of repeat DUI offenders through enhancement of the adult misdemeanor DUI court currently in operation. The DUI court increases community safety through an interdisciplinary approach that reduces recidivism and promotes individual responsibility and accountability. RSAC has experienced an average of 4 misdemeanor DUI cases each month for an average of 49 participants per year. Since the inception of RSAC in 2005, 125 participants have entered into the program, 68 have graduated, and 30 are currently in the program. By providing treatment, supervision, and judicial oversight the incidence of repeat DUI offenders will lessen.

M6OT140306 TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)
FUNDING SOURCE 405(d)
PROJECT YEAR ONGOING

The Traffic Safety Resource Prosecutor (TSRP) project develops and provides education, training, resources and technical assistance to prosecutors, law enforcement agencies, and the UHSO with a focus on removing impaired drivers from Utah roadways. While much of the assistance focuses on DUI cases, the TSRP serves as a resource in areas such as underage drinking, occupant protection and other highway safety issues. The TSRP prepares briefs/memoranda/pleadings for trial and appellate level cases, and on request serves as second chair on difficult impaired driving cases, suppression hearings and motions. The TSRP publicizes the assistance he can provide to prosecutors, police, toxicologists, breath test machine operators, and other advocates.

M6OT140307 IMPAIRED DRIVING EDUCATION AND MEDIA CAMPAIGN (TERI)
FUNDING SOURCE 405(d)/410 SAFETEA-LU
PROJECT YEAR ONGOING

Impaired driving prevention continues to be a priority for the Highway Safety Office. Education and awareness of the dangers and penalties of impaired driving, along with a campaign using community norming tactics, will encourage those who drink alcohol to find an alternative ride home. Using demographic-specific messages and guerilla tactics, the media campaign's intention is to remind people of the risks of driving intoxicated and also not to ride with an impaired driver. This project provides for a professional media contractor to offer an innovative non-traditional media campaign that breaks through to the hard-to-reach demographic of 18-34 year olds to persuade them to make good choices before they drive impaired.

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

PARTNER PROGRAM

The UHSO 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**

PARTNER PROGRAM

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.

PEDESTRIAN & BICYCLE SAFETY PROGRAM

PS140701   **PEDESTRIAN AND BICYCLE SAFETY PI&E (KERI)**
FUNDING SOURCE   402
FUNDING YEAR   ONGOING

Walking and biking are critical components of 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, yet these fatalities are just the tip of the iceberg. Serious injuries among both groups are a frequent occurrence as a result of a crash involving a car or truck. The percentages of fatal crashes involving a pedestrian in Utah rose to its highest level in over a decade at 14.3%, and the bicyclist crash rate increased 6% from 2010. 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 and will include driver education outreach focusing on 16-40 year old age group. The project director (also the State's pedestrian and bicycle safety coordinator) plans, coordinates and provides technical assistance for pedestrian and bicycle safety activities involving local and regional health and law enforcement agencies, and other community and safety organizations statewide. Educational materials, supplies and fixed-price deliverable mini-grants will be offered to local health departments and other partners involved with pedestrian and bicycle safety outreach and education to encourage, promote and support pedestrian and bicycle programs and activities statewide.

INFORMATIONAL   **ROAD RESPECT (KERI)**
FUNDING SOURCE   UDOT and UHP
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 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 p*edestrian 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.

MOTORCYCLE SAFETY PROGRAM

MC140901	MOTORCYCLE SAFETY MEDIA AND PI&E (HELEN)
FUNDING SOURCE	402/405(f)/2010 SAFETEA-LU
PROJECT YEAR	ONGOING

Motorcycle fatalities in Utah increased for the second year in a row in 2012 : 32 in 2012, up from 28 in 2011, which was up from 20 in 2010. Motorcycles represent only 3% of registered vehicles in Utah, but motorcyclists comprised almost 15% of Utah's traffic-related fatalities in 2012. This project will work to reduce motorcycle crashes and fatalities by addressing motorcycle safety awareness among riders and drivers. Objectives include the following: to increase other drivers' awareness of motorcyclists by increasing the visibility of motorcyclists and by educating other drivers on the importance of sharing the road with motorcycles; increasing helmet use, reducing alcohol-impaired motorcycle riding, increasing proper licensing, and increasing the number of riders taking training. Activities will include a media campaign featuring a share the road message and education and outreach for riders and drivers alike.

INFORMATIONAL	MOTORCYCLE RIDER EDUCATION PROGRAM (STROMBERG)
FUNDING SOURCE	STATE
PROGRAM 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.

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.
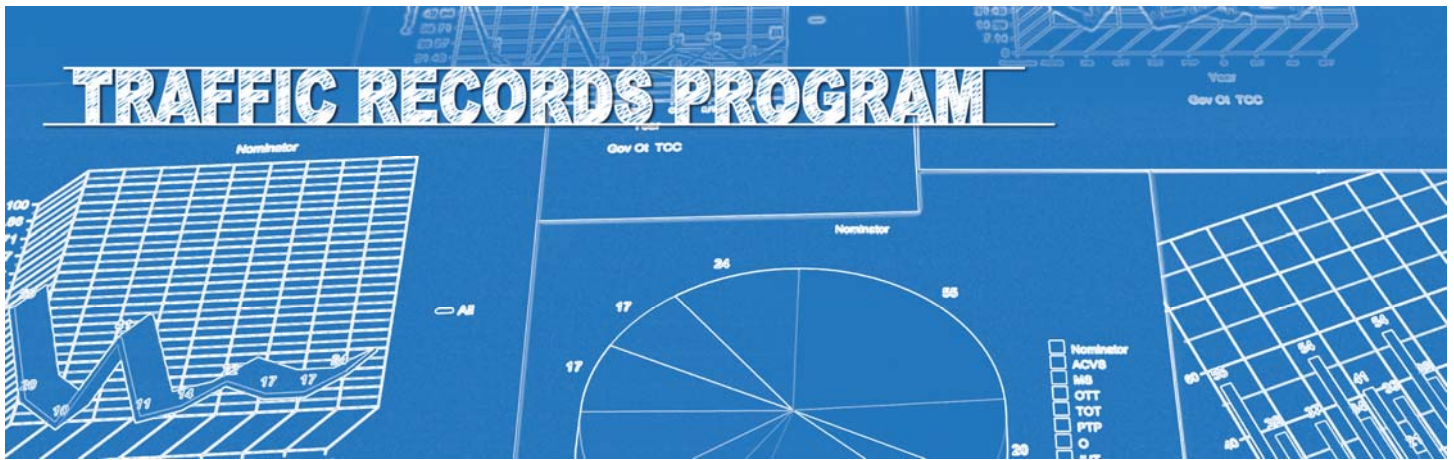
K9140501 — **CRASH AND CITATION INFORMATION SYSTEM MANAGEMENT (CARRIE)**
FUNDING SOURCE — 405(c)/408 SAFETEA-LU
PROJECT YEAR — ONGOING

The focus of this project is to facilitate improvements in timeliness, accuracy and completeness of Utah's crash and citation files. A State-managed database, know as the Crash and Citation Repository, offers a one-stop location for stakeholder and user agencies to access the documents. The goal is to transition law enforcement agencies statewide to electronic document submission and eliminate duplicate date entry processes.

To assist in this move, a Law Enforcement Liaison will provide technical assistance, training and outreach on specific crash data elements and the uses and importance of crash and citation data. During this transition period, several data entry technicians are being employed to enter the paper crash forms received directly into the Crash Repository (paper citations are entered by another agency), with a goal of making crash data available more quickly. To encourage local law enforcement agencies to speed up this transition, a law was passed during the 2013 Legislative Session directing that crash reports and citations must be submitted electronically beginning July 1, 2013. For agencies who are struggling to meet (or will not meet) this deadline, education and outreach will be available, as well as monetary assistance, all with an eye toward bringing them into compliance. Also, the data quality manager will monitor and initiate corrections data issues and work with vendors that provide crash applications to outside agencies. See project titled Enhance or Expand Web-Based Citation Reporting for additional information.

K9140502 — **EMS PRE-HOSPITAL DATA REPORTING (JOSH)**
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, etc. Equipment purchases of $5,000 or more will be subject to NHTSA approval.

K9140503   **INCREASING BAC REPORTING (CARRIE)**
FUNDING SOURCE   **408**
PROJECT YEAR   **SECOND**

Utah's Blood Alcohol Concentration (BAC) Reporting is at 39%, which is well below the national average of 46%. Historically, Utah has been one of the lowest states for Alcohol related fatal crashes. Due to lack of complete BAC data, NHTSA has in the past imputed Utah's missing data. Statistically, this is as accurate as a national model can be; however, Utah's data can only improve using 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) Partnering with the Utah Department of Health, Violent Injury Prevention to obtain toxicology information from Medical Examiner's autopsy reports. 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.

K9140504   **WEB SERVICE TO GEO-LOCATE TRAFFIC RECORD EVENTS (CARRIE)**
FUNDING SOURCE   **408**
PROJECT YEAR   **SECOND**

Historically, accurate location referencing of crashes and emergency medical service incidents has been problematic. In the last several years, Utah's Automated Geographic Reference Center (AGRC) has been working to geo locate roadway addressing for the State of Utah. This project will partner with AGRC to improve the accuracy, completeness, uniformity and accessibility of Crash and citation. Using the web service made available through AGRC, a web application will be developed to provide feedback at the point of data entry of the traffic event. By providing feedback at this point, the location information is more accurate and an X-Y coordinate can also be entered on the form. Electronic mapping and querying of the data will enable analysts to determine the location of high incidence locations of traffic events across all types of traffic records. Equipment purchases of $5,000 or more will be subject to NHTSA approval.

K9130505   **TRAFFIC RECORDS SYSTEMS ASSESSMENT (CARRIE)**
FUNDING SOURCE   **408**
PROJECT YEAR   **FIRST**

Utah must certify that it has had a Traffic Records Assessment completed within the last five years in order to continue to receive its 405 Traffic Data Funding. Traffic Records Assessments are now performed electronically, thus reducing time and resources spent on this process. A review board is created by NHTSA with Traffic Records experts from around the country. The questions have been published to ensure the uniformity of the assessment from state to state. Questionnaires will be sent electronically to individuals from each of the six traffic record areas within the State of Utah. The six agencies involved in traffic record data are the Department of Public Safety, the Department of Transportation, Department of Technology Services, the Department of Health, the Administrative Office of the Courts and the Utah Tax Commission. Depending on the scope and type of traffic records held within each of the Departments, often times several persons within an agency will receive multiple questionnaires to represent the different facets of the record repositories. The last Traffic Records Assessment performed by NHTSA for Utah was in April of 2009. This project would necessitate working with our region office to place our state on the schedule for the assessment. Activities for this project will be to make necessary meeting room and travel arrangement, if any, for those requiring such arrangements.

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 mile point. Data typically includes roadway characteristics, roadway features, and traffic volumes. This project has taken on several phases beginning with identifying and mile posting 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. A major objective of this project is to allow the seamless retrieval of data across both the Linear Referencing System and the Safety Management System 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	FATALITY ANALYSIS REPORTING SYSTEM (FARS) (CARRIE)
FUNDING SOURCE	FARS
PROJECT YEAR	N/A

This project provides for the collection and research of information related to Utah traffic fatalities, and interpreting and analyzing this crash data. Information is entered into the FARS database for state and national statistical analysis, and information is provided to fulfill requests from the news media, governmental agencies and other requestors regarding Utah traffic fatalities and statistics. This project may fund personnel such as a FARS supervisor, a FARS analyst, and a financial officer.

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

The Administration Office of the Courts (AOC) is making enhancements to their Courts Electronic Citation filing program. With all justice courts now required to electronically file citations, the enhancements planned for the CORIS program will make areas of the workflow easier for the court clerks to manage. For example, a new

screen is planned to allow clerks to more easily track whether a defendant is fulfilling the terms of the sentence ordered by the judge. Also, law enforcement codes which vary statewide are planned to be standardized. 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. Additional justice courts are being added to the online-payment system, making it easier for defendants to pay their fines and fees, and thus resolve their cases in a more timely manner.

Briefing on Meeting FFY2013 Performance Targets

This section is a description of Utah's Success in making progress towards or meeting our FFY2013 Performance Targets:

- B-1: The use of new seatbelt survey methods has resulted in a significant reduction in <u>Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles</u>, with 81.9% rate falling short of the 89.5% goal.

- C-1: The <u>Number of Utah Traffic Fatalities</u> experienced an significant decrease in 2012 with fatalities falling to a decades low of 217. Utah has met the goal of 238.

- C-2: The <u>Number of Injuries in Utah Traffic Crashes</u> increased in 2012, and Utah does not appear on track to meet its goal of 21,000.

- C-3: The <u>Utah Total Fatality Rate per 100 Million VMT</u> goal of 0.94 was met in 2011 with Utah experiencing an overall rate of 0.93. When consider urban and rural separately, the rural rate goal of 1.58 was met in 2011, while the urban rate goal of 0.60 does not appear to be on track to be met.

- C-4: The <u>Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</u> FFY2013 goal of 78 will likely be met, as this number had fallen to 72 in CY2012.

- C-5: The Number of <u>Utah Fatalities Involving a Driver with a BAC of .08 and Above</u> experienced another increase in 2011 to 39, and Utah does not appear to be on track to meet the goal of 30.

- C-6: The <u>Number of Utah Speeding Related Fatalities</u> goal of 85 was met in 2012 with a five year low of 70.

- C-7: The <u>Number of Utah Motorcyclist Fatalities</u> rose in 2012 to 30, and it does not appear Utah will meet its goal of 20 in 2013.

- C-8: The <u>Number of Utah Unhelmeted Motorcyclist Fatalities</u> goal of 13 was met in 2012.

- C-9: The <u>Number of Drivers Age 20 or Younger in Utah Fatal Crashes</u> had a decrease in 2012 to 30, and Utah has met its goal.

- C-10: The <u>Number of Utah Pedestrian Fatalities</u> reflected a reduction in CY2012, and Utah appears on track to meet its goal of 25.

APPENDICIES

SECTION 402

402

W. Valley City

SECTION 405

405

rsville

So.Salt
Lake
Murray

CERTIFICATIONS & ASSURANCES

APPENDIX A TO PART 1200—
CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)
State: Utah
Fiscal Year: FFY2014
Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)
In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)
The Governor is the responsible official for the administration of the State highway safety program through a State high-way safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate over-sight procedures governing such areas as procurement, financial administration, and the use, management, and disposi-tion of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
The State will comply with applicable statutes and regulations, including but not limited to:

- 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 Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subward and Executive Compensation Report-ing,* 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 Sys-tem 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:
    (i) the entity in the preceding fiscal year received—
        (I) 80 percent or more of its annual gross revenues in Federal awards;
        (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.

NONDISCRIMINATION
(applies to subrecipients as well as States)
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 (Pub. 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 (Pub. L. 101–336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101–6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100–259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92–255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd–3 and 290ee–3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)
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:
    O The dangers of drug abuse in the workplace.
    O The grantee's policy of maintaining a drug-free workplace.
    O Any available drug counseling, rehabilitation, and employee assistance programs.
    O The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    O 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
    O Abide by the terms of the statement.
    O Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after
    such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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—
    O Taking appropriate personnel action against such an employee, up to and including termination.
    O 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)
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)
(applies to subrecipients as well as States)
The State will comply with provisions of the Hatch Act (5 U.S.C. 1501–1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)
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
(applies to subrecipients as well as States)
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
(applies to subrecipients as well as States)
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 Transac-

tion,'' 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 ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at *www.nhtsa.dot.gov*. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221–0045 or visit its Web site at *www.trafficsafety.org*.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500–1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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:

- Participation in the National 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 seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
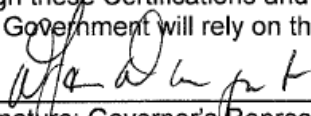
(23 U.S.C. 402(b)(1)(F))

The State will 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 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

_____
Signature: Governor's Representative for Highway Safety

17 June 13
_____
Date

D. Lance Davenport
_____
Printed name of Governor's Representative for Highway Safety
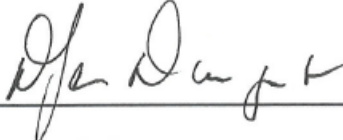
APPENDIX B TO PART 1200—HIGHWAY SAFETY PROGRAM COST SUMMARY (HS–217)

State: **Utah**
Number: **HSP 1**
Date: **June 30, 2013**
State Official Authorized Signature: _____   Date: _17 June 13_____
Name: **D. Lance Davenport**
Title: **Governor's Representative for Highway Safety**

Date:
Federal Official Authorized Signature: _____
NHTSA Name:
Title:
Date:
Effective Date:

This form is to be used to provide funding documentation for grant programs under Title 23, United States Code. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is _____. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for reviewing instructions and completing the form. All responses to this collection of information are required to obtain or retain benefits. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington DC 20590.

INSTRUCTIONS FOR PROGRAM COST SUMMARY

State—The State submitting the HS Form-217

Number—Each HS–217 will be in sequential order by fiscal year (e.g., 99–01, 99–02, etc.)

Date—The date of occurrence of the accounting action(s) described.

Program Area—The code designating a program area (e.g., PT–99, where PT represents the Police Traffic Services and 99 represents the Federal fiscal year). Funds should be entered only at the program area level, not at the task level or lower.

Approved Program Costs—The current balance of Federal funds approved (but not obligated) under the HSP or under any portion of or amendment to the HSP.

State/local Funds—Those funds which the State and its political subdivisions are contributing to the program, including both hard and soft match.

Previous Balance—The balance of Federal funds obligated and available for expenditure by the State in the current fiscal year, as of the last Federally-approved transaction. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward. (The column is left blank on the updated Cost Summary required to be submitted under 23 CFR 1200.11(e). For subsequent submissions, the amounts in this column are obtained from the "Current Balance" column of the immediately preceding Cost Summary.)

Increase/(Decrease)—The amount of change in Federal funding, by program area, from the funding reflected under the "Previous Balance".

Current Balance—The net total of the "Previous Balance" and the "Increase/(Decrease)" amounts. The total of this column may not exceed the sum of the State's current year obligation limitation and prior year funds carried forward.

APPENDIX D TO PART 1200—CERTIFICATIONS AND ASSURANCES FOR NATIONAL PRIORITY SAFETY PRO-GRAM GRANTS (23 U.S.C. 405)

State: Utah

Fiscal Year: FY2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific require-ments of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

_____

(Signature Governor's Representative for Highway Safety)

_____17 June 13_____

(Date)

D. Lance Davenport

(Printed name of Governor's Representative for Highway Safety)

Instructions for following Sections: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. At-tachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)
All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))

- The State will participate in the Click It or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as **HSP Attachment #1200.21, Page 100.**

- The State's occupant protection plan for the upcoming fiscal year is provided as **HSP Attachment #1200.21, Page 107 and Page 143.**

- Documentation of the State's active network of child restraint inspection stations is provided as **HSP Attachment 1200.21, Page 109.**

- The State's plan for child passenger safety technicians is provided as **HSP Attachment #1200.21, Page 123.**

Lower Seat belt Use States: [*Check at least 3 boxes below and fill in all blanks under those checked boxes.*]

O   The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on **N/A** and last amended on **N/A**, is in effect, and will be enforced during the fiscal year of the grant.

    Legal citations: **N/A**

O   The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was **N/A** and **N/A**, is in effect, and will be enforced during the fiscal year of the grant.

    Legal citation(s):
    Requirement for all occupants to be secured in seat belt or age appropriate child restraint: **N/A**
    Coverage for all passenger motor vehicles: **N/A**
    Minimum fine of at least $25: **N/A**
    Exemptions from restraint requirements: **N/A**

✓   The State's seat belt enforcement plan is provided as **HSP Enforcement Plan, Page 39**
✓   The State's high risk countermeasure program is provided as **HSP Attachment 1200.21, Page 138**
O   The State's comprehensive occupant protection program is provided as HSP attachment **N/A**

[*Check one box below and fill in any blanks under that checked box.*]

✓   The State's NHTSA-facilitated occupant protection program assessment was conducted on **August 5-9, 2013**;
OR

O   The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*Fill in at least one blank for each bullet below.*]

- A copy of [*check one box only*] the O TRCC charter or the O statute legally mandating a State TRCC is provided as HSP attachment # N/A or submitted electronically through the TRIPRS database on **May 21, 2013.**
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # N/A or **submitted electronically through the TRIPRS database on June 14, 2013.**
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # N/A or **submitted electronically through the TRIPRS database on May 31, 2013.**
- The name and title of the State's Traffic Records Coordinator is **Carrie Silcox, Utah Traffic Records Advisory Committee Coordinator.**
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # N/A or **submitted electronically through the TRIPRS database on May 23, 2013.**
- [*Check one box below and fill in any blanks under that checked box.*]

O   The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages N/A.

OR

☑   If not detailed in the State's Strategic Plan, the written description is provided as **HSP attachment #1200.22, Page 161.**

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on **04/17/2009. At time of writing, an assessment request has been submitted to NHTSA for FFY2014.**

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)
All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [*Check one box below and fill in any blanks under that checked box.*]

N/A   The statewide impaired driving plan approved by a statewide impaired driving task force was issued on N/A and is provided as HSP attachment # **N/A.**
OR
N/A   For this first year of the grant as a midrange State, the State agrees to convene a statewide impaired driving task force to develop a   statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # **N/A**.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*

N/A   A NHTSA-facilitated assessment of the State's impaired driving program was conducted on **N/A**;
OR
N/A   For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the   grant;

- [*Check one box below and fill in any blanks under that checked box.*]

N/A   For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a   statewide impaired   driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year   of the grant;
OR
N/A   For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on N/A is provided as HSP attachment # **N/A**.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # **N/A**.

Ignition Interlock Law: [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted **N/A** , is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): **N/A**

Part 4: Distracted Driving (23 CFR 1200.24)
[*Fill in all blanks below.*]
Prohibition on Texting While Driving
The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, **N/A ,** is in effect, and will be enforced during the fiscal year of the grant.
Legal citations:

- Prohibition on texting while driving: N/A

- Definition of covered wireless communication devices: **N/A**

- Minimum fine of at least $25 for first offense: **N/A**

- Increased fines for repeat offenses: **N/A**

- Exemptions from texting ban: **N/A**

Prohibition on Youth Cell Phone Use While Driving
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, increased fines for repeat offenses, was enacted on **N/A** and last amended on **N/A**, is in effect, and will be enforced during the fiscal year of the grant.
Legal citations:

- Prohibition on youth cell phone use while driving: _____

- Driver license testing of distracted driving issues : _____

- Minimum fine of at least $25 for first offense: _____

- Increased fines for repeat offenses: _____

- Exemptions from youth cell phone use ban: _____

Part 5: Motorcyclist Safety (23 CFR 1200.25)
[*Check at least 2 boxes below and fill in any blanks under those checked boxes.*]
☑ Motorcycle riding training course:
- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as **HSP Attachment #1200.25, Page 168**
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as **HSP Attachment #1200.25, Page 171**
- Document(s) regarding locations of the motorcycle rider training courses is provided as **HSP Attachment #1200.25, Page 174 and Page 189**
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as **HSP Attachment #1200.25, Page 176**
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as **HSP Attachment #1200.25, Page 178**
☑ Motorcyclist awareness program:
- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as **HSP Attachment #1200.25, Page 168**
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist aware-ness program is provided as **HSP Attachment #1200.25, Page181**
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as **HSP Attachment #1200.25, Page 183, and also pages 25-29 in this HSP**
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as **HSP Attachment #1200.25, Page 187**
- Copy of the State strategic communications plan is provided as **HSP pages 44-49**
O Reduction of fatalities and crashes involving motorcycles:
- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # **N/A**.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # **N/A**.
O Impaired driving program:
- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # **N/A**.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # **N/A**.
- The State law or regulation defines impairment. Legal citation(s): **N/A.**
O Reduction of fatalities and accidents involving impaired motorcyclists:
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle opera-tors is provided as HSP attachment or page # **N/A**.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # **N/A**.
- The State law or regulation defines impairment. Legal citation(s): **N/A.**
☑ Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]
☑ Applying as a Law State—
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding mo-torcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s): **Title 53, Chapter 3, Section 905 and Attachment #1200.25, Page 190**
AND
- The State's law appropriating funds for FY II requires all fees collected by the State from motorcyclists for the pur-pose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. Legal citation(s): **Title 53, Chapter 3, Section 905 and Attachment #1200.25, Page 190**
O Applying as a Data State—
- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motor-cycle training and safety programs is provided as HSP attachment # **N/A**.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)
[*Fill in all applicable blanks below.*]
The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on **N/A** and last amended on **N/A**, is in effect, and will be enforced during the fiscal year of the grant.
Learner's Permit Stage—requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.
Legal citations:

- Testing and education requirements: **N/A**

- Driving restrictions: **N/A**

- Minimum duration: **N/A**

- Applicability to notice drivers younger than 21 years of age: **N/A**

- Exemptions from graduated driver licensing law: **N/A**

Intermediate Stage—requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.
Legal citations:

- Driving restrictions: **N/A**

- Minimum duration: **N/A**

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age: **N/A**

- Exemptions from graduated driver licensing law: **N/A**

Additional Requirements During Both Learner's Permit and Intermediate Stages
Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency. Legal citation(s): **N/A**
 Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage. Legal citation(s): **N/A**
License Distinguishability (*Check one box below and fill in any blanks under that checked box.*)
O   Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable. Legal citation(s): **N/A**
OR
O   Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # **N/A**.
OR
O   Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # **N/A.**

APPENDIX E TO PART 1200—PARTICIPATION BY POLITICAL SUBDIVISIONS

(a) Policy. To ensure compliance with the provisions of 23 U.S.C. 402(b)(1)(C) and 23 U.S.C. 402(h)(2), which require that at least 40 percent or 95 percent of all Federal funds apportioned under Section 402 to the State or the Secretary of Interior, respectively, will be expended by political subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs, the NHTSA Approving Official will determine if the political subdivisions had an active voice in the initiation, development and implementation of the programs for which funds apportioned under 23 U.S.C. 402 are expended.

(b) Terms.

Local participation refers to the minimum 40 percent or 95 percent (Indian Nations) that must be expended by or for the benefit of political subdivisions.

Political subdivision includes Indian tribes, for purpose and application to the apportionment to the Secretary of Interior.

(c) Determining local share.

(1) In determining whether a State meets the local share requirement in a fiscal year, NHTSA will apply the requirement sequentially to each fiscal year's apportionments, treating all apportionments made from a single fiscal year's authorizations as a single entity for this purpose. Therefore, at least 40 percent of each State's apportionments (or at least 95 percent of the apportionment to the Secretary of Interior) from each year's authorizations must be used in the highway safety programs of its political subdivisions prior to the period when funds would normally lapse. The local participation requirement is applicable to the State's total federally funded safety program irrespective of Standard designation or Agency responsibility.

(2) When Federal funds apportioned under 23 U.S.C. 402 are expended by a political subdivision, such expenditures are clearly part of the local share. Local highway safety project-related expenditures and associated indirect costs, which are reimbursable to the grantee local governments, are classifiable as local share. Illustrations of such expenditures are the costs incurred by a local government in planning and administration of highway safety project-related activities, such as occupant protection, traffic records system improvements, emergency medical services, pedestrian and bicycle safety activities, police traffic services, alcohol and other drug countermeasures, motorcycle safety, and speed control.

(3) When Federal funds apportioned under 23 U.S.C. 402 are expended by a State agency for the benefit of a political subdivision, such funds may be considered as part of the local share, provided that the political subdivision has had an active voice in the initiation, development, and implementation of the programs for which such funds are expended. A State may not arbitrarily ascribe State agency expenditures as ''benefitting local government.'' Where political subdivisions have had an active voice in the initiation, development, and implementation of a particular program or activity, and a political subdivision which has not had such active voice agrees in advance of implementation to accept the benefits of the program, the Federal share of the cost of such benefits may be credited toward meeting the local participation requirement. Where no political subdivisions have had an active voice in the initiation, development, and implementation of a particular program, but a political subdivision requests the benefits of the program as part of the local government's highway safety program, the Federal share of the cost of such benefits may be credited toward meeting the local participation requirement. Evidence of consent and acceptance of the work, goods or services on behalf of the local government must be established and maintained on file by the State until all funds authorized for a specific year are expended and audits completed.

(4) State agency expenditures which are generally not classified as local are within such areas as vehicle inspection, vehicle registration and driver licensing. However, where these areas provide funding for services such as driver improvement tasks administered by traffic courts, or where they furnish computer support for local government requests for traffic record searches, these expenditures are classifiable as benefitting local programs.

(d) Waivers. While the local participation requirement may be waived in whole or in part by the NHTSA Administrator, it is expected that each State program will generate political subdivision participation to the extent required by the Act so that requests for waivers will be minimized. Where a waiver is requested, however, it must be documented at least by a conclusive showing of the absence of legal authority over highway safety activities at the political subdivision levels of the State and must recommend the appropriate percentage participation to be applied in lieu of the local share.

APPENDIX F TO PART 1200—PLANNING AND ADMINISTRATION (P&A) COSTS

(a) Policy. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities, or the applicable sliding scale rate in accordance with 23 U.S.C. 120. The Federal contribution for P&A activities shall not exceed 13 percent of the total funds the State receives under 23 U.S.C. 402. In accordance with 23 U.S.C. 120(i), the Federal share payable for projects in the U.S. Virgin Islands, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands shall be 100 percent. The Indian country, as defined by 23 U.S.C. 402(h), is exempt from these provisions. NHTSA funds shall be used only to finance P&A activities attributable to NHTSA programs.

(b) Terms.

Direct costs are those costs identified specifically with a particular planning and administration activity or project. The salary of an accountant on the State Highway Safety Agency staff is an example of a direct cost attributable to P&A. The salary of a DWI (Driving While Intoxicated) enforcement officer is an example of direct cost attributable to a project.

Indirect costs are those costs (1) incurred for a common or joint purpose benefiting more than one cost objective within a governmental unit and (2) not readily assignable to the project specifically benefited. For example, centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and administration (P&A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency.

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a State Highway Safety Agency).

(c) Procedures.

(1) P&A activities and related costs shall be described in the P&A module of the State's Highway Safety Plan. The State's matching share shall be determined on the basis of the total P&A costs in the module. Federal participation shall not exceed 50 percent (or the applicable sliding scale) of the total P&A costs. A State shall not use NHTSA funds to pay more than 50 percent of the P&A costs attributable to NHTSA programs. In addition, the Federal contribution for P&A activities shall not exceed 13 percent of the total funds in the State received under 23 U.S.C. 402 each fiscal year.

(2) A State at its option may allocate salary and related costs of State highway safety agency employees to one of the following:

(i) P&A;

(ii) Program management of one or more program areas contained in the HSP; or

(iii) Combination of P&A activities and the program management activities in one or more program areas.

(3) If an employee works solely performing P&A activities, the total salary and related costs may be programmed to P&A. If the employee works performing program management activities in one or more program areas, the total salary and related costs may be charged directly to the appropriate area(s). If an employee is working time on a combination of P&A and program management activities, the total salary and related costs may be charged to P&A and the appropriate program area(s) based on the actual time worked under each area(s). If the State Highway Safety Agency elects to allocate costs based on actual time spent on an activity, the State Highway Safety Agency must keep accurate time records showing the work activities for each employee. The State's recordkeeping system must be approved by the appropriate NHTSA Approving Official.

Attachments For 1200.21
Utah's Click It or Ticket Participation Plan

1200.21

Occupant Protection

CLICK IT OR TICKET PARTICIPATION

Utah began participating in the National Click It or Ticket Mobilization in 1999 and adopted the campaign's tag line in May 2005 after using a state-specific slogan, _Buckled or Busted_, for six years. When combined with educational programs, this high-visibility enforcement campaign has been highly effective in increasing seatbelt use from 66.7 percent in 1998 to 81.9 percent in 2012.

1. ENFORCEMENT PLAN
During FFY 2014, the state will participate in the two National Click It or Ticket (CIOT) Mobilizations scheduled to take place during the Thanksgiving Holiday in 2013 and May 2014. Efforts to recruit the state's 156 law enforcement agencies to participate and/or support the Mobilizations will include phone calls, letters of invitation, task force meetings, and attendance at the Utah Chiefs of Police Conference.

May Mobilization:
During the May Mobilization, overtime enforcement will be funded in the six most urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber) where 84.5 percent of the state's population resides. It is estimated that 2,500 overtime hours will be issued to approximately 60 law enforcement agencies. Enforcement will include saturation patrols and traffic stops, as these have been the preferred methods of enforcement. Utah's law enforcement officers are unable to conduct checkpoints that solely focus on seatbelt use.

Local law enforcement agencies in Utah's 23 rural counties will also be asked to support the campaign. These agencies will have the opportunity to receive an incentive award for their participation in the May Mobilization. The award will be provided to agencies that issue a set number of safety restraint citations as part of their regular patrols during the two-week enforcement period.

Participating agencies will be encouraged to incorporate data driven enforcement time periods in their plans. To help facilitate this, the UHSO will provide state and local data to partnering law enforcement agencies that show the time periods when unrestrained fatalities are more likely to occur. In areas where there is a high unbelted fatality rate during night time hours, local law enforcement agencies will be encouraged to use 25 percent of their overtime award to conduct night time enforcement of seatbelts. While night time enforcement will be encouraged, it will not be required among all agencies. Agencies interested in conducting night time enforcement will be provided with guidelines for conducting effective enforcement during these time periods. The time periods and enforcement locations will be reviewed and approved, based on available crash and fatality data, by the UHSO law enforcement liaisons.

Thanksgiving Mobilization:
The state will also participate in the National Thanksgiving CIOT Mobilization with seatbelts being the primary message and all other safe driving behaviors being secondary. A limited amount of funding will be available for overtime shifts to be conducted during this high travel time on Utah's main thoroughfares. Enforcement locations and focus populations will be identified based on available data and seatbelt use survey results.

2. CAMPAIGN REACH
The state is home to 156 law enforcement-based agencies consisting of 21 Utah Highway Patrol sections, 29 county sheriff department, 96 local law enforcement agencies, and 10 college campus or state parks agencies. Of those, approximately 130 conduct traffic enforcement on a regular basis.

All of the state's 156 law enforcement agencies will be recruited to participate in each enforcement effort with an emphasis on the 130 agencies that focus on traffic enforcement. However, with limited resources and the inability to offer overtime funds to all agencies, the UHSO will only offer enforcement grants to the 88 agencies within the six urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber) where 84.4 percent of the state's population resides. These counties contribute 82.4 percent of all motor vehicle crashes and 70.0 percent of all occupant fatalities, according to the 2011 Utah Crash Summary. In addition, at least 90 percent of the law enforcement agencies in these counties participate and/or support the CIOT mobilizations, assuring at least 70 percent of the state's population is reached.

While law enforcement agencies in urban counties will be asked to continue their support of the campaign, more emphasis will be placed on recruiting the 68 rural law enforcement partners in effort to increase seatbelt use in the state's rural communities. Utah's 25 rural and frontier counties house only 15.6 percent of the state's population; however, occupants in rural crashes were 1.6 times more likely to be unrestrained than occupants in urban crashes, according to 2011 crash data. In addition, motorists in these areas are also much less likely to buckle up. According to the 2012 statewide seatbelt observational study, seatbelt usage in rural counties was found to be 70.1 percent, while urban areas had a rate of 85.0%.

The listing below represents 98 of the state's law enforcement agencies and those that will most likely support the campaign. According to the 2010 Census, Utah has a population of 2,763,885. The population for each of the urban counties is provided, as well as an estimated population served by the rural law enforcement partners. Of the 88 urban agencies, it is anticipated that 60 will be awarded overtime grants or pledge their support for the campaign. Of the 68 rural agencies, a minimum of 30 will participate in the incentive program or pledge their support for the campaign by strictly enforcing the use of seatbelts during their regular patrols.

POPULATION SERVED BY URBAN AGENCIES = 2,331,705 (84.4% OF STATE POPULATION)

Cache County (Pop. 112,656)
Cache Co. S.O.
Logan City Police
North Park Police
Smithfield Police
UHP Section 1

Davis County (Pop. 306,479)
Layton PD
Centerville PD
Clearfield Police
Clinton PD
Davis Co. Sheriff's Office
Farmington Police
Kaysville Police
Woods Cross PD
North Salt Lake Police
Sunset Police
Syracuse Police
UHP Section 3
West Bountiful Police

Salt Lake County (Pop. 1,029,655)
Murray Police

Salt Lake City Police
Draper Police
Midvale Police
University of Utah PD
West Valley City
Salt Lake Co. Sheriff – East
Taylorsville PD
Sandy City PD
South Jordan PD
South Salt Lake Police
West Jordan PD
U.H.P. Section 4
U.H.P. SLCC.
U.H.P. Section 16
UHP Section 18
University of Utah PD

Utah County (Pop. 516,564)
Lehi Police
Mapleton PD
American Fork PD
Orem DPS
Payson Police

Pleasant Grove P.D.
Provo PD
Salem Police
Utah Co. Sheriff
Santaquin Police
Springville Police
Spanish Fork PD
U.H.P. section 6

Washington County (Pop. 138,115)
Santa Clara PD
UHP
Ivins PD
St. George PD

Weber County (Pop. 231,236)
Riverdale PD
Weber Co. S.O.
UHP section 2
Harrisville PD
North Ogden Police
Ogden City Police
Pleasant View Police
Roy PD

POPULATION SERVED BY RURAL AGENCIES = 147,000 (5.3% OF THE STATE POPULATION)

Brigham City PD
Box Elder SO
Cedar City Police
Duchesne County SO
Ephraim City PD
East Carbon Police
Emery County Sheriff's Office
Grantsville Police
Gunnison Police
Heber City PD
Helper City Police
Iron County Sheriff's Office
Monticello Police

Morgan Co. Sheriff's Office
Naples City PD
Nephi City Police
Perry Police
Price Police
Roosevelt Police
Salina Police
San Juan Co. Sheriff's Office
Sanpete Co. Sheriff's Office
Summit Co. Sheriff's Office
Tooele City Police
Tooele County Sheriff's Office
Tremonton Police

UHP Section 1-Box Elder
UHP Section 5-Vernal
UHP Section 7-Wasatch
UHP Section 8-Tooele
UHP Section 9-Price
UHP Section 10-Richfield
UHP Section 11b-Beaver
UHP Section 13
UHP Section 14
Uintah Co. Sheriff's Office
Wasatch Co. Sheriff's Office
Wellington Police

3. MEDIA & OUTREACH PLAN

During the May mobilization, Utah's media plan will utilize a mix of mediums that may include radio, billboards, bus boards, and online advertisements. Due to limited funding, the state will rely on the national television placement and will primarily focus on radio and outdoor advertisements. The strategy is to reach people while they are in their cars and when they are more likely to react to the message and buckle up. By combining local radio and outdoor with the national television buy, Utah will be able to run an entire media campaign utilizing three mediums that work efficiently together. Radio and television will educate and inform, while the supporting outdoor ads will remind the public to "buckle up" while they are driving. If funding permits, the state will also use online advertisements in effort to reach the male population ages 18-34 year. In placing these spots, the state will select stations that target the high risk populations (such as males, motorists ages 18-34, pickup truck drivers and passengers, etc.) with a goal of between 100 and 200 GRP's per week. The state may develop its own radio, outdoor, and online advertisements using the CIOT message. In addition, Spanish radio and television stations will be provided with the spots for placement.

Matching media will be obtained from all media partners at a minimum of 1:1 GRP. In addition, added value will be a requirement from all media and may include on-air interviews, daily or weekly tweets, web advertisements, audio streaming, top-of-hour ID's, Facebook posts, and :10 ads.

A small amount of funding will be used to conduct a paid media campaign during the Thanksgiving mobilization. This will most likely include placement of radio and online media that target a specific focus populations such as rural motorists, pickup truck drivers and passengers, night time motorists, or areas with low seatbelt use rates.

The tables below detail the proposed media buy and include both paid and matching media. This is an estimate based on past years and will not be confirmed until two months prior to the campaign.

MAY MOBILIZATION					
MEDIUM	**PLACEMENT PERIOD**	**PAID MEDIA**		**BONUS MEDIA**	
		Placement	Paid $	Total	Bonus $
Radio	May 12 – May 26 (Paid) May 12 – June 12 (Bonus)	300 Spots	$20,000	300 Spots	$20,000
Busboards	May 12 – May 26 (Paid) May 12 – June 12 (Bonus)	20 Bus Tails	$12,000	20 Bus Tails	$12,000
Billboards	May 12 – May 26 (Paid) May 12 – June 12 (Bonus)	6 Boards	$18,000	6 Boards	$18,000
Online	May 12 – June 12		$5,000		$5,000
TOTAL		**Paid Media $55,000**		**Bonus Media $55,000+**	

THANKGIVING MOBILIZATION					
MEDIUM	**PLACEMENT PERIOD**	**PAID MEDIA**		**BONUS MEDIA**	
		Placement	Paid $	Total	Bonus $
Radio	November 10 – 23 (Paid) November 10 – 30 (Bonus)	300 Spots	$20,000	300 Spots	$20,000
Online	November 10 – 23		$5,000		$5,000
TOTAL		**Paid Media $25,000**		**Bonus Media $25,000+**	

Earned media will be used to support all enforcement efforts conducted during the year. Earned media will include television news stories, radio interviews with officers and survivors, and print media, as well as advertisements on websites such as the Utah Department of Public Safety's, local radio stations and newspapers, high schools, law enforcement agencies, and other traffic safety partners.

One of the primary methods used to earn media time is through the press events conducted prior to enforcement mobilizations. These events generally generate at least 20 television news stories, 25 newspaper articles, and many radio interviews and announcements. In addition, campaign materials will be distributed to all media outlets and every law enforcement agency in the state. Materials will also be provided to all campaign partners who will be encouraged to submit articles to local papers, participate in radio talk shows, and invite local media to events supporting the campaign.
Another component to the campaign includes public information and education, which will be implemented year round with targeted activities during the May and Thanksgiving mobilizations. Educational efforts will include presentations, media interviews, Safe Community activities, among other efforts. Activities will include school programs and presentations, car seat checkpoints, community safety events, and outreach to businesses. Enhanced outreach will focus on younger drivers ages 16-34 years since crash data shows that this age group is killed at far higher rates in crashes.

Campaign partners include the Utah Department of Health, local health departments, UDOT, Utah Highway Patrol, Safe Communities, Utah Latino Community Information and Education Center, Utah Safety Council, Network for Employee Traffic Safety (NETS), Utah Student Safety Program (USSP), and Governing Youth Council (GYC). All partnering agencies will work to promote the Click It or Ticket message by conducting public information and education activities in their respective communities.

4. EVALUATION
Pre- and post-mobilization seatbelt observational surveys will be conducted. The pre-mobilization survey will be a sub-sample survey and will take place April 28 to May 4. Surveys will take place in twelve of the seventeen counties where the NHTSA-approved post-survey is conducted. The post-mobilization seatbelt observational survey will be a full statewide survey conforming to NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. It will take place for a two week period in June. This survey will be conducted during day time hours and will conform to the state plan which was approved by NHTSA.

In addition, to evaluate the effectiveness of the media campaign, a public awareness telephone survey may be conducted in June. Questions regarding the media campaign, as well as seatbelt use and the law, will be asked of respondents. Depending on funding availability, this activity may be completed every other year instead of on an annual basis.

5. TIMELINE

May 2014 Click It or Ticket Mobilization	Target Dates
Conduct Pre-Survey (Sub-Sample of NHTSA-Approved Survey)	April 28 – May 4
Send Campaign Kits	May 1
Conduct PI&E Activities	May 5 - June 12
Earned Media	May 5 - June 12
Paid Media	May 12 – 26
Send Press Release *(MM Enforcement & Press Event)*	May 17
Kick-Off Media Event	May 19
Enforcement Period	May 19 – June 1
Conduct Post-Surveys (Full NHTSA-Approved Survey)	June 2 – 20
Conduct Post-Telephone Survey	June 10 – 28
Send Press Release *(Report Survey Results)*	July 30
Thanksgiving 2013 Click It or Ticket Mobilization	**Target Dates**
Media and Education Campaign	November 10 - 23
Enforcement Mobilization	November 27 – December 1

Attachments For 1200.21

Utah's Occupant Protection Plan for FFY2014

1200.21

Occupant Protection

UTAH OCCUPANT PROTECTION PROGRAM
2013-2014 PRIORITY AREAS
STRATEGIC INITIATIVES, GOALS AND ACTION ITEMS

Utah's Occupant Protection Program's Strategic Plan (2012-2017) encompasses 7 strategic initiatives, 26 goals and 84 action items. From this plan, the Occupant Protection Program Advisory Committee selected priority areas for 2013-2014 which includes 13 action items specific to 5 goals and 3 strategic initiatives. The priority areas selected are presented below.

- **Strategic Initiative IV – Enforcement Program**

   Goal 4: Encourage year-long participation in occupant protection initiatives by law enforcement

   Action Item: Support a law enforcement challenge program that recognizes and rewards top performing officers and agencies

   Action Item: Develop an annual enforcement plan that incorporates and encourages regular enforcement of the state's safety restraint law

- **Strategic Initiative V – Communication Program**

   Goal 1: Develop a communications plan that includes yearlong occupant protection messaging

   Action Item: Incorporate occupant protection into the UHSO communication plan and ensure strategic placement of messaging on a regular basis

   Action Item: Utilize social and emerging media such as Facebook, Blogs, and Twitter to inform and educate the public about occupant protection systems

   Goal 2: Identify specific audiences and develop appropriate messages

   Action Item: Implement an effective occupant protection campaign in rural communities

- **Strategic Initiative VII – Outreach Program**

   Goal 2: Provide materials and resources necessary to conduct programs directed toward diverse populations

   Action Item: Provide materials and resources in multiple languages

   Action Item: Ensure representation of diverse groups on State and local coalitions

   Action Item: Provide guidance to grantees on conducting outreach in diverse communities

   Action Item: Utilize leaders from diverse communities as spokespeople to promote safety restraint use

   Action Item: Conduct outreach efforts to diverse organizations and populations during state or national safety weeks or mobilizations

   Goal 5: Outreach employers with occupant protection programs and resources

   Action Item: Establish and enforce a seatbelt policy with sanctions for non-use

   Action Item: Conduct OP education programs for employees on their seatbelt use policies and the benefits of regular and appropriate restraint use

   Action Item: Support state and local programs that outreach business partners

Attachments For 1200.21
Child Restraint Inspection Stations and Underserved Populations

1200.21

Occupant Protection

Mark Panos <mpanos@utah.gov>

Fitting Stations in Utah

1 message

Kerilee Burton <kburton@utah.gov>   Mon, Feb 25, 2013 at 12:56 PM
To: Mark Panos <mpanos@utah.gov>
Cc: Kristy Rigby <krigby@utah.gov>

Mark,

Per your request, as the CPS Training Coordinator in Utah, I have attached the most current list (last updated 01/31/2013) of permanent CPS fitting stations in Utah which are staffed during posted hours by at least one nationally certified CPS technician. See attached list. By providing this service in 6 counties, including Salt Lake, Utah, Davis, Weber, Cache and Washington Counties, this network of fitting stations provides service to over 85% of Utah's population as represented in the 2010 Census (attached).

Also per your request, I have attached the most current list of nationally certified CPS technicians in Utah. See attached list.

Thank you,

Kerilee Burton
CPS Training Coordinator
Utah Highway Safety Office
(801) 505-3315

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3 attachments

InspectionStation 1-13.pdf
280K

2010 Consus.pdf
98K

Utah CPS Techs 2013.pdf
222K

IS YOUR CHILD SAFE IN THE CAR?

Most parents are surprised to find that their children are not safely secured in the car.
Call ahead to make an appointment with a *Nationally Certified*
Child Passenger Safety Technician at one of the following locations.

Box Elder County

Bear River Health - Brigham City
(435) 695-2064 - Allena Pierce

Cache and Rich County

Bear River Health - Logan
(435) 792-6510^Sp - Farrin Wiese

Carbon County

Southeastern UT Health - Price
(435) 637-3671 - Debbie Marvidikis

Daggett, Duchesne, Uintah Counties

Tri-County Health Dept - Roosevelt
(435) 722-6306 - Jeramie Tubbs

Tri-County Health Dept - Vernal
(435) 247-1173 - Natalie Feltch

Davis County

Davis County Health Dept - Clearfield
(801) 525-5177 - Priscilla Angulo

Layton Fire Dept Station #51
(801) 336-3940 - Doug Bitton

South Davis Metro Fire - Bountiful
(801) 677-2400 - Paul George

Syracuse Fire Department
(801) 614-9618 - Kyle Nance

Emery County

Southeastern UT Health - Castle Dale
(435) 381-2252 - Lori Hardee

Grand County

Southeastern UT Health - Moab
(435) 259-5602 - Marta Lamont

Iron County

Southwest UT Health - Cedar City
(435) 865-5151 - Cambree Johnson

Iron County Ambulance - Cedar City
(435) 865-1268 - Bridget Larson

Juab County

Central UT Public Health - Nephi
(435) 623-0696 - Pam Goodrich

Kane County

Southwest UT Public Health - Kanab
(435) 644-2537 - Ashley Chamberlain

Hilldale/Colorado City Fire Dept.
(435) 874-2400—Elisa Meldrum

Millard County

Central UT Public Health - Delta
(435) 864-3612 - Pam Goodrich

Salt Lake County

Midvale CBC
(801) 566-6190^Sp

Unified Police—Midvale Precinct
(385) 468-9350^ASL—Officer De Jarnatt

Primary Children's Med Center - SLC
(801) 662-CARS (2277)

**Riverton Hospital Primary Children's
Outpatient Clinic**– Riverton
(801) 662-CARS (2277) - 3rd Thurs.

Salt Lake County Health Dept.—Murray
(385) 468-3878 / (385) 468-3877 /
(385) 468-3880^Sp
Call for class times and dates

Sandy City Police Department
(801) 568-7200 - Tammie Marquez

South Jordan Police Dept.
(801) 254-4708 - Sam Winkler

U of U South Jordan Health Center
(801) 213-8803—2nd Wed.

Utah Highway Safety - SLC
(801) 366-6040 - Lynda Reinstein

Utah Safety Council - SLC
(801) 746-7233 x 312 - Kaitlyn Allen

Sanpete County

Central UT Public Health - Manti
(435) 835-2231^Sp Jana Kaye Smith

Central UT Pulic Health - Mt. Pleasant
(435) 462-2449^Sp - Jana Kaya Smith

Sevier County

Central UT Public Health - Richfield
(435) 896-5451 x340 - Valyn Leavitt

Utah Hwy Patrol, Sec. 10 - Richfield
(435) 896-2780 - Peggy Smith or
Thayne Carlisle

Utah Highway Safety
Rural Traffic Safety Coordinator
(435) 201-4312 - Terry Smith

Summit County

Summit County Health - Coalville
(435) 336-3228 - Jean Paskett

Summit County Health - Kamas
(435) 333-1508 - Mandy Webb

Summit County Health - Park City
(435) 333-1508 - Mandy Webb

Tooele County

Tooele County Health Dept. – Tooele
(435) 277-2480 - Amy Bate

Utah County

AAA – Orem
(801) 788-3311 - Shellie Monson

Utah County Health Dept. - Provo
(801) 851-7035 - Carrie Bennett

Wasatch County

Wasatch County Health Dept. - Heber
(435) 657-3259 - Amber Pulley

Washington County

Southwest UT Health - St. George
(435) 986-2593 - Jordan Mathis

St. George Police Dept.
(435) 627-4300 - Heather Hallman

Weber-Morgan Counties

AAA - Ogden
(801) 605-0122 - Ben Mueller

McKay-Dee CHIC Center - Ogden
(801) 387-7800^Sp - Rachel Rosenberg

Weber-Morgan Health Dept - Ogden
(801) 399-7186 - Jann Fawcett

^Sp Spanish speaking technician, ^ASL American Sign Language

05/13 KB

If you know of any changes that need to be made to this list contact Kerilee Burton at 801-505-3315 or kburton@utah.gov

BOX ELDER COUNTY:

Bear River Health Dept
817 W 950 S
Brigham City, UT 84302
(435) 695-2064 - Allena Pierce
apierce@brhd.org

CACHE AND RICH COUNTY:

Bear River Health Dept
655 E 1300 N
Logan, UT 84341
(435) 792-6522 - Farrin Wiese
fwiese@brhd.org

CARBON COUNTY:

Southeastern Utah Health Dept
28 S 100 E
Price, UT 84501
(435) 637-3671
Debbie Marvidikis
dmarvidikis@utah.gov

DAGGETT, DUCHESNE, UNITAH COUNTIES:

Tri-County Health Dept
281 E 200 N
Roosevelt, UT 84066
(435) 722-6306 - Jeramie Tubbs
jtubbs@tricountyhealth.com

Tri-County Health Dept
133 E 500 S
Vernal, UT 84078
(435) 247-1173 - Natalie Feltch
nfeltch@tricountyhealth.com

DAVIS COUNTY

Davis County Health Dept
22 S State St
P.O. Box 618
Clearfield, UT 84015
(801) 525-5177 - Priscilla Angulo
pangulo@daviscountyutah.gov

Layton Fire Dept Station #51
530 N 2200 W
Layton, UT 84041
(801) 336-3940 - Doug Bitton
dbitton@laytoncity.org

South Davis Metro Fire
255 S 100 W
Bountiful, UT 84010
(801) 677-2400 - Paul George
pgeorge@sdmetrofire.org

EMERY COUNTY

Southeastern Utah Health Dept
25 W Main St
Castle Dale, UT 84513
(435) 381-2252 - Lori Hardee
lhardee@utah.gov

GRAND COUNTY

Southeastern Utah Health Dept
471 S Main St, Suite 4
Moab, UT 84532
(435) 259-5602 - Marta Lamont
mlamont@utah.gov

IRON COUNTY

Southwest UT Health Dept
260 E DL Sargent Dr
Cedar City, UT 84721
(435) 865-5151 - Cambree Johnson
cjohnson@swuhealth.org

Iron County Ambulance
201 E DL Sargent Dr
Cedar City, UT 84720
(435) 865-1268 – Bridget Larsen
blarsen@ironcounty.net

JUAB COUNTY

Central Utah Public Health
160 N Main St
Nephi, UT 84648
435-623-0696 - Pam Goodrich
pgoodrich@utah.gov

KANE COUNTY

Hilldale/Colorado City Fire Dept
250 E 900 N
Hilldale, UT 84784
(435) 874-2400 – Elisa Meldrum
elisam@hccfd.org

Southwest UT Health Dept
445 N Main
Kanab, UT 84741

(435) 644-2537 – Ashley Chamberlain
achamberlain@swuhealth.org

MILLARD COUNTY

Central Utah Public Health
42 W Topaz Bldg.
Delta, UT 84624
(435) 864-3612 - Pam Goodrich
pgoodrich@utah.gov

SALT LAKE COUNTY

Midvale CBC
695 W Center St
Midvale, UT 84047
(801) 566-6190
cbcassistant2@midvale.com

Primary Children's Medical Center
100 N Mario Capecchi Dr
Salt Lake City, UT 84113-1100
(801) 662-CARS (2277) - Marilyn Morris
marilyn.morris@imail.org
janet.brooks@imail.org

Primary Children's Outpatient Services at Riverton
3773 W 12600 S
Riverton, UT 84065
(801) 662-CARS (2277) - Janet Brooks
janet.brooks@imail.org
3rd Thursday of each month

Salt Lake County Health Dept
788 E Woodoak Ln
Murray, UT 84107
(385) 468-3878 - Carol Avery
csavery@slco.org
(385) 468-3877 - Kevin Condra
kcondra@slco.org
(385) 468-3880 - May Romo (Sp)
mromo@slco.org

South Jordan Police Dept
1600 W Town Center Dr
South Jordan, UT 84095
(801) 254-4708 – Sam Winkler
swinkler@sjc.utah.gov

Unified Police - Midvale Precinct
7912 S Main St
Midvale, UT 84047

(385) 468-9350 - "DJ" S. De Jarnatt (ASL)
sdejarnatt@updsl.org

University of Utah Health Center
5126 W Daybreak Pkwy (11550 S)
South Jordan, UT 84095
(801) 213-8803
swinkler@sjc.utah.gov
2nd Wednesday of each month

Utah Highway Safety Office
5500 Amelia Earhart Dr, Suite 155
Salt Lake City, UT 84116
(801) 366-6040 - Lynda Reinstein
lreinstein@utah.gov
(801) 598-8662 - Amy Winkler
awinkler@utah.gov

Utah Safety Council
1574 W 1700 S, Suite 2A
Salt Lake City, UT 84104
(801) 746-SAFE (7233) ext 312 – Kaitlyn Allen
kallen@utahsafetycouncil.org

SANPETE COUNTY

Central UT Public Health
40 W 200 N
Manti, UT 84642
(435) 835-2231 - Jana Kaye Smith
janakayesmith@utah.gov

Central UT Public Health
20 S 100 W, Suite 30
Mt. Pleasant, UT 84642
(435) 462-2449 - Jana Kaye Smith
janakayesmith@utah.gov

SEVIER COUNTY

Central UT Public Health
925 N 70 W
Richfield, UT 84701
(435) 896-5451 x340 – Valyn Leavitt
valeavitt@utah.gov

Utah Highway Patrol, Sec. 10
835 E 300 N, Suite 600
Richfield, UT 84701
(435) 896-2780 - Peggy Smith
peggysmith@utah.gov
tcarlisl@utah.gov – Thayne Carlisle

Utah Highway Safety
Rural Traffic Safety Coordinator

70 Westview Dr
Richfield, UT 84701
(435) 201-4312 – Terry Smith
terrysmith1@utah.gov

SUMMIT COUNTY

Summit County Health
85 N 50 E
Coalville, UT 84017
(435) 336-3228 – Jean Paskett
jpasket@summitcounty.org

Summit County Health
110 N Main St
Kamas, UT 84036
(435) 333-1508 – Amanda Webb
mwebb@summitcounty.org

Summit County Health
650 Round Valley Dr
Park City, UT 84060
(435) 333-1508 – Amanh Deptda Webb
mwebb@summitcounty.org

TOOELE COUNTY

Tooele County Health Dept
151 N Main St
Tooele, UT 84074
(435) 277-2480 – Amy Bate
abate@tooelehealth.org

UTAH COUNTY

AAA - Orem
160 E University Parkway
Orem, UT 84058
(801) 788-3311 - Shellie Monson
michelle.monson@goaaa.com

Utah County Health Dept
151 S University Ave, Suite F
Provo, UT 84601
(801) 851-7035 - Carrie Bennett
carrieb@utahcounty.gov

WASATCH COUNTY

Wasatch County Health Dept
55 S 500 E
Heber, UT 84032
(435) 657-3259 - Amber Pulley
apulley@co.wasatch.ut.us

WASHINGTON COUNTY

Southwest UT Health Dept
620 S 400 E

St. George, UT 84770
(435) 986-2593 – Jordan Mathis
jmathis@swuhealth.org

St. George Police Dept
265 N 200 E
St. George, UT 84770
(435) 627-4300 - Heather Hallman
heather.hallman@sgcity.org

WEBER-MORGAN COUNTIES

AAA – Ogden
5705 S Harrison Blvd
Ogden, UT 84403
(801) 605-0122 - Ben Mueller
ben.mueller@goaaa.com

McKay-Dee CHIC (Community Health Information Center)
4401 Harrison Blvd
Ogden, UT 84003
(801) 387-7800 - Rachel Rosenberg and Kara Hansen
rachel.rosenberg@imail.org
kara.hansen@imail.org

Weber-Morgan Health Dept
477 23rd St
Ogden, UT 84401
236 E Young St
Morgan, Utah 84050
(801) 399-7186 - Jann Fawcett
jfawcett@co.weber.ut.us

County Population Ranked by Size and Share of State Total

Size Rank	County	1980 Census	1980 Share of the State	1990 Census	1990 Share of the State	2000 Census	2000 Share of the State	2010 Census	2010 Share of the State
1	Salt Lake	619,066	42.37%	725,956	42.14%	898,387	40.23%	1,029,655	37.25%
2	Utah	218,106	14.93%	263,590	15.30%	368,536	16.50%	516,564	18.69%
3	Davis	146,540	10.03%	187,941	10.91%	238,994	10.70%	306,479	11.09%
4	Weber	144,616	9.90%	158,330	9.19%	196,533	8.80%	231,236	8.37%
5	Washington	26,065	1.78%	48,560	2.82%	90,354	4.05%	138,115	5.00%
6	Cache	57,176	3.91%	70,183	4.07%	91,391	4.09%	112,656	4.08%
7	Tooele	26,033	1.78%	26,601	1.54%	40,735	1.82%	58,218	2.11%
8	Box Elder	33,222	2.27%	36,485	2.12%	42,745	1.91%	49,975	1.81%
9	Iron	17,349	1.19%	20,789	1.21%	33,779	1.51%	46,163	1.67%
10	Summit	10,198	0.70%	15,518	0.90%	29,736	1.33%	36,324	1.31%
11	Uintah	20,506	1.40%	22,211	1.29%	25,224	1.13%	32,588	1.18%
12	Sanpete	14,620	1.00%	16,259	0.94%	22,763	1.02%	27,822	1.01%
13	Wasatch	8,523	0.58%	10,089	0.59%	15,215	0.68%	23,530	0.85%
14	Carbon	22,179	1.52%	20,228	1.17%	20,422	0.91%	21,403	0.77%
15	Sevier	14,727	1.01%	15,431	0.90%	18,842	0.84%	20,802	0.75%
16	Duchesne	12,565	0.86%	12,645	0.73%	14,371	0.64%	18,607	0.67%
17	San Juan	12,253	0.84%	12,621	0.73%	14,413	0.65%	14,746	0.53%
18	Millard	8,970	0.61%	11,333	0.66%	12,405	0.56%	12,503	0.45%
19	Emery	11,451	0.78%	10,332	0.60%	10,860	0.49%	10,976	0.40%
20	Juab	5,530	0.38%	5,817	0.34%	8,238	0.37%	10,246	0.37%
21	Morgan	4,917	0.34%	5,528	0.32%	7,129	0.32%	9,469	0.34%
22	Grand	8,241	0.56%	6,620	0.38%	8,485	0.38%	9,225	0.33%
23	Kane	4,024	0.28%	5,169	0.30%	6,046	0.27%	7,125	0.26%
24	Beaver	4,378	0.30%	4,765	0.28%	6,005	0.27%	6,629	0.24%
25	Garfield	3,673	0.25%	3,980	0.23%	4,735	0.21%	5,172	0.19%
26	Wayne	1,911	0.13%	2,177	0.13%	2,509	0.11%	2,778	0.10%
27	Rich	2,100	0.14%	1,725	0.10%	1,961	0.09%	2,264	0.08%
28	Piute	1,329	0.09%	1,277	0.07%	1,435	0.06%	1,556	0.06%
29	Daggett	769	0.05%	690	0.04%	921	0.04%	1,059	0.04%
	State of Utah	1,461,037	100%	1,722,850	100%	2,233,169	100%	2,763,885	100%

Utah has child restraint inspection stations, with a least one nationally certified safety seat technician available, in 25 of the 29 counties. This covers over 99% of the State's population.

Utah's Car Seat Inspection Clinics (FFY2014)

Box Elder County
5 Certified Technicians

Bear River Health Department in Brigham City:	5 CPS technicians that rotate with a minimum of 2 always available at the stations. During community car seat inspection clinics, at least 6-7 technicians from community partners are recruited to assist.
Spanish:	Provide education and materials in Spanish.
Underserved:	The Bear River Health Department works with Migrant Head Start and the Northern Hispanic Health Coalition, which works with many agencies/groups that serve the Hispanic population in the area. The Bear River Health District (Box Elder, Cache, Rich counties) partners with many local social service agencies that target the underserved in the areas. This includes partnering on campaigns and providing materials/education to area Family Support Centers, Domestic Violence shelters, Work Force Services, Department of Family Services, etc.

Cache and Rich Counties
20 Certified Technicians

Bear River Health Department in Logan:	5 certified technicians work at the Bear River Health Department's fitting station. Fitting stations are held every third Thursday in Brigham City, and the second and fourth Thursday's in Logan. All clinics are free and open to the public.
Spanish:	The Bear River Health Department has a CPS technician who speaks Spanish and makes available bi-weekly clinics and buckle up events to the Hispanic population. The literature is in Spanish. There are three coalition members who speak Spanish that are technicians who actively participate in community buckle up events.
Underserved:	Once a year the Utah Department of Health mini-grant funds are used to provide a special Hispanic Outreach Buckle Up event. The Latino population is targeted by providing a voucher for a $10 car seat for the last 6 years.

Carbon County
13 Certified Technicians

Southeast Health Department in Price:	5 certified CPS technicians at the Fitting Station
Spanish:	Offer educational materials in Spanish.
Underserved:	75 Booster Seats are given away for only $5 each for low income families at a specific event once a year. The station offers reduced cost car seats for low-income populations after they receive one-on-one education. The seats are given after a donation of 1/2 the amount that the Health Department paid for the seat. In dire circumstances, seats are given away.

Daggett, Duchesne and Uintah Counties
6 Certified Technicians

TriCounty Health Department in Roosevelt	1 technician in Roosevelt
Spanish:	Offer materials in Spanish that we provide to clients who prefer that language. (NHTSA's 4 Steps, etc.)
Underserved:	Serves many low-income clients and sells car seats for reduced price. In exceptional situations, seats are provided free of charge. Seats are provided to local tribal members, including tribal DCFS, for free or a drastically reduced price. One inspection clinic is held during the year within a "tribal setting." In the past, the station has hosted SNAP trainings and is currently trying to schedule more with both DCFS and Head Start. The station also helps keep technicians who work directly with the under-served populations up-to-date and certified.

TriCounty Health Department in Vernal:	2 certified technicians
Spanish:	Materials are provided in Spanish (NHTSA's 4 Steps, etc.).
Underserved:	Serves many low-income clients and sells car seats for reduced price. In exceptional situations, seats are provided free of charge. Seats are provided to local tribal members, including tribal DCFS, for free or a drastically reduced price. One inspection clinic is held during the year within a "tribal setting." In the past, the station has hosted SNAP trainings and is currently trying to schedule more with both DCFS and Head Start. The station also helps keep technicians who work directly with the under-served populations up-to-date and certified.

Davis County
33 Certified Technicians

Davis County Health Department in Centerville:	7 certified CPS technicians at the Fitting Station
Spanish:	Spanish literature is available. Have 5 CPS techs throughout the county to help with car seat checks.
Underserved:	No special focus is given to under-served populations. The inspection clinic is advertised to the general public.

Layton Fire Station #51:	3 certified technicians
Spanish:	No Spanish speaking services .
Underserved:	Check car seats as requested and offers no special services to underserved populations

South Davis Metro Fire:	2 certified technicians
Spanish:	No Spanish speaking services.
Underserved:	Check car seats as requested and offers no special services to underserved populations

Syracuse Fire Department:	1 certified technician
Spanish:	No Spanish speaking services.
Underserved:	Check car seats as requested and offers no special services to underserved populations

Emery County
3 Certified Technicians

Southeastern Health Dept. in Castle Dale:	1 certified technician
Spanish:	Have Spanish literature for car seat education.
Underserved:	Offer reduced cost car seats to low income clients and one on one education. Offer a car seat education class every month.

Grand County
1 Certified Technician

Southeast Health Department in Moab:	1 certified CPS technician at the Fitting Station
Spanish:	Have Spanish materials, but there are few requests for them. Provide a video to individuals who speak Spanish, if necessary.
Underserved:	Offer reduced cost car seats to low-income clients and one on one education. Offer a car seat education class every other month.

Iron County
11 Certified Technicians

Southwest Utah Health Dept. in Cedar City:	1 certified CPS technicians at the Fitting Station
Spanish:	Have Spanish materials, but there are few requests for them. Provide a video to individuals who speak Spanish, if necessary.

Underserved:	Advertises the class and checkpoints to WIC clients and provides presentations at the area Head Start schools. Works closely with The Learning Center which serves under-served pregnant women.

Iron County Ambulance	3 certified technicians
Spanish:	No Spanish speaking services.
Underserved:	Check car seats as requested and offers no special services to underserved populations.

Juab County
1 Certified Technician

Central Utah Public Health Dept. in Nephi:	Houses 4 technicians and works with area officers, hospital staff and volunteers who are certified
Spanish:	Uses an interpreter for both the West Millard and East Millard offices, when needed. Do not have a large Hispanic population in Juab County, but materials are available in Spanish. The low-income populations are also focused on and provided resources.
Underserved:	Provides seats at a reduced cost to low-income clients. If income is extremely limited, any donation is accepted for a seat. In communities with very low populations, the agency travels to the local schools and educates families on-site.

Kane County
3 Certified Technicians

Southwest Utah Public Health in Kanab:	1 certified technician
Spanish:	Provide a video to individuals who speak Spanish.
Underserved:	Provide reduced cost car seats, when available.

Hilldale/Colorado City Fire Department:	2 technicians
Spanish:	Language services usually are not needed.
Underserved:	Provide car seats at a reduced cost of no cost, when available. There is a very high demand in the area, as many families are extremely low-income. They partner with local health departments to obtain resources and car seats. Car seat inspection clinics are provided to under-served populations on a fairly regular basis by partnering with other agencies in the county.

Millard County
5 Certified Technicians

Central Utah Public Health Department:	Houses 4 technicians and works with officers, hospital personnel and volunteers who are technicians
Spanish:	Use an interpreter when needed. Have materials available in Spanish.
Underserved:	Charge $30.00 for Harness seats, $20.00 for seats without harnesses and $10.00 for Backless Boosters for low income clients and average about 2 - 3 seats per month. If the parents cannot pay that much we make exceptions and take whatever donation they can give.

Salt Lake County
89 Certified Technicians

Catholic Community Services Refugee Resettlement Program:	1 certified technician
Spanish:	Work with refugees speaking 7 - 8 different languages, including Spanish. Use an Interpreter for car seat education.
Underserved:	Work with newly arrived refugees who come directly to Salt Lake from a refugee camp. A car seat is provided at the airport, along with education and installation assistance.

International Rescue Clinic:	2 certified technicians
Spanish:	Rarely use Spanish with refugees. Interpreters help with various languages such as Arabic, Burmese, and Somali.
Underserved:	Give seats to clients because they have no source of income. Work exclusively with the refugee population. The CPS Technicians travel to client's homes to give car seat and instruction.

Midvale CBC:	1 certified technicians
Spanish:	Have 3 Spanish speaking technicians. 90% of their clients speak Spanish. Use car seat brochures in Spanish.
Underserved:	Serve the Hispanic, refugee and homeless population with approximately 50 clients at one time. Offer one-on-one car seat education. Participate in local health fairs, organize at least one inspection clinic each year and teach a car seat class the first Tuesday of each month.

Primary Children's Medical Center (SLC):	8 certified car seat technicians who are Child Advocacy Staff and 2 certified car seat technicians who work in other areas of the hospital
Spanish:	Use car seat brochures and fitting station forms in Spanish. Interpretation services are available in the hospital as needed.
Underserved:	Serve the low income population by offering low-cost car seats if people receive any kind of government assistance. They serve the underserved population of families with children with special healthcare needs. Last year they assisted 105 families with Special Needs consultations. Many of these families received a medical seat for a reduced cost or free depending on their situation. In addition to the fitting station at Primary Children's, they hold a car seat checkpoint at Riverton Hospital the third Thursday of each month.

Primary Children's Outpatient Clinic (Riverton):	Certified technicians from the main hospital in Salt Lake City visit this center every 3rd Thursday to assist with fitting station duties, but 4 certified technicians are housed at the Riverton Hospital
Spanish:	Use car seat brochures and fitting station forms in Spanish. Interpretation services are available in the hospital as needed.
Underserved:	Serve the low income population by offering low-cost car seats if people receive any kind of government assistance. They serve the underserved population of families with children with special healthcare needs. Last year they assisted 105 families with Special Needs consultations. Many of these families received a medical seat for a reduced cost or free depending on their situation. In addition to the fitting station at Primary Children's, they hold a car seat checkpoint at Riverton Hospital the third Thursday of each month.

Salt Lake County Health Department:	3 certified technicians work at the fitting station
Spanish:	Provide Spanish at the Health Department and through their refugee partnership, they provide the needed languages for the refugee population. Our car seat classes, car seat materials, car seat videos, and car seat demonstrations are held in Spanish as well as English.
Underserved:	Attend community Latino Fairs to get the message out to Spanish speakers. The agency has a partnership with the Mexican Consulate and provide materials to them in Spanish as well as interact with community members. The agency also partners with Mujeres En Accion, a group of Latina women who do outreach in Spanish and provide car seat resource materials and car seat referrals when they are out in the community. A partnership was created with DDI who has an Early Intervention program for children with moderate special needs which is an underserved population.

Sandy City Police Department:	1 certified technician
Spanish:	No Spanish speaking services.
Underserved:	Check car seats as requested and offers no special services to underserved populations

South Jordan Police Department:	4 with SJPD and have assistance from others as needed
Spanish:	There has been no need to offer classes in a different language. Have information in Spanish such as pamphlets and fliers.
Underserved:	Sell car seats for reduced prices (or free) for those who cannot afford them. Travel to houses or apartments to do inspections/installations. Work with the local hospital for those who need car seat education or assistance.

Unified Police – Midvale Precinct:	2 certified technicians
Spanish:	Have no Spanish translation services, but have Spanish literature.
Underserved:	Refer low income populations to the Salt Lake County Health Department and Primary Children's Medical Center if they need a seat.

Unified Police – Kearns Precinct:	1 certified technician
Spanish:	Have no Spanish translation services, but have Spanish literature.
Underserved:	Refer low income populations to the Salt Lake County Health Department and Primary Children's Medical Center if they need a seat.

Unified Police – Riverton Precinct:	1 certified technician
Spanish:	Have no Spanish translation services, but have Spanish literature.
Underserved:	Refer low income populations to the Salt Lake County Health Department and Primary Children's Medical Center if they need a seat.

Unified Police – Tooele Precinct:	1 certified technician
Spanish:	Have no Spanish translation services, but have Spanish literature.
Underserved:	Refer low income populations to the Salt Lake County Health Department and Primary Children's Medical Center if they need a seat.

University of Utah So. Jordan Health Center	2 certified technicians from the So. Jordan Police Dept.
Spanish:	Have information in Spanish such as pamphlets and fliers.
Underserved:	Refer low income populations to the Salt Lake County Health Department and Primary Children's Medical Center if they need a seat.

Utah Highway Safety Office:	1 technician mans the fitting station, but 7 technicians work out of the office.
Spanish:	Have literature in Spanish.
Underserved:	Loan car seats to people who need them for a short period of time. The UHSO is the only program that loans conventional seats.

Utah Safety Council:	2 technicians work at fitting station
Spanish:	Provide one-on-one appointments to teach parents how to install child restraints properly. Have some brochures in Spanish.
Underserved:	Provide seats at a discounted price to those in need.

San Juan County
15 Certified Technicians

Utah Navajo Health System:	7 technicians in the agency
Spanish:	No classes or literature in Spanish. Serve the Navajo population exclusively.
Underserved:	Hand out cards that give proper car seat installation instructions, when or what car seat is to be used with the weight, height and age. Utah Navajo Health System is available to help with any car seat questions and installations. Organize and schedule community car seat checks. Four Technicians are trained in Special Needs so we can serve families with children with special healthcare needs.

Sanpete County
2 Certified Technicians

Central Utah Public Health in Manti:	1 certified technician
Spanish:	Have handouts in Spanish and an interpreter that comes in when needed.
Underserved:	There is a large number of Hispanic families in Sanpete County and car seat education is provided through the county WIC program that serves many of the underserved. Partnerships are also with the Early Intervention TCM program, where a nurse comes into the homes after a woman on Medicaid gives birth to make sure everything is going well and immunization personnel. Through these partners, underserved populations are identified and car seats are provided at a discounted rate.

Central Utah Public Health in Mt. Pleasant:	1 certified technician in Manti who travels to Mt. Pleasant when requested
Spanish:	Have handouts in Spanish and an interpreter that comes in when needed.
Underserved:	There is a large number of Hispanic families in Sanpete County and car seat education is provided through the county WIC program that serves many of the underserved. Partnerships are also with the Early Intervention TCM program, where a nurse comes into the homes after a woman on Medicaid gives birth to make sure everything is going well and immunization personnel. Through these partners, underserved populations are identified and car seats are provided at a discounted rate.

Sevier County
11 Certified Technicians

Central Utah Health in Richfield:	6 or more technicians are present to help when car seat inspection clinic is conducted
Spanish:	Have an interpreter that helps with car seat checks for Spanish-speaking families.
Underserved:	Distribute materials that are in both Spanish and English in the community. Provide educational presentations to the under-served through Hispanic interpreters, if called upon to do so.

Utah Highway Patrol Section 10 in Richfield:	1 technician staffs the fitting station full time and, when needed, 5 UHP certified technicians assist
Spanish:	Brochure available in Spanish for those who need it.
Underserved:	One technician speaks a little Spanish and attends the Sanpete County checkpoints where there is a large population of Hispanic people.

Summit County
7 Certified Technicians

Summit County Health in Coalville:	1 certified CPS Technician
Spanish:	Provide fitting station paperwork and materials in Spanish.
Underserved:	Provide low cost seats and one on one car seat education.

Summit County Health in Kamas:	1 certified CPS Technician
Spanish:	Provide fitting station paperwork and materials in Spanish.
Underserved:	Provide low cost seats and one on one car seat education.

Summit County Health in Park City:	2 certified CPS Technicians
Spanish:	Provide fitting station paperwork and materials in Spanish. 1 CPS Tech at the office speaks Spanish.
Underserved:	Provide low cost seats and one on one car seat education.

Tooele County
10 Certified Technicians

Tooele County Health Department:	4 certified technicians
Spanish:	Provide car seat education and literature in Spanish.
Underserved:	Provide outreach to under-served populations. Provide car seats at no cost to the extremely low-income families with little or no income.

Tooele County Relief Services:	1 certified CPS Technician
Spanish:	Provide one on one car seat education in Spanish and other languages through interpreters.
Underserved:	Works with the Health Department to provide a low or no cost car seat to people who are out of work, low-income or homeless.

Utah County
37 Certified Technicians

AAA:	1 certified CPS Technician
Spanish:	Have brochures in Spanish. No Spanish speaking employees in office.
Underserved:	No special program for underserved populations at AAA Orem.

Utah County Health Department:	12 certified technicians, 2 of which do most of the car seat check appointments in Provo and North County. The others assist in large car seat check events, busy times, & just enough to keep it fresh in their minds & renewal.
Spanish:	Currently teach 1 Spanish car seat class per month at the Provo office and provide materials in both English and Spanish. 3 of the technicians are Spanish Speaking. About a third of the classes are taught in Spanish.
Underserved:	The health department now operates two fitting stations. One is located at the Provo office and the other is at the North County Health Department offices. Low-cost or discounted car seats are available to low-income families on WIC, MEDICAID, and Food Stamps.

Wasatch County
6 Certified Technicians

Wasatch County Health Department:	3 certified technicians at the fitting station
Spanish:	No Spanish Technician at this time but interpreters are available and literature is distributed in Spanish.
Underserved:	Offer car seats at a reduced rate for the low income population.

Washington County
28 Certified Technicians

Southwest Health Dept. in St. George:	4 certified technicians at our fitting station
Spanish:	Provide a video to individuals who speak Spanish and then have a translator help with any follow-up questions they may have.
Underserved:	Partner with local Spanish speaking technicians. Work with Head Start to provide trainings and seats to their clients. Reached out to women's shelters and and DCFS with our programs and services.

St. George Police Department:	5 Technicians at the fitting station. The agency offers car seat checks by Certiified Technicians from 8 am - 12pm most days since they are dispatchers that work around the clock
Spanish:	At this time, the agency does not have a technician that speaks Spanish. Literature is provided in Spanish.
Underserved:	Participate in the Journey to Wellness at Shivwitts Reservation that serves the Native American population - Providing car seat information and car seats as needed. The agency works closely with TLC (The Learning Center for Families) to provide car seat checks and low or no cost car seats as needed. These are all verified low income and children that may any range of learning disabilities.

Weber – Morgan Counties
36 Certified Technicians

AAA of Ogden:	1 certified technician
Spanish:	No Spanish Speaking services.
Underserved:	Check car seats as requested and offers no special services to underserved populations.

McKay Dee Hospital:	8 certified technicians
Spanish:	Provide car seat flyers in Spanish. One technician speaks Spanish

Underserved:	Provide car seats to low income families who are unable to get one on their own and their baby is a patient in the hospital. A Social Worker at the hospital approves them for a new seat.
Roy City Police Department:	6 certified technicians
Spanish:	No Spanish Speaking services.
Underserved:	Check car seats as requested and offers no special services to underserved populations.
Weber-Morgan Health Department:	11 certified technicians
Spanish:	A Spanish Speaking CPS Technician is present at every class and is available before and after class for car seat checks. Offer 3 Spanish taught 2 hour car seat classes per year. Provide materials in Spanish (Car Seat Fact Sheet, Boost Til 8, etc.).
Underserved:	After low income clients take the class, they can have a car seat for a reduced cost, using a sliding scale.

Attachments For 1200.21
Utah's Child Passenger Safety Technician Recruitment,
Training and Retention Plan

1200.21

Occupant Protection

CHILD PASSENGER SAFETY TECHNICIAN TRAINING AND RETENTION

Utah has had an active child passenger protection education program since the early 1980's. The Department of Public Safety's Highway Safety Office (UHSO) and local health departments, along with other state, local and private organizations have collaborated on increasing the use of child safety seats and seat belts through education, legislation and enforcement, media campaigns and the distribution of child safety seats to needy families. Through these efforts safety restraint use among children has steadily increased from 14% in 1984 to the current usage rate of 91.9%, in 2008. Further, the 2008 child restraint observational study found that 93.1% of children younger than five years of age were restrained in a child safety seat, and 88.0% of children ages 5-10 were restrained in a car seat or seat belt.

The state is divided into 29 counties with 75.4% of the population living in four counties (Davis, Salt Lake, Utah, and Weber) which are clustered along the Wasatch Front. The other 25 counties are home to 24.6% of the state's population. Each county is represented by one of twelve local health departments, which are considered the strongest supporters of CPS education and activities in the state. Through the efforts of these local health departments, as well as the state's children's hospital and various other advocacy groups, it is estimated that approximately 98% of the state's population is being reached with child passenger safety education activities and/or materials.

Training and Retraining
The UHSO is the lead agency when conducting occupant protection trainings. All requests are funneled to the office and funds, as well as staff time, are devoted to meeting these requests. The office also maintains a data base of all trained certified technicians, technician instructors and specialists. Currently there are 341 child passenger safety technicians. During FFY 2014, three Standardized CPS Technician Courses, two recertification courses, two 8-hour Buckle Me Safely Trainings, and one Technician Refresher class will be held (details are provided below).

FFY 2014 Utah Child Passenger Safety Training Schedule		
Training	Course Dates	# of Participants
Standardized CPS Technician Training	March 24-27, 2014	25
	May 19-22, 2014	25
	September 8-11, 2014	25
Technician Refresher	April 1, 2014	25
Zero Fatalities Safety Summit (CPS Conference)	April 1-3, 2014	125
8-Hour Buckle Me Safely Training	TBD	100
Renewal/Re-Certification	TBD	15
	TBD	15
Total # of Participants in Training/Retraining Courses		355

The Technician Refresher will be conducted as part of the Zero Fatalities Safety Summit, which will be held April 1-3, 2014. A CPS pre-conference will be available to technicians to attend, as well as applicable sessions within the Summit's occupant protection track. The Technician Refresher will consist of checking skills, providing information and hands-on practice with tether straps and latch systems, and providing up-to-date information regarding checkpoints, installation practices, new devices on the

1

market, and other resources. In addition, since the Summit isn't scheduled until April 2014 a second refresher course may also be offered through Safe Kids Utah as part of their annual meeting.

Technician Recruitment

The UHSO occupant protection training coordinator recruits advocates, educators, law enforcement personnel, EMS providers, health and medical providers, health educators, and others to become certified CPS technicians through a variety of methods. Prior to each training, advertisements are sent to the state's current CPS technicians, state and local health departments, law enforcement agencies, and UHSO grantees and partners providing information regarding the training. This information directs interested individuals to the UHSO website and the National Safe Kids website to register for the course. Recruitment is also conducted during the state's Zero Fatalities Safety Summit, which is a two-day traffic safety conference that occurs every 18 months and attracts approximately 400 safety professionals across Utah. In addition, fliers announcing the year's training dates are provided at other meetings and conferences. Last, participants of half-day or full-day child passenger safety training workshops, such as Buckle Me Safely or Operation KIDS, are encouraged to become fully certified as CPS technicians and provided with appropriate information.

Technician Retention

Utah's efforts to retain our certified Child Passenger Safety Technicians include a new "Meet in the Middle" Mentoring Program, the Technician Incentive Program, and notices of opportunities and re-certification reminders.

"Meet in the Middle" is the name chosen for this new program because the state's CPS Technician Instructors wanted to encourage the Mentor, or the more seasoned technician, and the new CPS Technician to work together and equally make efforts to "Meet in the Middle." The program was introduced at the Zero Fatalities Safety Summit in October 2012. After consulting with the local Safe Kids Coordinators in the State, new technicians are matched up with a friend or mentor in their local area who has been a CPS Technician for at least 2 years. By the last day of any CPS Certification Class, the student has the name and contact information of their mentor. Mentors are encouraged to send an email every month to check in with their new technician, be available and open to answer questions, pass on resources or helpful websites, invite them to any checkpoints or events in their area and talk to them about the re-certification process. Mentors are provided with a resource packet to support them. The goal is to provide every new technician with a friend in the CPS world that makes them feel needed and appreciated. The UHSO is confident that as this program grows, our re-certification numbers will grow as well.

The Car Seat Checkpoint Incentive Program involves rewarding technicians who participate in at least four car seat inspection clinics within one year. By participating in these events, the technician's skills are strengthened and they will be eligible for an incentive, which may include a Messenger Bag, a Leatherman Tool, a Camelback, a Latch Manual or a Technician Golf Shirt all with the Utah CPS Technician logo printed on it.

In addition to these programs, the UHSO supports other activities that encourage technicians to participate in inspection clinics and CEU opportunities in order to prepare for re-certification. First, new technicians are provided with a Latch Manual if they participate in a car seat inspection clinic within 2 months of their initial class. Second, the occupant protection training coordinator sends out monthly emails to technicians announcing CEU opportunities and reminding them of if their certification is about

2

to expire. Last, the UHSO offers sponsorship grants to local health departments and SAFE KIDS coalitions who organize re-certification opportunities for area technicians.

Community Car Seat Inspection Stations

It is the goal of the UHSO to provide all Utah families with a location in their area where they can obtain a car seat inspection. In turn, 47 permanent fitting stations have been established throughout the state. About half are located in the four most urban counties (Davis, Salt Lake, Utah, and Weber) that contain 75.4% of the state's population. It is estimated that at least 8,500 car seats will be inspected at these fitting stations each year. Unfortunately, approximately 92% of the seats inspected are misused. A current list of fitting stations is provided in this application.

Attachment C of the application includes a table entitled, Utah's Car Seat Fitting Stations, that details the number of technicians by county, the number of technicians by fitting station, and the way in which each fitting station supports the under-served population.

Outreach to Under-Served Populations

Utah is not a very diverse state when compared to other states or the nation. The demographic breakdown from the 2010 Census shows that white persons (not Hispanic) make up 80.1% of the state's population. The largest minority group is Hispanic at 13.2%, followed by Asian at 2.2%, American Indian at 1.5%, Black at 1.3%, and Pacific Islander at 1.0%. The program primarily outreaches to under-served populations such as Hispanic, homeless and refugee families, Native Americans, and low-income.

> *Hispanic:* 20 of the state's inspection stations provide education and instruction in Spanish through either a Spanish-speaking certified technician or interpreter. These fitting stations are located in areas that have a high percentage of Hispanic population. In addition, nearly all inspection stations have educational material available in other languages.

> *Homeless and Refugee Families:* The Salt Lake Valley Health Department and UHSO provide resources and assistance to area homeless shelters and agencies that oversee services to refugee families in an effort to ensure children receive an appropriate child safety seat regardless of their financial status. There are three inspection stations that are not publicized to the public and only serve this specific population. These fitting stations include Catholic Community Services, International Rescue Clinic and Tooele Relief Services.

> *Native American:* The Utah Navajo Health System employs seven CPS Technicians to serve Native Americans in Utah. This fitting station is not advertised to the public and serves a specific group of under-served population.

> *Low-Income:* The state's children's hospital and nearly all of the twelve local health departments offer low-cost car seats to families who are on government assistance or qualify as "low-income" according to department guidelines. All of these locations employ Certified CPS Technicians to educate and help install these seats.

Attachment C of the application includes a table entitled "Utah's Car Seat Fitting Stations," that details the number of technicians by county, the number of technicians by fitting station, and the way in which each fitting station supports the under-served population.

Car Seat Inspection Clinics (checkpoints)

Through the work of the state's 341 certified Child Passenger Safety Technicians, it is anticipated that at

least 110 car seat inspection clinics will be conducted in nearly all of the state's 29 counties. Inspection clinics are advertised using fliers, radio, and newspaper advertisements. Standard inspection clinics include teams of certified technicians and a Senior Checker who ensures that seats are installed using appropriate tools such as checkpoint forms, manufacturers instruction booklets, automobile owner's manuals, the Latch manual, and other tools. Each Senior Checker has ample experience, has been certified technician for at least 2 years and has been approved by National SAFE KIDS. They verify each seat is properly installed and review the checkpoint forms for accuracy.

During the events, educational materials are provided to parents that include proper positioning for children, air bag safety guidelines, and safety belt use for all passengers in the vehicle. Further, child safety seats will be on hand for families in need or to replace unsafe seats.

Child Passenger Safety Education Classes:
In addition, it is anticipated that 400 community classes and 4,800 individual appointments will be made to provide instruction to parents on the proper use of their child's safety seat. The majority of our lead agencies provide weekly or monthly community classes for parents who have concerns about their child's safety seat or are in need of a seat. At least twelve organizations across Utah conduct classes on a regular basis. The class instructor will discuss the different types of child safety seats available, the proper placement of children in the vehicle, the most common misuses, and air bag safety. Education is also provided on proper restraint use for the entire family. Most of these classes will provide child safety seats to low-income families at no-cost or a reduced cost.

4

County Population Ranked by Size and Share of State Total

Size Rank	County	1980 Census	1980 Share of the State	1990 Census	1990 Share of the State	2000 Census	2000 Share of the State	2010 Census	2010 Share of the State
1	Salt Lake	619,066	42.37%	725,956	42.14%	898,387	40.23%	1,029,655	37.25%
2	Utah	218,106	14.93%	263,590	15.30%	368,536	16.50%	516,564	18.69%
3	Davis	146,540	10.03%	187,941	10.91%	238,994	10.70%	306,479	11.09%
4	Weber	144,616	9.90%	158,330	9.19%	196,533	8.80%	231,236	8.37%
5	Washington	26,065	1.78%	48,560	2.82%	90,354	4.05%	138,115	5.00%
6	Cache	57,176	3.91%	70,183	4.07%	91,391	4.09%	112,656	4.08%
7	Tooele	26,033	1.78%	26,601	1.54%	40,735	1.82%	58,218	2.11%
8	Box Elder	33,222	2.27%	36,485	2.12%	42,745	1.91%	49,975	1.81%
9	Iron	17,349	1.19%	20,789	1.21%	33,779	1.51%	46,163	1.67%
10	Summit	10,198	0.70%	15,518	0.90%	29,736	1.33%	36,324	1.31%
11	Uintah	20,506	1.40%	22,211	1.29%	25,224	1.13%	32,588	1.18%
12	Sanpete	14,620	1.00%	16,259	0.94%	22,763	1.02%	27,822	1.01%
13	Wasatch	8,523	0.58%	10,089	0.59%	15,215	0.68%	23,530	0.85%
14	Carbon	22,179	1.52%	20,228	1.17%	20,422	0.91%	21,403	0.77%
15	Sevier	14,727	1.01%	15,431	0.90%	18,842	0.84%	20,802	0.75%
16	Duchesne	12,565	0.86%	12,645	0.73%	14,371	0.64%	18,607	0.67%
17	San Juan	12,253	0.84%	12,621	0.73%	14,413	0.65%	14,746	0.53%
18	Millard	8,970	0.61%	11,333	0.66%	12,405	0.56%	12,503	0.45%
19	Emery	11,451	0.78%	10,332	0.60%	10,860	0.49%	10,976	0.40%
20	Juab	5,530	0.38%	5,817	0.34%	8,238	0.37%	10,246	0.37%
21	Morgan	4,917	0.34%	5,528	0.32%	7,129	0.32%	9,469	0.34%
22	Grand	8,241	0.56%	6,620	0.38%	8,485	0.38%	9,225	0.33%
23	Kane	4,024	0.28%	5,169	0.30%	6,046	0.27%	7,125	0.26%
24	Beaver	4,378	0.30%	4,765	0.28%	6,005	0.27%	6,629	0.24%
25	Garfield	3,673	0.25%	3,980	0.23%	4,735	0.21%	5,172	0.19%
26	Wayne	1,911	0.13%	2,177	0.13%	2,509	0.11%	2,778	0.10%
27	Rich	2,100	0.14%	1,725	0.10%	1,961	0.09%	2,264	0.08%
28	Piute	1,329	0.09%	1,277	0.07%	1,435	0.06%	1,556	0.06%
29	Daggett	769	0.05%	690	0.04%	921	0.04%	1,059	0.04%
	State of Utah	1,461,037	100%	1,722,850	100%	2,233,169	100%	2,763,885	100%

Utah has child restraint inspection stations, with a least one nationally certified safety seat technician available, in 25 of the 29 counties. This covers over 99% of the State's population.

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
Bobby	Gates	T707876	Tremonton Fire Department	Box Elder	801-991-0853	lilredfirehead@me.com
Rebekah	Gates	T706393	Tremonton Fire Department	Box Elder	435-279-5371	rebekah.jessop@autoliv.com
Joe	Krebs	T675515	UHP	Box Elder	435-723-1094	jdkrebs@utah.gov
Cami	Marsh	T693960	Intermountain Medical. McKay-Dee Hosp	Box Elder	801-387-4300	cami.marsh@imail.org
Allena	Pierce	T021541	Bear River Health Department	Box Elder	435-734-0845	apierce@brhd.org
Babette	Burtis	T658873	Intermountain Health	Cache	435-716-5502	burtis@digis.net
Ed	Crookston	T036226	Cache County School District	Cache	435-792-7626	ed.crookston@ccsdut.org
Brett	Stirland	T713408	Smithfield city police	Cache	435-563-8501	bstirland@smithfieldpd.net
Monica	Thunell	T664090	Bear River Health Department	Cache	435-792-6531	mthunell@brhd.org
Farrin	Wiese	T2534	Bear River Health Department	Cache	435-792-6522	fwiese@brhd.org
Tamie	Fisher	T664913	Bear River Early Head Start	Cache	435-755-0081	tfisher@brheadstart.org
Erin	Griffeth	T680822	Cache County Sheriff's Office	Cache	435-755-1000	egriffeth@cachesheriff.com
Allen	Grunig	T620291	Bear River HEalth Department	Cache	438-792-6506	allengrunig@utah.gov
Helen	Henson-Hale	T658860	Logan Regional Hospital	Cache	801-764-1701	jerzy_29@msn.com
David	Hull	T630790	Logan City Fire Dept	Cache	435-716-9518	dhull@loganutah.org
Cathy	Lloyd	T031069	Bear River Health Dept	Cache	435-792-6529	clloyd@brhd.org
Ali	Martin	T706307	Bear River Safe Kids	Cache	801-243-7655	alizmartin@gmail.com
Camilla	McArthur	T024029	Bear River Head Start	Cache	435-787-8885	cmcarthur@brheadstart.org
Brette	Mills	T690202	Bear River Head Start	Cache	435-755-9180	bmills@brheadstart.org
Reyna	Perry	T702558	The National Children's Study - USU	Cache	435-760-8173	reyna.perry@usu.edu
Cynthia	Pugmire	T685484	Bear River Head Start	Cache	435-755-0081	cpugmire@brheadstart.org
Jescee	Adams	T630788	Bear River Health Dept	Cache	435-792-6510	jesceeadams@utah.gov
Ana	Ayala	T690197	Bear River Head Start	Cache	435-755-0081	aayala@brheadstart.org
Kim	Bales	T685471	Bear River Health Department	Cache	435-792-6521	kimbales3@yahoo.com
Lana	Bettino	T66699	Castleview Hospital	Carbon	435-637-4800	Julie.Sprague@LifePointHospitals.com
Mary	Scow	T65338	Castleview Hospital	Carbon	637-4800	the_scows@hotmail.com
Julie	Sprague	T3412	Castleview Hospital/Safe Kids (Carbon/E	Carbon	435-636-4828	Julie.Sprague@LifePointHospitals.com
Janet	Young	T3461	Castleview Hospital	Carbon	435-637-4800	ljyoung2@yahoo.com
Julia	Henrie	T662205	Castleview Hospital	Carbon	435-636-4828	jhenrie4434@yahoo.com
Kourtney	Herrera	T702553	Southeastern Utah District Health Depart	Carbon	435-637-3671	kherrera@utah.gov
Janet	Korenko	T66707	Castleview Hospital	Carbon	435-636-4828	
Diane	Lodeserto	T697494	Southeastern Utah district Health Depart	Carbon	435-637-3671	dlodeserto@utah.gov
Jason	Marshall	T635753	Utah Highway Patrol	Carbon	435-637-0980	jmarshal@utah.gov
Debbie	Marvidikis	T66708	SEUDHD	Carbon	435-637-3671	dmarvidikis@utah.gov
Georgina	Nowak	T1155	Retired as of July 14, 2011	Carbon	435-637-8704	georg@emerytelcom.net
Tana	Allred	T647100	Utah Highway Patrol	Carbon	435-637-0980	teallred@utah.gov

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
Lori	Ball	T3227	Castleview Hospital	Carbon	435-637-4800	lorirball@hotmail.com
First Name	Last Name	Certification Nu	Company Name	County	Work Phone	Email Address
Doug	Bitton	T635776	Layton City Fire Department	Davis	801-336-3940	dbitton@laytoncity.org
Jeri	Boren	T046385	Jeri Boren	Davis	801-721-5394	jeri.boren@yahoo.com
JOSEPH	SCHILLING	T648653	HILL AIR FORCE BASE FIRE DEPT	Davis	801-777-3021	JOE.SCHILLING@YAHOO.COM
Annamarie	Schow	T675956	None	Davis	801-645-1476	seekingsquirrels@gmail.com
Teresa	Smith	T12351	Davis County Healty Dept.	Davis	801-525-5013	teresaj@co.davis.ut.us
Joshua	Crawley	T706979	South Davis Metro Fire Agency	Davis	801-677-2400	jcrawley@sdmetrofire.org
Rachel	Tate	T109709	Rachel Tate	Davis	801-447-4600	czrachel@gmail.com
Jesse	VanDeMerwe	T696628	Hill Air Force Base Fire Dept.	Davis	801-777-3021	jesse.vandemerwe1@hill.af.mil
Jeannette	Villalta	T676132	Volunteer	Davis	801-888-8327	smile38@live.com
Eric	White	T20032	Utah Highway Patrol	Davis	801-447-8120	ewhite@utah.gov
Adam	Fiske	T707147	Clearfield Police Department	Davis	801-525-2806	adam.fiske@clearfieldcity.org
Brady	Fitzpatrick	T652336	Layton City Police Department	Davis	801-336-3486	bfitzpatrick@laytoncity.org
Linda	Freer	T698236	Davis County Health Promotion	Davis	801-525-5069	lfreer@co.davis.ut.us
Paul	George	T69674	South Davis Metro Fire	Davis	801-677-2400	pgeorge@sdmetrofire.org
Christopher	Gerdes	T696706	Hill Air Force Base Fire Department	Davis	406-750-4976	christopher.gerdes@hill.af.mil
Lori	Greene	T713174	Volunteer	Davis	801-309-7074	mnlgreene91@msn.com
Jessica	Hardcastle	T669243	Davis County Health Department	Davis	801-525-5087	jhardcastle@daviscountyutah.gov
Aaron	Hottel	T696804	Hill Air Force Base Fire Department	Davis	801-777-3021	aaron.hottel1@hill.af.mil
Michelle	Jamison	T635764	Home	Davis	801-860-0051	jamison.michelle@gmail.com
Vicki	Jeppson	T030944	Clinton Police	Davis	801-614-0800	vjeppson2002@yahoo.com
Virgil	Jones	T12440	Hill Airforce Base	Davis	801-777-1082	virgil.jones@hill.af.mil
Tiffany	Leishman	T61155	Davis County Health Department	Davis	801-525-5073	tleishma@daviscountyutah.gov
Sam	North	T681821	Davis County Health Department	Davis	801-451-3372	snorth@daviscountyutah.gov
Shai	Palmer	T695716	*	Davis	801-725-0927	briteliteus@comcast.net
Priscilla	Angulo	T694292	Davis County Health Department	Davis	801-289-6456	pangulo@daviscountyutah.gov
Ryan	Arbon	T707149	Clearfield City	Davis	801-525-2806	rarbon@clearfieldcity.org
Chris	Bateman	T681822	Davis County Health Department	Davis	801-525-5076	cbateman@co.davis.ut.us
Roxanne	Bauman	T635780	Layton City Fire Department	Davis	801-336-3940	rbauman@laytoncity.org
Randy	Benoit	T690413	Layton Fire Corps	Davis	801-564-1625	benoit3418@msn.com
Jeramie	Tubbs	I646492	TriCounty Health Dept	Duchesne	435-722-6306	jtubbs@tricountyhealth.com
Mike	Sprague	T646493	Castleview Hospital	Emery	435-637-4800	sprague7@etv.net
Nicole	Deabenderfe	T683168	Emery County Sheriff's Office	Emery	435-381-2404	nicoled@ecso.com
Lori	Hardee	T635758	Southeastern Utah Department of Health	Emery	435-381-2252	lhardee@utah.gov
Marta	Lamont	T674970	SEUDHD	Grand	435-259-5602	mlamont@utah.gov

130

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
Marc	Bowman	T702134	Iron County Ambulance	Iron	435-865-1268	mbowman@ironcounty.net
JENNY	CALL	T66592		Iron	435-868-5150	jenny.call@IHC.COM
Chase	Chappell	T701672	N/A	Iron	435-592-4410	cchapl@hotmail.com
Tyler	Savage	T702603	Tyler Savage	Iron	928-651-5480	homebound83@hotmail.com
Amber	Dalton	T674821	Iron County Ambulance	Iron	435-865-1275	pddalton@hotmail.com
Cambree	Johnson	T678594	Southwest Utah Public Health Departmer	Iron	435-865-5151	cjohnson@swuhealth.org
Bridget	Larsen	T690633	Iron county ambulance	Iron	435-531-1375	bridget_larsen15@yahoo.com
Natalie	Lisonbee	T702530	N/A	Iron	435-868-5150	natlisonbee@gmail.com
Terry	Petersen	T62674	Cedar City Police Dept.	Iron	435-586-2956	tpetersen@ironcounty.net
Sherry	Allen	T676020	Valley View Medical Center/OB/Nursery	Iron	435-868-5150	Sherry.Allen@imail.org
Dustin	Livingston	T630793	Utah Highway Patrol	Juab	435-851-4612	dlivingston@utah.gov
Ashley	Chamberlain	T710819	Southwest Utah Public Health Departmer	Kane	435-644-2537	achamberlain@swuhealth.org
Mary	Barlow	T702015	Hildale/Colorado City Fire Dept	Kane	435-874-2240	code@hccfd.org
RosaLee	Barlow	T702017	Hildale/Colorado City Fire Dept	Kane	435-212-4035	code@hccfd.org
Sharon	Blad	T046383	Fillmore Hospital/Safe Kids	Millard	435-743-5591	sharon.blad@imail.org
Curtis	Shields	T036218	Safe Kids Great Basin Chapter	Millard	435-743-6530	cshields@utah.gov
Pamela	Goodrich	T69673	Central Utah Public Health	Millard	435-864-3612	pgoodrich@utah.gov
Jared	Jensen	T706705	Utah Highway Patrol	Millard	435-760-7691	jaredjensen@utah.gov
Alison	Robinson	T690598	Fillmore Community Medical Center	Millard	435-743-5591	alison.robinson@imail.org
Ashlee	Waller	T631459	IHC/ McKay Dee Hospital	Morgan	801-387-4150	asher1021@live.com
Amanda	Webb	T635750	Summit County Health Department	Morgan	435-333-1508	mwebb@summitcounty.org
Dr A Elaine	Bond	T713205	LDS Church - Humanitarian Services	Salt Lake	801-240-8065	Elaine.Bond@LDSChurch.org
Mark	Bricker	T696798	Utah Highway Patrol	Salt Lake	801-864-5518	mbricker1@utah.gov
Janet	Brooks	I0936	Primary Children's Medical Center	Salt Lake	801-662-6585	Janet.Brooks@imail.org
Leslie	Bruce	T636015	Primary Childrens/Draper Police Dept	Salt Lake	801-232-2535	2bruceboys@gmail.com
Kerilee	Burton	T683085	Utah Highway Safety Office	Salt Lake	801-505-3315	kburton@utah.gov
Mary	Callahan	T711838	Love Labors	Salt Lake	801-520-6656	maryc6_3@yahoo.com
Jonathan	Campbell	T675874	South Jordan Police Department	Salt Lake	801-254-4708	jcampbell@sjc.utah.gov
Cameron	Roden	T72102	Utah Highway Patrol	Salt Lake	801-957-8610	croden@utah.gov
Amber	Rodrigue	T686782	Primary Children's Medical Center	Salt Lake	801-662-3200	amber.rodrigue@imail.org
May	Romo	T633630	Salt Lake Valley Health Department	Salt Lake	385-468-3880	mromo@slco.org
Luz	Salas - Torre	T698341	Shriners Hospital for Children	Salt Lake	801-536-3510	lsalas-torres@shrinenet.org
Melanie	Schmitt	T710627	Primary Children's Medical Center	Salt Lake	801-662-4000	melanie.schmitt@imail.org
Lindsay	Sevy	T712593	Unified Police Department	Salt Lake	385-468-9488	lsevy@updsl.org
Kay	Shafter	T030948	UoU Hospital	Salt Lake	801-581-2747	Kay.Shafter@hsc.utah.edu
Lori	Shaw	T712658	Unified Police Department	Salt Lake	385-468-9356	lshaw@updsl.org

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
Jodi	Skogg	T036241	South Jordan Police Dept.	Salt Lake	801-254-4708	jskogg@sjc.utah.gov
Brandon	Smith	T675880	South Jordan Police Deparmtment	Salt Lake	801-254-4708	bjsmith@sjc.utah.gov
Lhaksam	Choedon	T679490	Catholic Community Services	Salt Lake	801-428-1250	lchoedon@ccsutah.org
Kevin	Condra	T686002	Salt Lake Valley Health Department	Salt Lake	385-468-3877	kcondra@slco.org
SHANNON	COOLACK	T714467	Unified Police Dept of Greater Salt Lake	Salt Lake	801-743-7000	scoolack@updsl.org
Timothy	Cosgrove	T62609	Primary Children's Medical Center	Salt Lake	801-662-6582	tim.cosgrove@imail.org
Jacob	Cox	T040034	Utah Highway Patrol	Salt Lake	801-828-5291	jacobcox@utah.gov
Sarah	Crane	T046357	Utah Highway Patrol	Salt Lake	801-503-4248	sjcrane@utah.gov
Warren	Dallof	T715329	Unified Police Department of Greater Sa	Salt Lake	801-518-0489	wdallof@updsl.org
Shalae	De Jarnatt	T13369	Unified Police Department	Salt Lake	38-546-8935	sdejarnatt@updsl.org
Catherine	Drake	T686575	Primary Children's Medical Center	Salt Lake	801-662-4000	catrina_ballerina@yahoo.com
Shannon	Ellis	T644104	ABRA Auto Body & Glass	Salt Lake	801-568-0606	sellis@abraauto.com
Shannon	England-Rice	T031107	Primary Children's Medical Center	Salt Lake	801-662-6583	msrice7@hotmail.com
Lori	Farnsworth	T635761		Salt Lake	801-969-9772	lorismurph@yahoo.com
Shelly	Terry	T703890	University Of Utah Hospital	Salt Lake	801-581-2261	Shelly.Terry@hsc.utah.edu
Ted	Tingey	T87243	Utah Highway Patrol	Salt Lake	801-366-6040	ttingey@utah.gov
Ruth	Vayo	T021546	Primary Children's Medical	Salt Lake	801-662-6583	ruth.vayo@imail.org
Fanny	Vernal	T652326	Fanny A Vernal	Salt Lake	801-661-0205	fvf95@hotmail.com
Juliet	Wiersma	T712664	Unified Police Department	Salt Lake	801-250-1474	jwiersma@updsl.org
Jennifer	Williams	T658859	Utah Safety Council	Salt Lake	801-746-7233	jwilliams@utahsafetycouncil.org
Christina	Fisher	T662196	Utah Department of Health–VIPP	Salt Lake	801-538-6852	cfisher@utah.gov
Colby	Garrick	T706027	Utah Highway Patrol	Salt Lake	801-284-5520	cogarrick@utah.gov
Claudia	Gonzalez	T021516	La Casa del Pueblo	Salt Lake	801-688-1009	claudiagonzalez811@yahoo.com
Samantha	Goodman	T714028	University Medical Center	Salt Lake	801-585-2528	tptsax5@msn.com
Marlene	Gourley	T713269	Church of Jesus Christ of Latter Day Sain	Salt Lake	801-573-3867	dsgourley@msn.com
Trisha	Gourley	T648659	International Rescue Committee	Salt Lake	801-883-8478	Trisha.Gourley@Rescue.org
Marlena	Griego	T707152	Murray City Corporation - Park Center	Salt Lake	801-284-4200	marlenagriego@msn.com
AMY	Winkler	I611068	Utah Highway Safety Office	Salt Lake	801-598-8662	awinkler@utah.gov
SAMUEL	WINKLER	T649183	SOUTH JORDAN POLICE DEPT	Salt Lake	801-254-4708	SWINKLER@SJC.UTAH.GOV
Emily	Young	T704723	Intermountain HealthCare	Salt Lake	801-414-7873	Emily.Jordan@imail.org
Ed	Hall	T3510	West Jordan Fire	Salt Lake		haz-taz@comcast.net
Aimee	Hardman	T686769	Primary Children's Medical Center- CMU	Salt Lake	801-662-1000	KBooinSL@aol.com
Gina	Haws	T713313	South Jordan Police Department	Salt Lake	801-254-4708	ghaws@sjc.utah.gov
Whitney	Henrie	T703368	Primary Children's Medical Center	Salt Lake	801-662-6586	whitney.henrie@imail.org
Kammon	Hiatt	T707453	Utah Highway Patrol	Salt Lake	801-284-5520	khiatt@utah.gov
Melissa	Higley	T691024	Intermountain Sandy Clinic	Salt Lake	801-501-2150	melissa.higley@imail.org

Utah CPS Technicians
June 2013

First Name	Last Name	Certification ;	Company Name	County	Work Phone	Email Address
Sarah	Hurd	T704126	In process of starting a buisness	Salt Lake	218-349-6185	blue_aphalt@hotmail.com
Michael	Irvine	I585858	Utah Highway Patrol	Salt Lake	801-707-2609	mirvine@utah.gov
Stacy	Johnson	I658874	PENNA POWERS BRIAN HAYNES	Salt Lake	801-487-4800	sjohnson@ppbh.com
Gary	Keller	T639571	South Salt Lake Police Dept.	Salt Lake	801-412-3635	gkeller@southsaltlakecity.com
Julie	Lambert	T698343	Shriniers Hospital for Children	Salt Lake	801-536-3510	jlambert@shrinenet.org
Brittany	Laswell	T714951	Cottonwood Pediatrics	Salt Lake	801-747-8700	brittlaswell@yahoo.com
Morganne	Longmore	T712797	Bear River Health Department	Salt Lake	801-598-4622	l.morganne07@gmail.com
Ray	Lopez	T712637	Unified Police Deparment/Riverton Prec	Salt Lake	801-254-0167	RLopez@updsl.org
Mary Kaye	Lucas	T662203	Utah Highway Patrol	Salt Lake	801-284-5520	mklucas@utah.gov
Amy	Maddox	T662209	Utah Highway Patrol	Salt Lake	801-910-3348	afallows@utah.gov
Tammie	Marquez	T708295	Sandy City Police	Salt Lake	801-568-7200	tmarquez@sandy.utah.gov
Michelle	McLaughlin	T65278	Utah Highway Patrol	Salt Lake	801-707-7752	MMCLAUGH@utah.gov
Marilyn	Morris	T630877	Primary Children's Medical Ctr	Salt Lake	801-662-6580	marilyn.morris@imail.org
Larry	Mower	T021528	Utah Highway Patrol	Salt Lake	801-362-9246	lmower@utah.gov
Keith	Nicol	T711385	West Valley City	Salt Lake	801-647-6683	nicol.keith@gmail.com
Roland	Oliver	T706983	PC Riverton Hospital	Salt Lake	801-285-1660	roland.oliver@imail.org
Marjorie	Putman	T72098	University Hosptial	Salt Lake	801-581-2261	Marjorie.Putman@hsc.utah.edu
Lynda	Reinstein	T704262	Utah Highway Safety Office	Salt Lake	801-366-6040	lreinstein@utah.gov
Kristy	Rigby	T0571	Utah Highway Safety Office	Salt Lake	801-366-6047	krigby@utah.gov
Katie	Roberts	T712852	Intermountain Health Care Child Develop	Salt Lake	801-835-5328	katie@km-roberts.com
Bhagawat	Acharya	T706411	International Rescue Committee	Salt Lake	801-883-8483	bhagawat87@yahoo.com
Erin	Allen	T679498	Salt Lake CAP Head Start	Salt Lake	801-250-6323X2	eallen@slcap.org
Kaitlyn	Allen	T704081	Utah Safety Council	Salt Lake	801-746-7233	kallen@utahsafetycouncil.org
Eden	Anderson	T708164	UDOH/Safe Kids Utah	Salt Lake	801-538-6852	eanderson@utah.gov
Jason	Appleman	T712627	Unified Police Department of Greater Sa	Salt Lake	801-913-5608	jappleman@updsl.org
Carol	Avery	T040018	Salt Lake Valley Health Department	Salt Lake	385-468-3878	csavery@slco.org
Jaime	Bates	T715252	Primary Children Medical Center	Salt Lake	801-662-4037	jaime.bates@imail.org
Hollie	Davis	T630862	Hollie Davis	Salt Lake		hojo2230@yahoo.com
Lisa	Hackwell	T703643	2319 Saddle Way	Salt Lake	801-647-9522	barh99@comcast.net
Taylor	Hixson	T713952	UofU Hospital	Salt Lake	801-581-2261	tayhix@msn.com
Lourdes	Avila	T652327	Home	Salt Lake	385-468-4022	lulu_avila64@hotmail.com
Glenna	Black	T680406	Black Hawk Transportation	San Juan	435-678-3224	blackhawktravel@citlink.net
Heather	Brown	T700907	Utah Navajo Health System Inc	San Juan	435-651-3714	hbrown@unhsinc.org
Thelia	Rojas	T702543	Utah Navajo Health System, Inc	San Juan	435-651-3291	trojas@unhsinc.org
Lucinda	Slim	T702541	Utah Navajo Health System, Inc	San Juan	435-651-3291	lslim@unhsinc.org
Cathy	Spillman	T704388	Blue Mountain Hospital	San Juan	435-979-2086	clspillman@gmail.com

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
Mickey	Ekker	T680230	San Juan Safety Coalition	San Juan	435-678-4041	mickey_ekker@hotmail.com
Jodene	Fisher	T704385	Blue Mountain Hospital	San Juan	435-459-1008	jivins4@frontier.com
Geri Lyn	Hansen	T696724	Southeastern Utah District Health Depart	San Juan	435-678-2723	gerilynhansen@utah.gov
Heather	Jemmott	T702458	Utah Navajo Health System Inc	San Juan	435-220-0028	eldrunken@yahoo.com
Christine	Johnson	T704383	Utah Navajo Health System	San Juan	435-727-3000	cjohnson@unhsinc.org
Debbie	Knight	T680846	San Juan School District	San Juan	435-678-1306	dknight@sanjuanschools.org
Lehi	Lacy	T680938	San Juan County Sheriff's Office	San Juan	435-587-2237	lehi_lacy@hotmail.com
Cherina	Poyer	T701587	Utah navajo health system	San Juan	435-444-0493	cpoyer@unhsinc.org
Loretta	Atene	T705904	Kayenta Health Center	San Juan	928-697-4000	loretta.atene@ihs.gov
Jana Kaye	Smith	T707872	Central Utah Health Department	Sanpete	435-835-2231	janakayesmith@gmail.com
Melinda	Steck	T3581	Central Utah SAFE KIDS	Sanpete	000-000-0000	mel_steck@yahoo.com
David	Brinkerhoff	T698328	Department of Public Safety - Utah Highw	Sevier	435-749-9835	dbrinker@utah.gov
Thayne	Carlisle	I573802	UTAH HIGHWAY PATROL	Sevier	435-896-2780	TCARLISL@UTAH.GOV
Peggy	Smith	T021545	Utah Highway Patrol	Sevier	435-896-2780	peggysmith@utah.gov
Terry	Smith	I0028	Utah Highway Safety Office	Sevier	435-201-4312	terrysmith1@utah.gov
Rebecca	Chappell	T023895	Central Utah SAFE Kids	Sevier	435-676-8811	becca5162@hotmail.com
Benjamin	Cox	T703708	Utah Highway Patrol	Sevier	435-979-5288	btcox@utah.gov
David	Henrie	T664882	Utah Highway Patrol	Sevier	435-896-2780	dhenrie@utah.gov
Valyn	Leavitt	T046365	Central Utah Public Health Dpt.	Sevier	435-896-5451	vleavitt@utah.gov
Clay	Morgan	T686683	Utah Highway Patrol	Sevier	435-979-7498	jmorgan@utah.gov
Cherry	Niemeyer	T023896	Central Utah Safe Kids	Sevier	435-896-5476	cherry@richfieldreaper.com
Sarah	Bagley	T700430	Central Utah Public Health	Sevier	435-896-5451	sarahbagley@utah.gov
Geri	Essen	T040027	Summit County Health Department	Summit	435-333-1505	gessen@utah.gov
Deborah	Thomas	T12315		Summit	8016624165	debbie.thomas@imail.org
Sylvia	White	T69672	Summit County Health Dept.	Summit	435-333-1521	swhite@summitcounty.org
Olivia	Gunnerson	T689827	Summit County Health Department	Summit	435-333-1506	ogunnerson@summitcounty.org
Brian	Luangsawasc	T703060	Park City Police	Summit	435-731-0643	bluangsawasdi@parkcity.org
Jean	Paskett	T036238	Summit Co. Health Department	Summit	435-336-3228	jpaskett@utah.gov
Jill	Petty	T040057		Summit	000-000-0000	chud@xmission.com
Kristen	Bolinder	T676310	Tooele County Health Department	Tooele	435-277-2457	kbolinder@utah.gov
Kimberely	Clausing	T037492	Tooele County Health	Tooele	435-277-2483	kclausing@tooelehealth.org
Christine	Curry	T690395	None	Tooele	435-843-5030	cncurry1111@gmail.com
Malaena	Toohey	T14089	Tooele County Health Dept	Tooele	435-277-2481	mtoohey@tooelehealth.org
Tanya	Turnbow	T710322	Tooele City Police	Tooele	435-882-8900	tturnbow@tooelecity.org
Bradley	Young	T672086	Tooele City	Tooele	435-882-8900	byoung@tooelecity.org
Brenda	Nelson	T036249	Tooele County Health DPT.	Tooele	435-843-2338	brendanelson@utah.gov

134

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
David	Aagard	T031103	Grantsville Police Dept	Tooele	435-884-6881	p51dmustangdwa@hotmail.com
Amy	Bate	T707547	Tooele County Health Department	Tooele	435-277-2480	abate@tooelehealth.org
Shoshana	Shavanaux	T715140	Ute Indian Tribe Family Services	Uintah	435-725-4054	shoshanas@utetribe.com
Teresa	Shields	T021542	Indian Health Services	Uintah	435-722-5122	theresa.shields@ihs.gov
Christal	Dent	T707816	TriCounty Health Department	Uintah	435-247-1188	CDent@tricountyhealth.com
Brett	Gehring	T646600	Utah Highway Patrol	Uintah	435-789-3111	bgehring@utah.gov
Joe	LaFramboise	T652708	Public Health Service	Uintah	435-725-5040	joel@utetribe.com
Matthew	Brandley	T712809	Provo City Police	Utah	801-852-7249	leyre@provo.utah.gov
Anita	Brandow	T701931	Utah Valley Regional Medical Center	Utah	801-357-7414	Anita.Bowles@imail.org
Marla	Brannum	T693546	Utah County Health Department	Utah	801-851-7082	marlab@utahcounty.gov
Toni	Carpenter	T700629	Utah County Health Department	Utah	801-851-7099	tonic@utahcounty.gov
Mercedes	Rodriguez	T698290	Safe kids	Utah	801-319-4273	yamileth.r@gmail.com
Kari	Schmidt	T635771	Utah County Health Department	Utah	801-851-7098	uchlth.karis@state.ut.us
Sarah	Simons	T698334	Utah County Health Department	Utah	801-851-7096	uchlth.sarahsi@state.ut.us
Laura	Davis Werne	T698043	Utah State Hospital	Utah	801-344-4489	lcdavis@utah.gov
Eric	Edwards	T20930	Utah County Health Dept.	Utah	000-000-0000	ericse@utahcounty.gov
Ashley	Swindler	T715043	Not Employed/Home-maker	Utah	801-369-0987	ashswindler@gmail.com
Mark	Thompson	T690299	Utah Highway Patrol	Utah	801-380-9720	mthompson@utah.gov
JENNY	TISCHLER	T648764	UTAH COUNTY HEALTH DEPT	Utah	801-851-7096	JENNYT.UCHLTH@STATE.UT.US
Janene	Wilkey	T639493	Home	Utah		janene.brock@gmail.com
Maralie	Godemann	T690161	N/A	Utah	801-851-7014	mg06311@gmail.com
Brooke	Goodrich	T704978	Riverton Hospital	Utah	435-406-4337	bean4337@gmail.com
Valerie	Winkler	T683247	Valerie Winkler	Utah	801-656-9389	valeegirl83@yahoo.com
Sofia	Ybarra	T715172	Utah County Health Department	Utah	801-851-7529	sofiay@utahcounty.gov
Blake	Hansen	T036230	University of Utah Newborn ICU	Utah	801-581-2746	blakenp@gmail.com
Sonya	Hansen	T706809	Safekids Utah County	Utah	801-763-1897	blakenp@gmail.com
Bonnie	Hargreaves	I1760	Bonnie Hargreaves	Utah	801-851-7035	bonniemcmullin@yahoo.com
Andrea	Jensen	T695710	Utah County Health Department	Utah	8018517509	Andreaj@UtahCounty.gov
Karen	Jensen	T693899	Utah County Health Department	Utah	801-851-7093	KarenB.uchlth@state.ut.us
Carol	Johnson	T4607	None	Utah	801-391-8269	halljohnson63@gmail.com
Stephanie	Jones	T664897	Utah County Health Department	Utah	801-851-7098	stephH.uchlth@state.ut.us
Janae	Letterman	T700501	Utah County Health Department	Utah	801-851-7068	janael@utahcounty.gov
Lance	Madigan	T635770	Utah County Health Department	Utah	801-851-7531	lancema@utahcounty.gov
Hoby	Metz	T675279	Utah Highway Patrol	Utah	801-857-1886	hmetz@utah.gov
Allison	Miller	T715170	Allison Miller	Utah	801-836-0410	kallisonster@gmail.com
Shellie	Monson	T704739	AAA - NCNU	Utah	801-788-3311	michelle.monson@goaaa.com

135

Utah CPS Technicians
June 2013

First Name	Last Name	Certification #	Company Name	County	Work Phone	Email Address
Rachel	Morrey	T710607	Utah County Health Department	Utah	801-851-7084	rachelmo@utahcounty.gov
Trudy	Phillips	T61160	Intermountain Healthcare	Utah	8013577414	trudy.phillips@imail.org
Christa	Price	T040049	Utah County Health Department	Utah	801-851-7068	pricec88@hotmail.com
Alecia	Richey	T639500	Home	Utah	801-376-5083	aleciarichey@gmail.com
Jaycie	Robinson	T648763		Utah		jaycief@hotmail.com
Raven	Albertson	T715183	Utah County Health Dept	Utah	801-851-7093	ravena@utahcounty.gov
DOUG	BATEMAN	T679758	AMERICAN FORK FIRE DEPARTMENT	Utah	801-763-3040	dbateman@afcity.net
Carrie	Bennett	T664884	Utah County Health Department	Utah	801-851-7035	carrieb@utahcounty.gov
Trudy	Brereton	T698321	Wasatch County Health Department	Wasatch	435-657-3312	tbrereton@co.wasatch.ut.us
Jonelle	Fitzgerald	T12893	Wasatch City/County Health Dept.	Wasatch	435-657-3260	jfitzger@utah.gov
Dawn	Franson	T040028	Wasatch County Sheriff's Office	Wasatch	435-654-1411	eightcatsdawn@yahoo.com
Amber	George	T031105	Wasatch County Health Dept	Wasatch	435-657-3259	apulley@co.wasatch.ut.us
Stephen	Matthews	T704381	Utah Highway Patrol	Wasatch	435-655-3445	sjmatthews@utah.gov
Landon	Middaugh	T712978	Utah Highway Patrol	Wasatch	(435)655-3445	lmiddaugh@utah.gov
Lamont	Black	T700601	Santa Clara Public Safety	Washington	435-627-4300	lblack@sccity.org
Marie	Brightman	T702975	Washington County Sheriffs Office	Washington	435-656-6550	mbrightman@washeriff.net
Tami	Campbell	T679626	Hope Pregnancy Care Center	Washington	435-656-5331	tami@hopepregnancyutah.org
Loralee	Candland	T679227	The Learning Center	Washington	435-673-5353	lcandland@tlc4families.org
Kristi	Carson	T678714	Dixie Regional Medical Center	Washington	435-688-5462	kristi.carson@imail.org
Jamison	Sivulich	T714325	AAA Northern CA, NV & UT	Washington	435-652-6923	Jamison.Sivulich@goAAA.com
Staci	Costa	T700435	N/A	Washington	435-215-6858	stellarstace@gmail.com
Amber	Crouse	T693119	Washington County Sheriffs Office	Washington	435-632-8050	acrouse@washeriff.net
Aleena	Davis	T701763	St George Police Communications	Washington	435-627-4300	aleena.davis@sgcity.org
Kallie	Stewart	T700487	SWUPHD	Washington	435-986-2567	kstewart@swuhealth.org
Taunie	Stott	T678881	Ivins Public Safety	Washington	435-674-5503	tstott@ivins.com
Susan	Taylor	T631463	Dixie Regional Medical Center	Washington	435-879-6801	susan.taylor@intermountainmail.org
Steven	Thunell	T678598	Intermountain Healthcare	Washington	435-251-2049	chad.thunell@imail.org
Lance	Williamson	T700598	Santa Clara Public Safety	Washington	435-627-4300	lwilliamson@sccity.org
Paul	Gates	T702716	Washington County Sheriff's Office	Washington	435-656-6517	pgates@washeriff.net
Jace	Wittwer	T701765	St George Police Communications	Washington	435-627-4300	jace.wittwer@sgcity.org
Heather	Hatch	T62643	City of St George	Washington	435-627-4300	heather.hallman@sgcity.org
Jan	Heward	T680532	Dixie Regional Medical Center	Washington	435-688-4490	jan.heward@imail.org
Julie	Howells	T678810	Dixie Regional Medical Center	Washington	435-688-5440	julie.howells@imail.org
Jordan	Mathis	T669474	Southwest Utah Public Health Department	Washington	435-986-2593	jordanmathis@utah.gov
Katie	Mathis	T678713	Southwest Utah Public Health	Washington	435-986-2578	karchibald@utah.gov
Kandyce	McCracken	T678591	McCracken Residence	Washington	208-569-8225	mccracken.kandyce@me.com

Utah CPS Technicians
June 2013

First Name	Last Name	Certification	Company Name	County	Work Phone	Email Address
Erin	McMullin	T700488	SWUPHD	Washington	435-652-4064	emcmullin@swuhealth.org
Ryan	Morford	T698272	Washington County Sheriff's Office	Washington	435-656-6630	rmorford@washeriff.net
Cory	Norman	T700599	Santa Clara Public Safety	Washington	435-627-4300	cnorman@lavaridge.net
Penny	Nuttall	T678570	The Learning Center for Families	Washington	435-673-5353x1	pnuttall@tlc4families.org
Shalyce	Oman	T696592	Southwest Utah Public Health Departmer	Washington	435-986-2563	shalyceoman@utah.gov
Cindy	Anderson	T702989	Washington County Sheriff's Office	Washington	435-656-6600	canderso@washeriff.net
Cheryl	Berry	T701764	St George Police Communications	Washington	435-627-4300	cheryl.berry@sgcity.org
Rachel	Rosenberg	I672409	McKay-Dee Hospital - CHIC	Weber	801-387-7800	Rachel.Rosenberg@imail.org
Marie	Chase	T707580	McKay-Dee Hospital	Weber	801-387-7800	marie.chase@imail.org
Suzanne	Clifford	T705880	Weber Morgan Health Department	Weber	801-399-7193	sclifford@co.weber.ut.us
Emily	Tubbs	T714810	McKay Dee Hospital	Weber	801-387-4150	emily.tubbs@imail.org
Kelsi	Wilde	T679595	Intermountain Health Care (McKay-Dee)	Weber	801-387-7800	kelsi.wilde@imail.org
Jann	Fawcett	T036244	Weber-Morgan Health Department	Weber	801-399-7186	jfawcett@co.weber.ut.us
Maria	Garcia	T686792	Weber County Sheriffs Office	Weber	801-778-6647	mgarcia@co.weber.ut.us
Rochelle	Gates	T662202	Weber-Morgan Health Department	Weber	801-399-7187	rcreager@co.weber.ut.us
Keri	Gibson	I001552	Utah Highway Safety Office	Weber	801-243-7571	kgibson@utah.gov
GLORIA	YUGEL	T648721	DAVIS COUNTY HEALTH DEPT	Weber	801-451-3258	gyugel@daviscountyutah.gov
Anna	Guymon	T662200	Weber-Morgan Health Department	Weber	801-399-7182	aguymon@co.weber.ut.us
Saia	Hafoka	T706527	Weber-Morgan Health Department	Weber	801-399-7105	shafoka@co.weber.ut.us
Cami	Hall	T72104		Weber	801-814-0609	camijhall@hotmail.com
Elisabeth	Hansen	T662198	Weber-Morgan Health Department	Weber	801-791-3475	ehansen75@yahoo.com
KARA	HANSEN	T649182	Kara Hansen	Weber	801-387-7800	kara.hansen@imail.org
Arlena	Harmon	T703957	Weber-Morgan Health Department	Weber	801-399-7189	aharmon@co.weber.ut.us
Bryan	Hough	I646505	South Ogden Police Department	Weber	801-622-2800	bhough4019@yahoo.com
Shane	Hubbard	T624655	Roy City Police Dept.	Weber	801-774-1011	shubbard@royutah.org
Ieota	Ito	T72111	McKay Dee Hospital	Weber	801 387-7800	buzzy.ito@gmail.com
Elon	Jensen	T693734	Intermountain Healthcare - McKay Dee H	Weber	801-387-7804	elon.jensen@imail.org
Kristi Lynne	Jones	T61154	Weber-Morgan Health Department	Weber	801-399-7184	kjones@co.weber.ut.us
Ross	LaRue	T72112	Higher education	Weber	801-626-7220	rlarue@weber.edu
Jessica	Martinez	T72115	Molina Healthcare	Weber	801-858-0458	jessica.martinez@molinahealthcare.com
Benjamin	Mueller	T694783	AAA	Weber	801-605-0122	ben.mueller@goaaa.com
Nickee	Palacios	T673193	Weber-Morgan Health Dept.	Weber	801-399-7188	npalacios@co.weber.ut.us
Megan	Passey	T706034	Weber Morgan Health Department	Weber	801-399-7192	mpassey@co.weber.ut.us
Chelsey	Bair	T714814	McKay Dee Hospital	Weber	801-387-4150	chelsey.bair@imail.org
322 Total						

Attachments For 1200.21
Utah's High Risk Seat Belt Countermeasure Program

1200.21
Occupant Protection

HIGH RISK SEAT BELT COUNTERMEASURE PROGRAM

The UHSO has identified two high risk populations with regards to seat belts and has developed countermeasures that are designed to increase usage among these populations. Teenage drivers and rural motorists will be a focus for program activities during the year.

TEEN DRIVERS AND PASSENGERS

Teenage drivers represented 8% of the licensed drivers in Utah in 2011, yet they were in 20% of all motor vehicle crashes. In addition, crash occupants between the ages of 15 and 19 had the highest percentage of being unrestrained and only 22.2% of occupants killed in teenage driven vehicles were restrained. This group has always been identified as a high risk population. In turn, in 2006 the Utah Teen Driving Task Force was formed as a result of the State and Territorial Injury Prevention Directors Association (STIPDA) roundtable workshop. This group represents state, local, and private organizations concerned about coordinating activities to improve the safety of teen drivers and passengers with an emphasis on increasing seat belt use. The task force meets monthly and coordinates activities and programs under the "Don't Drive Stupid" program title, which is designed specifically for teens. Successful strategies implemented through this task force include:

- o Presentations in high school driver education and health classes
- o Development and distribution of an educational booklet that addresses seat belt use and the law
- o Statewide contests between schools such as, "Let's Make It A Zero Fatalities Year"
- o Development of a parent program that educates parents of teen drivers about laws and how to help form safe driving habits
- o High school assemblies with teens and parents on a regular basis
- o Educational outreach activities during high school lunch breaks
- o Presentations at community/county safety fairs
- o Press events
- o Calendar and multi-media contests

The Utah Teen Driving Task Force also supports several countermeasure programs that are overseen by partnering organizations such as the Utah Department of Transportation, Utah Department of Health, the Utah Safety Council and Utah Highway Patrol. These programs are comprehensive and utilize various strategies for increasing seat belt use among teen motorists. Some of the key programs include:

- Zero Fatalities Don't Drive Stupid program: Under the Zero Fatalities umbrella program, Don't Drive Stupid work between 40 and 50 high schools by helping to create a year-round educational program. Through a partnership with the state's 12 local health departments, this program has been expanded into schools with low observed seat belt use rates. Quarterly activity kits are provided to participating schools which are asked to organize activities on a monthly basis and report on those efforts. A website, www.dontdrivestupid.com, was developed for the public and the program has received awards and endorsements from key local leaders and state and national organizations. In fact, after the first year, fatalities among 16-19 year olds dropped 42 percent.

1

- **Utah Highway Patrol Adopt-A-High School:** The Utah Highway Patrol's Adopt-A-High-School 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 UHP adopts 5 to 14 schools each year and Troopers participate at the schools on a monthly basis during assemblies, sports activities, classes and other functions to provide students with safety information and encourage them to wear seat belts and practice safe driving habits. Seat belt surveys are conducted prior to any activity, as well as at the end of the school year in effort to document the program's success.

- **Teen Driving Challenge:** The Utah Highway Patrol's Teen Driving Challenge is designed to teach new drivers crash survivor and avoidance skills during an 8-hour training session at an EVO track. The course instructor discusses the importance of regular seat belt use as part of the course. During the year, approximately 10 courses will be taught to 150 teen drivers.

- **Alive at 25 Program:** Alive at 25 is overseen by the Utah Safety Council with the purpose of reducing the number of traffic fatalities and crashes amongst Utah drivers 15-24 years of age by focusing on safe driving attitudes and behaviors, such as buckling up. The Alive at 25 program is implemented in high schools and coordinates with court systems across the state. The 8-hour defensive driving course is becoming well recognized by several juvenile court systems as a resource to direct teen drivers who violate Utah's traffic laws. The effort is also incorporating a parent program that is designed to educate parents about the laws and safe driving behaviors most likely to affect their young driver, including seat belt use.

RURAL MOTORISTS

According to the 2012 Utah Safety Belt Observational Survey, the total share of occupants wearing seat belts was 81.9 percent. The "urban" counties of Cache, Davis, Salt Lake, Utah, Washington, and Weber were analyzed separately from the "rural" counties. The "urban" counties of Cache, Davis, Salt Lake, Utah, Washington, and Weber were analyzed separately from the "rural" counties. The seat belt usage rate for the urban counties was 85% and 70.1% for the rural counties.

Usage rates by type of vehicle were also analyzed. Eighty-five (84.6%) percent of the front seat outboard "car" occupants were belted, 87% of SUVs, 86% of vans, and 69% of truck occupants were using seat belts during these observations. Truck occupants, once again, had the lowest rate for any of the vehicle categories. Table 3 provides use rates by vehicle and urban versus rural.

Table 3: Occupant Restraint Use (%) by Urban/Rural

	Urban	Rural
All Occupants	85.0%	70.1%
Male Occupants	81.6	65.8
Female Occupants	89.4	75.4
CARS	87.0	73.8
SUVs	89.2	78.0
Trucks	74.1	55.6
Vans	89.0	77.8

2

Additionally, according to the 2011 Utah Crash Summary, rural areas had lower restraint use among crash occupants for nearly every hour of the day than urban areas. Furthermore, rural crashes were 2.9 times more likely to be fatal than urban crashes.

The UHSO recognizes that significant disparities exist between urban and rural rates of seat belt use among motorists in Utah. Driving or riding in a vehicle without a seatbelt is a well-recognized contributing factor to fatality, serious injury and harm associated with car crashes. Current efforts implemented in Utah's more urban areas have been successful at achieving higher seatbelt usage. However, these efforts may not be as effective in rural environments. The UHSO will take a different approach that is more applicable to a rural setting to address this critical protective behavior to improve traffic safety.

In order to increase seatbelt and child safety seat use in rural communities, work must be done to transform the culture around driving and seatbelts. The Western Transportation Institute at Montana State University has developed the Positive Community Norms (PCN) framework, which is a comprehensive prevention approach addressing three critical areas – leadership, communication campaigns, and the strategic allocation and integration of prevention resources (called prevention portfolio management) to cultivate cultural transformation.

There are several key strategies to support the development and evaluation of this comprehensive effort. Based on decades of research on actual and perceived norms and media campaigns, Montana State University has identified that significant formative research and stakeholder development are needed prior to launching into media message development and community education. Specifically, they have found that social marketing media campaigns that focus on risk factors such as not wearing a seatbelt are important but insufficient and unsustainable for achieving long-term goals of changing driver cultures through attitudinal and behavioral changes. Their pioneering approach seeks to transform community norms through rigorous scientific process. The following are the key objectives for this countermeasure program:

o Based on the 2012 statewide seat belt observational survey and other factors, identify three rural counties suitable for this initial pilot project. Those counties have been identified as Box Elder, Sanpete and San Juan. The seat belt use rates in 2012 were found to be 75.0% in Box Elder, 57.3% in Sanpete, and 62.3% in San Juan.

o Build the capacity of key stakeholders from the state and the three counties to lead efforts at improving traffic safety by increasing seatbelt usage using the PCN framework.

o Develop and implement baseline surveys to measure existing positive norms, perceived norms and critical gaps regarding seatbelt usage, related attitudes, and enforcement among adults, members of law enforcement, key leaders and youth in the identified communities (four separate surveys).

o Develop and implement communications efforts focused on reaching adults, youth, law enforcement and key leaders in the three

3

counties. The communication effort will be based on the PCN 7-Step Communication process (see image).

- ○ Develop and foster integration of community-based Prevention Portfolios to increase seatbelt usage in the three counties.

- ○ Evaluate the overall initiative to assess the change and transformation within the three counties based on a combination of qualitative and quantitative information including both observed and self-reported data.

Cultivating cultural transformation and long-lasting behavioral changes takes time and commitment. The UHSO will work with Montana State University over the next five years to develop an evidence-based effort, including a social marketing campaign, to increase seatbelt usage among rural citizens of Utah. For the first three years, extensive work will be conducted with the three pilot counties to assure the program is effective in changing behavior, after which the program will be implemented statewide in all rural counties.

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4

Attachments For 1200.21
Utah's Occupant Protection Strategic Plan

1200.21

Occupant Protection

Utah Occupant Protection Program

STRATEGIC PLAN 2012-2017

1

Table of Contents

2

1. INTRODUCTION

As the entity responsible for overseeing the state's occupant protection program, in 2011 the Utah Highway Safety Office (UHSO) created the Occupant Protection Advisory Committee to conduct strategic planning and provide guidance to the program. As part of this committee, this five-year Strategic Plan was adopted and has a broad purpose of identifying key areas, initiatives and concerns of interest to the state program.

The state's occupant protection program has a long history which began nearly 45 years ago when the federal Highway Safety Act of 1966 established an organizational structure and funding stream to create highway safety offices in each state. The following year, the UHSO was formed under the Utah Department of Public Safety umbrella and began its work to promote safe driving. Soon after, in 1968, the federal government required seatbelts to be installed in all new passenger cars which, ultimately, helped give birth to the state and national occupant protection program we know today.

Nearly 20 years after the UHSO opened its doors, Utah enacted the Safety Belt Use Law in 1986; only two years after New York passed the first state law requiring the use of seatbelts. While the law has gone through several revisions, each time giving it more strength, it has remained a secondary law which means an officer can issue a seat belt citation only if the driver is stopped for another violation, such as speeding. Currently, the law states that drivers and passengers must wear a seatbelt and that children up to age 8 must be properly restrained in a child car seat or booster seat. Violation of the law can result in a $45 fine. The law does provide for primary enforcement for individuals through age 18 years.

Legislating seatbelt use, while effective in increasing the number of people who buckle up, must accompany a comprehensive education program if success in reducing motor-vehicle related death and injury is to be achieved. In turn, a number of countermeasures and strategies are conducted by state, local, private and non-profit partners. These strategies have helped increase seatbelt use from 18% in 1986 to the 2012 use rate of 81.9%.

As a behavioral factor affecting overall highway safety, occupant protection is a priority area of the Utah Highway Safety Office (UHSO) which is committed to keeping motorists safe through proper and consistent use of the seatbelts, child safety restraints, and airbags.

2. MISSION, VISION AND GOAL

The UHSO's mission and vision statements reflect the purpose of our division, what we aspire to be, and the guiding principles that we will use to reach our goals.

Mission Statement
The mission of the Utah Highway Safety Office is to develop, promote and coordinate traffic safety initiatives designed to reduce traffic crashes, injuries and fatalities on Utah's roadways.

3

Vision Statement

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.

The Occupant Protection Program is one of the main program areas supported by the UHSO and works to support its mission and vision statements. Over the past decade, the percentage of deaths to unrestrained occupants has shown a decreasing trend; however, 38.7 percent of traffic-related fatalities have been to unrestrained occupants. On average, 109 people die each year in Utah who are unbuckled and failing to wear a seatbelt continues to be one of the top three causes of traffic fatalities. In turn, increasing the use of this life-saving device is the goal of the program.

Program Goal

The goal of the occupant protection program is to increase the statewide seatbelt use from the 2012 rate of 81.9% to 84.4% in 2017 and to increase seatbelt use in the rural counties from 70.1% to 76.3% during that same five-year period. This goal is based on a historical trend of an annual increase in seatbelt use of 0.6% from 2003 to 2011 and assumes no major changes in the law, funding or current programing. A more assertive goal was established for rural counties due to the fact that their seatbelt use rate is very low and a comprehensive program focusing on increasing belt usage in the rural areas of the state will be conducted for a five-year period beginning in 2013. In turn, an annual goal of 2.0% increase in rural areas was established.

Projected Seat Belt Use, Utah, 2012-2021

4
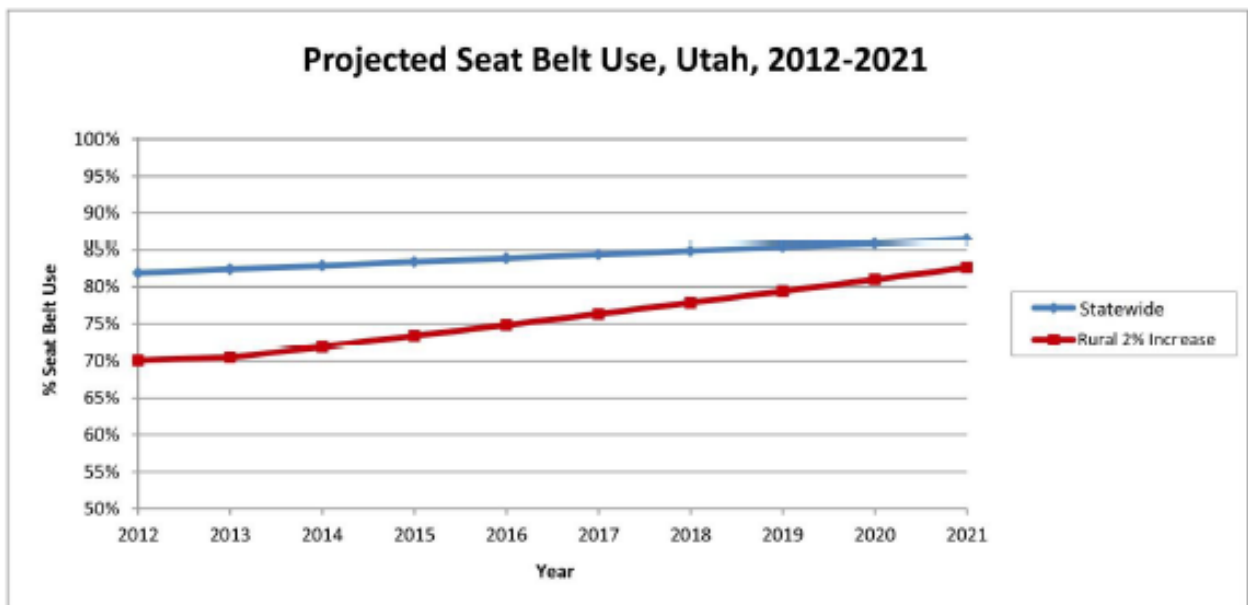
3. STRATEGIC ADVANTAGES

Utah has been considered a leading state in the nation with regards to decreasing seatbelt fatalities and increasing belt use. According to a recent study, "Analyzing the First Years of the Click It or Ticket Mobilizations," which reviews the program from 2002 to 2009, Utah is ranked #1 in the nation for having the greatest increase in seatbelt use during that time period. In addition, over the past 10 years, the percentage of deaths to unrestrained occupants has shown a decreasing trend. The success of the state's program can be attributed to many factors and advantages that keep the program momentum strong. These include:

- Utah has had a steady decline in the fatal crash rates over the last 40 years.
- High demand: The demand for occupant protection resources, education, and training remains solid.
- Strong partnerships: The state has strong partnerships among state, local, private and non-profit highway safety partners. Through these partnerships, come shared resources, expertise and coordinated activities and messaging. In addition, as advocacy organizations work towards a common goal more effective programs have been developed and limited resources are utilized more efficiently.
- Since 2006, the state has an established Teen Driving Task Force which meets monthly, coordinates campaigns and activities, and supports effective countermeasures that work to increase seatbelt use among young drivers.
- Road safety improvements continue to be a highly funded area of transportation safety, helping to reduce the number of traffic crashes.
- Long-standing reputation: the UHSO and its occupant protection program have a reputation for being objective, credible, and committed.

4. STRATEGIC CHALLENGES

The state faces many challenges when working towards increasing safety restraint use and decreasing motor-vehicle related deaths and injuries due to unbuckled occupants. These challenges include:

- Secondary Safety Restraint Law: Without a primary seatbelt law, achieving a usage rate above 90% will prove to be difficult.
- Lack of sufficient funding: In 2011, the top three leading causes of traffic-related death were speed (42%), failure to keep in the proper lane (35%) and unrestrained occupants (34%). In addition, unlike other traffic safety issues, the decision to use a seatbelt or child safety seat is made by every motorist regardless of their demographics. Sadly, the program does not receive sufficient funding to support collage of programs, campaigns and activities that are required to reach every population with an appropriate message.
- Lack of commitment by law enforcement agencies: Enforcing the state's seatbelt law is not considered a priority among many of the state's local and county law enforcement agencies, as it is one of the few secondary laws in state code.

5

5. STRATEGIC INITIATIVES, GOALS AND ACTION ITEMS

In developing the strategic initiatives, goals and action items outlined in this plan, the state Occupant Protection Program Manager reviewed the Uniform Guideline for State Highway Safety Occupant Protection Programs No. 20, which describes the components that a State program should include and the criteria that the components should meet.

After the plan was reviewed, modified, and ultimately accepted by the Utah Occupant Protection Advisory Committee, major gaps were identified and defined as an area in which improvement or expansion is needed in order to enhance, or even to maintain, the program. With timing and funding limitations, it is impossible to address all gaps in a single year. In turn, on an annual basis the committee will prioritize the action items with the goal of filling gaps within the state program by working to expand projects and implement appropriate countermeasures.

The plan outlines seven strategic initiatives, encompassing 26 goals and 84 action items that work to improve the overall program, fill gaps, and help the UHSO achieve its mission. The program's goals and action items are distributed into the following key components or strategic initiatives: program management, legislation/regulation/policy, data/evaluation, enforcement, communication, occupant protection for children, and outreach.

UTAH OCCUPANT PROTECTION PROGRAM
KEY COMPONENTS

Program Management

Outreach

Legislation, Regulation and Policy

Occupant Protection For Children

Data and Evaluation

Communication

Enforcement

6
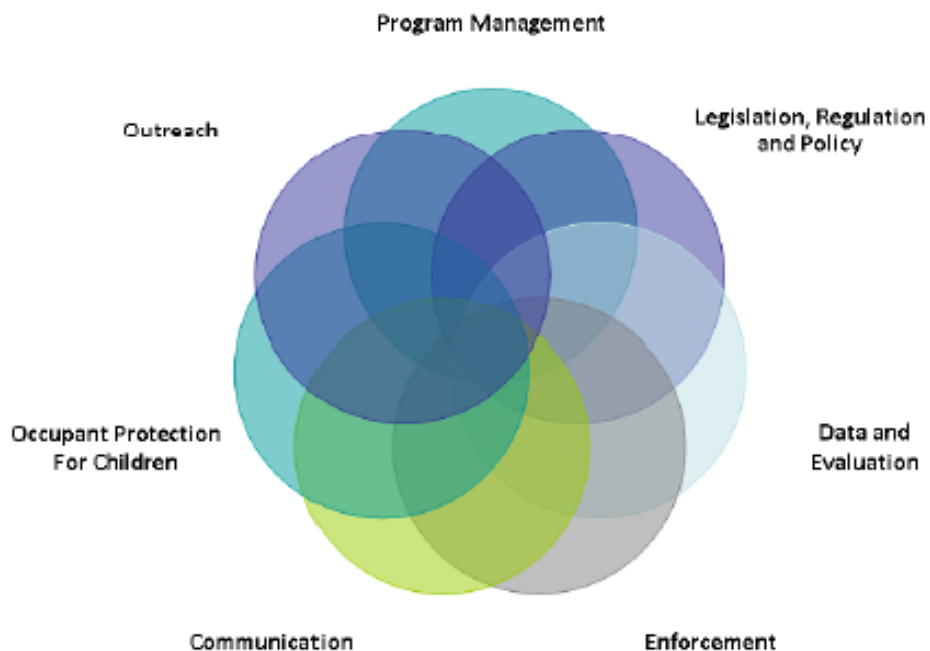
STRATEGIC INITIATIVE I: PROGRAM MANAGEMENT AND LEADERSHIP

Goal 1: Conduct long range planning involving all major players

Action Item: Convene a state Occupant Protection Advisory Committee and meet quarterly

Action Item: Invite new players to participate in planning including representatives from education, diverse populations and non-traditional partners

Action Item: Create a strategic planning document and update it every 5 years

Goal 2: Provide leadership, training and technical assistance to other agencies and local programs and projects

Action Item: Conduct the Zero Fatalities Safety Summit every 18 months and ensure special opportunities and tracks are available to major groups

Action Item: Apply for federal funding that is available to enhance the state's occupant protection program

Action Item: Look for opportunities to expand the program by sharing resources and coordinating activities with other state, local, private, and non-profit partners

Action Item: Coordinate with other state agencies (i.e. Utah Department of Health and Utah Department of Transportation) when making strategic decisions regarding grant funding to local health department and other agencies in effort to decrease duplication of efforts and expand available resources

Action Item: Be responsive to the needs of the state, counties, and communities

Goal 3: Integrate occupant protection concepts into state and community-based traffic safety programs

Action Item: Encourage community traffic safety programs to incorporate occupant protection activities into their grant proposals

Action Item: Support the inclusion of occupant protection into programs supported by other state agencies such as UDOH, UDOT and Education

STRATEGIC INITIATIVE II: LEGISLATION, REGULATION AND POLICY

Goal 1: Support the strengthening of traffic safety laws

Action Item: Support the passage of a Primary Safety Belt Use Law for all motorists

Action Item: Support the strengthening of GDL and child restraint laws

Goal 2: Support and enforce regulations requiring government employees and contractors to wear seatbelts

Action Item: Work with appropriate government entities to identify policies, educate employees about current regulations, and establish a penalty and/or reward system to encourage compliance

7

Goal 3: Require organizations and law enforcement agencies that receive federal funds to have a written and enforced seatbelt use policy for employees

> *Action Item*: Require sub-grantees and contractors to provide proof of an existing seatbelt use policy

> *Action Item*: Provide sample policies and ideas of ways to enforce existing or new policies

Goal 4: Ensure policies are in place and enforced by agencies that transport child passengers

> *Action Item*: Ensure all pre-schools, day care centers, and Head Start programs are in compliance with state and federal regulations

> *Action Item*: Provide standardized CPS policies and training for organizations that transport children

STRATEGIC INITIATIVE III: DATA AND EVALUATION

Goal 1: Access and analyze reliable data sources for problem identification and program planning

> *Action Item*: Conduct and publicize a NHTSA-approved statewide safety belt observational survey annually

> *Action Item*: Use local surveys, other studies, and crash statistics to analyze the use of child safety seats and booster seats

> *Action Item*: Collect, analyze and publicize data on injuries, fatalities and medical expenses resulting from non-use of safety restraints

> *Action Item*: Maintain trend data on safety restraint use in crashes

> *Action Item*: Identify high-risk populations through surveys and crash data

> *Action Item*: Obtain data from law enforcement agencies on the number of safety restraint citations and warnings issued

Goal 2: Ensure evaluation is an integral part of program planning at the state and local level

> *Action Item*: Evaluate the use of program resources and the effectiveness of existing communication and education programs

> *Action Item*: Conduct and publicize attitudinal and public awareness surveys about OP systems and laws

> *Action Item*: Provide evaluation guidelines and survey methods to sub-grantees and partnering organizations

> *Action Item*: Require programs funded with federal highway safety dollars to incorporate an effective evaluation tool into their annual plan

8

STRATEGIC INITIATIVE IV: ENFORCEMENT PROGRAM

Goal 1: Support vigorous enforcement of seatbelt and child restraint laws, including citations and warnings

Action Item: Reinstate a true zero tolerance policy for safety restraint violators

Action Item: Gather and monitor citation rates for non-use of safety restraints

Goal 2: Ensure there is accurate reporting of occupant protection system information on police accident report forms

Action Item: Work with the UHSO crash data team to assure officers are trained to identify and report accurate seatbelt and child restraint use on crash forms

Goal 3: Provide occupant protection resources to law enforcement

Action Item: Offer occupant protection training (NHTSA, CPST, in-service) to law enforcement agencies

Action Item: Provide resources that educate officers about the state's seatbelt and child restraint law, as well as the Graduated Driver Licensing Law as it pertains to seatbelt use among young drivers.

Action Item: In rural communities, train and equip officers with appropriate responses when citing family or friends

Goal 4: Encourage year-long participation in occupant protection initiatives by law enforcement

Action Item: Support a law enforcement challenge program that recognizes and rewards top performing officers and agencies

Action Item: Recruit participation from law enforcement agencies in national campaigns such as Click It or Ticket and Child Passenger Safety Week and encourage them to coordinate efforts with their local partners (i.e. local health departments)

Action Item: Develop an annual enforcement plan that incorporates and encourages regular enforcement of the state's safety restraint law

STRATEGIC INITIATIVE V: COMMUNICATION PROGRAM

Goal 1: Develop a communications plan that includes yearlong messaging

Action Item: Incorporate occupant protection into the UHSO communication plan and ensure strategic placement of messaging on a regular basis

Action Item: Coordinate messaging with National themes, the Zero Fatalities program, and campaigns supported or promoted by other partnering agencies

Action Item: Develop creative that helps promote seatbelt use during holiday and seasonal periods

9

Action Item: Utilize all media outlets including television, online, radio, print, signage, outdoor, theaters, sports events, health fairs

Action Item: Utilize social and emerging media such as Facebook, Blogs, and Twitter to inform and educate the public about occupant protection systems

Action Item: Use media to publicize results of seatbelt use surveys, new initiatives, seatbelt survivors, special projects, and other relevant statistics

Goal 2: Identify specific audiences and develop appropriate messages

Action Item: Implement an effective occupant protection campaign in rural communities

Action Item: Develop and support programs to increase booster seat use

Action Item: Develop seatbelt messaging aimed at pre-teens and teen drivers

Action Item: Provide materials and media messages in other languages

Action Item: Provide materials and support programs that reach older drivers

Goal 3: Participate in national campaigns and utilize NHTSA-supported themes and materials

Action Item: Support and participate in the National Click It or Ticket high-visibility enforcement mobilization

Action Item: Support and participate in National Child Passenger Safety Week

Goal 4: Evaluate all campaigns and communication programs

Action Item: Conduct an annual telephone survey that gathers public awareness of major occupant protection campaigns

Action Item: Coordinate with partner programs, such as Zero Fatalities, to conduct focus groups, public awareness surveys and other studies to determine campaign effectiveness

STRATEGIC INITIATIVE VI: OCCUPANT PROTECTION FOR CHILDREN

Goal 1: Provide CPS training using the NHTSA-approved curriculum

Action Item: Conduct at least three CPS certification courses annually

Action Item: Conduct special courses such as transporting children with special health care needs and CPS for school bus training, as needed

Action Item: Offer mini-courses for law enforcement, medical personnel, and individuals and organizations that provide secondary transportation for children

Goal 2: Provide re-training for certified CPS technicians

Action Item: Conduct re-certification and refresher courses, as needed

Action Item: Support and promote CEU opportunities and other resources designed to keep technicians certified and current in CPS issues

10

Action Item: Provide a CPS pre-conference and specific track during the Zero Fatalities Safety Summit

Goal 3: Promote the proper use of child safety seats and booster seats

Action Item: Support the state's Car Seat Fitting Stations by providing technical assistance, guidance, and financial assistance

Action Item: Work to increase the number of Car Seat Fitting Stations, with a special emphasis to outreach diverse or hard-to-reach populations

Action Item: Conduct and support community car seat checkpoints

Action Item: Advertise fitting stations, checkpoints and other special events and activities that aim to increase the proper and consistent use of safety restraints

Goal 4: Establish the infrastructure to coordinate and assess Utah's CPS program components

Action Item: Contract with a Training Coordinator to ensure the state provides the National CPS Technician Certification Course each year, supports technician retention, and recruits and maintains car seat inspection stations

Action Item: Establish a committee of the state's CPS Technician Intructors to coordinate and evaluate CPS training and activities

Action Item: Routinely evaluate fitting stations to ensure they meet minimum quality criteria established by NHTSA

STRATEGIC INITIATIVE VII: OUTREACH PROGRAM

Goal 1: Utilize extensive statewide and community involvement in occupant protection education

Action Item: Develop and advertise a comprehensive occupant protection website that serves as a central source of state information and programs

Action Item: Utilize a variety of methods to keep the public informed of resources, programs and activities (i.e. hotline, social media, websites)

Action Item: Support state and local coalitions and task forces that work to increase the use of seatbelts, child safety seats, and booster seats

Goal 2: Provide materials and resources necessary to conduct programs directed toward diverse populations

Action Item: Provide materials and resources in multiple languages

Action Item: Collect and analyze crash data in diverse communities

Action Item: Ensure representation of diverse groups on State and local coalitions and other work groups

Action Item: Provide guidance to grantees on conducting outreach in diverse communities

11

Action Item: Utilize leaders from diverse communities as spokespeople to promote seatbelt and child restraint use

Action Item: Conduct outreach efforts to diverse organizations and populations during state or national safety weeks or mobilizations

Goal 3: Integrate occupant protection into health programs

Action Item: Integrate seatbelts and child restraints into professional health training curriculum

Action Item: Collaborate with the UDOH to promote occupant protection as an injury prevention measure and integrate into public health planning

Action Item: Provide technical assistance, education and resources about seatbelts and child restraints to primary caregivers

Action Item: Include questions about seatbelt and child restraint use in health risk appraisals

Action Item: Utilize health care providers as visible public spokespeople

Action Item: Provide information about child restraint distribution programs and fitting stations to maternity hospitals and other prenatal and natal care centers

Goal 4: Incorporate occupant protection education into school curricula

Action Item: Ensure occupant protection is included in the K-12 health and safety education curricula and textbooks

Action Item: Encourage active promotion of regular seatbelt use through classroom and extracurricular activities

Action Item: Establish and enforce written school policies that require students and faculty to wear seatbelts

Goal 5: Outreach employers with occupant protection programs and resources

Action Item: Establish and enforce a seatbelt policy with sanctions for non-use

Action Item: Conduct OP education programs for employees on their seatbelt use policies and the benefits of regular and appropriate restraint use

Action Item: Support state and local programs that outreach business partners

6. CALL TO ACTION AND ACCOUNTABILITY

For the Occupant Protection Program Strategic Plan to be successful, we must follow through to incorporate the initiatives into everyday management, operations, and decision making.

Implementation:
An implementation process that will ensure that the strategic plan is carried out effectively is critical to the plans success. It is crucial to obtain support from various agencies and groups such as the Utah Department of Public Safety (UDPS), Utah Highway Safety Office (UHSO), state

12

Occupant Protection Program (OPP) staff, Occupant Protection Program Advisory Committee member, and other state and local partners. Each agency or group will be responsible for various aspects of the plan. Key stakeholders recruited to support and/or help implement the plan include:

- Utah Department of Public Safety
- Utah Highway Safety Office
- Utah Highway Patrol
- Utah Department of Transportation
- Utah Department of Health
- Utah Department of Education
- 12 Local Health Departments
- Primary Children's Medical Center
- Utah Safety Council
- Bureau of Emergency Medical Services
- Local Law Enforcement

The plan must be integrated as the guide for the UHSO's Occupant Protection (OP) program budget process. In addition, the UHSO and other groups must participate in ongoing revisions and modifications, as necessary. The table below details an organizational structure to support the plan and assign responsibilities.

Plan Levels	Scope	Timeframe	Lead Responsibility	Content
UDPS	State and Departmental Strategic Direction	10 years	Utah Strategic Highway Safety Planning Committee	Long-term Initiatives
UHSO	Operational Goals (Budget)	2 years	Division Director and Deputy Director	Short-term Initiatives
State OP Program	Program's Strategic Directions	5 years	OP Program Manager and Support Staff	Long-term Initiatives
State OP Program	Operational Goals	12 months	Occupant Protection Advisory Committee	Priority Initiatives & Implementation Details
Local Task Forces	Cross-divisional Goals	Short-term	Partnering Agencies and Sub-grantees	Implementation Details

Accountability:
In order for the plan to operate as a tool to help reach the goal of increasing seatbelt use, the UHSO must ensure that an effective system involving both communication and assessment is established and maintained.

The Occupant Protection Program Manager must develop a communication system to inform staff of our commitment to the mission and progress towards the initiatives, goals and action items.

13

Routine reporting on the goals will be a standard part of quarterly meetings with the Occupant Protection Advisory Committee. During every meeting, there will be a report on the priority initiatives. The report will include progress and issues. Once each year, a complete report will be provided to the UHSO Division Director that addresses overall progress toward initiatives and goals.

As a result of our internal highway safety data program, the UHSO will be able to assess the program's progress, and senior staff will have regular opportunities to discuss and adjust the plan's initiatives as needed.

14

Occupant Protection Advisory Committee 2012-2013

Representation: Chair, State Highway Safety

Kristy Rigby

Utah Highway Safety Office

5500 South Amelia Earhart Drive, Ste 155

Salt Lake City, Utah 84116

Tel: 801.366.6047 / Mobile: 801.971.3294
Fax: 801.366.6044
Email: krigby@utah.gov

Representation: Law Enforcement Liaison

Cameron Roden

Utah Highway Safety Office

5500 South Amelia Earhart Drive, Ste 155

Salt Lake City, Utah 84116

Mobile: 801.702.7453
Fax: 801.366.6044
Email: croden@utah.gov

Representation: State Highway Safety

Keri Gibson

Utah Highway Safety Office

5500 South Amelia Earhart Drive, Ste 155

Salt Lake City, Utah 84116

Mobile: 801.243.7571
Fax: 801.366.6044
Email: kgibson@utah.gov

Representation: State Transportation

Scott Jones

Utah Department of Transportation

Box 143200

Salt Lake City, Utah 84114-3200

Tel: 801.965.4285
Mobile: 801.633.6409
Email: wsjones@utah.gov

Representation: State Highway Safety

Helen Knipe

Utah Highway Safety Office

5500 South Amelia Earhart Drive, Ste 155

Salt Lake City, Utah 84116

Mobile: 801.520.5074
Fax: 801.366.6044
Email: hknipe@utah.gov

Representation: Emergency Medical Services

Whitney Levano

Bureau of EMS, Emergency Medical Services for Children

PO Box 142004

Salt Lake City, Utah 84114-2004

Tel: 801.707.7592
Email: wjohnson@utah.gov

Occupant Protection Advisory Committee 2012-2013

Representation: Child Passenger Safety

Kerilee Burton

Utah Highway Safety Office

5500 South Amelia Earhart Drive, Ste 155

Salt Lake City, Utah 84116

Mobile: 801.505.3315
Fax: 801.366.6044
Email: kburton@utah.gov

Representation: Rural Traffic Safety

Terry Smith, Rural Traffic Safety Coordinator

Utah Highway Safety Office

110 South 200 West

Joseph, Utah 84739

Mobile: 435.201.4312
Email: terrysmith1@utah.gov

Representation: Medical/Hospital

Janet Brooks, Child Advocacy Manager

Primary Children's Medical Center

100 North Mario Capecchi Drive

Salt Lake City, Utah 84113

Tel: 801.662.6585
Fax: 801.662.6581
Email: janet.brooks@imail.org

Representation: Health

Jenny Johnson

Utah Department of Health, Violence and Injury Prevention

PO Box 142106

Salt Lake City, Utah 84114-2106

Tel: 801.538.9416
Fax: 801.538.9134
Email: jennyjohnson@utah.gov

Representation: Traffic Safety Resource Prosecutor

Edward Berkovich

Attorney General's Office

160 East 300 South, 6th Floor

Salt Lake City, Utah 84111

Tel: 801.350.1303
Email: eberkovich@utah.gov

Representation: Utah Highway Patrol

Sgt. Matt Smith

Utah Highway Patrol Public Information and Education

5500 Amelia Earhart Drive, Ste 155

Salt Lake City, Utah 84116

Mobile: 801.828.7514
Email: mattsmith@utah.gov

Occupant Protection Advisory Committee 2012-2013

160

Representation: Legislation

Tim Cosgrove

Primary Children's Medical Center

100 North Mario Capecchi Drive

Salt Lake City, Utah 84113

Tel: 801.662.6582
Fax: 801.662.6581
Email: tim.cosgrove@imail.org

Representation: Local Health/Diversity

Monica Thunell

Bear River Health Department

655 East 1300 North

Logan, Utah 84341

Tel: 435.792.6531
Fax: 435.792.6523
Email: mthunell@brhd.org

Representation: Education

Representation: State Highway Safety Office

Amy Winkler

Utah Highway Safety Office

5500 Amelia Earhart Drive, Suite 155

Salt Lake City, Utah 84116

Tel: 801.598.8662
Fax: 801.366.6044
Email: awinkler@utah.gov

Representation: Private or Non-Traditional Partner

Representation: Diverse Groups

Attachments For 1200.22
Quantitative Improvement in Utah's Data Program

1200.22

Traffic Safety Information System Improvements

SECTION 405
STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS
INTERIM PROGRESS REPORTING IN FY 2013

State Traffic Safety Information System Improvements Grant
Interim Progress Report

State: _____Utah_____Report Date: __June 10___/13_ Submitted by: Carrie Silcox_____

Regional Reviewer:

System to be Impacted	__x__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	___ACCURACY __x_TIMELINESS ____COMPLETENESS ___ACCESSIBILITY ____UNIFORMITY ___INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** Increase the percentage of crashes from event to Central Crash Repository to 30 days or less.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Crash Management Information System Project
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** Comparing (April 1 – March 31) of 2011/2012 with the same months in 2012/2013, the average number of days between event and posting of crash reports decreased from **119.02% to 64.39 %,** a decrease of **54.63%.**
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** A review of the Central Crash Repository for April 1 – March 31, was conducted to establish the values for timeliness of crash records. This time frame in 2011/2012 was compared to the same time frame in 2012/2013 to determine the number of days between event and posting on the Central Crash Repository. A query of the crash file data was used to determine the values for timeliness and the method used to calculate the values: 1) Select all crashes that were submitted to the Repository between April 1 – March 31 2) Identify the event date and the submission date for each crash; the delta between them is the number of days from event to availability in the database. Average the number of days each time frame.
Date and Baseline	For crashes occurring 4/1/11-3/31/12, there were 52,138 crashes and the

Value for the Measure	average number of days to submit to the Central Crash Repository was 119.02
Date and Current Value for the Measure	For crashes occurring 4/1/12-3/31/13, there were 52,576 crashes and the average number of days to submit to the Central Crash Repository was 64.39
Regional Reviewer's Conclusion	**Check one** ____Quantitative performance improvement *has* been documented ____Quantitative performance improvement has *not* been documented ____Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

SECTION 405
INTERIM PROGRESS REPORTING IN FY 2014

Section 405 Interim Progress Report

State: __Utah__ Report Date: __May 20, 2013__ Submitted by: Carrie Silcox
Regional Reviewer:

System to be Impacted	__ CRASH ___DRIVER ___VEHICLE _x__ROADWAY ___CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	___ACCURACY __ _TIMELINESS ____COMPLETENESS ___ACCESSIBILITY _x__UNIFORMITY ____INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** Percentage of MMIRE elements recorded.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates**
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** The MMIRE includes a listing of roadway inventory and traffic elements critical to safety management and proposes standardized coding for each. Since the elements were published in 2010, the Utah Department of Transportation (UDOT) has been surveying, updating and changing certain data elements to meet the uniformity of MMIRE. In May 2012, UDOT's survey showed their compliance with MMIRE at **28%**. As of May, 2013, they are **62%** compliant with MMIRE elements. This shows a **34%** increase in compliance with the national reporting standards of MMIRE.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** Attached is the summary report from the Utah Department of Transportation's MMIRE survey as completed on May 20, 2013.
Date and Baseline Value for the Measure	The report survey in May 2012 shows compliance rating at 28%
Date and Current Value for the Measure	The report survey in May 2013 shows the compliance rating at 62%.
Regional Reviewer's Conclusion	Check one _ _Measurable performance improvement *has* been documented ___Measurable performance improvement has *not* been documented ___Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	

Comments	

System to be Impacted	___CRASH ___DRIVER ____VEHICLE __ _ROADWAY ____CITATION/ADJUDICATION x EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	___ACCURACY ___TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY __X__INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** Increase the number of systems integrated with prehospital crash data (ie: the trauma, emergency department data and the DPS CAD System)
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** EMS Prehospital Data Reporting
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** In January 2013, the Bureau of EMS and Preparedness completed the process for integrating hospital emergency department data into its data warehouse that contains prehospital data. Patient outcomes and other data from the emergency department data are now available on prehospital records.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** The measure is the number of data systems that are linked to the prehospital data warehouse.
Date and Baseline Value for the Measure	In December 2011 there were 0 emergency department records integrated with prehospital data.
Date and Current Value for the Measure	May 31, 2013, the emergency department records for 2011 were integrated with prehospital data. In December 2012 the preceding years of prehospital data contained in the data warehouse for which ED data are available (2006–2010). The following data elements from the emergency department data are available for online analysis: • Emergency department and hospital outcomes • Hospital arrival and discharge dates • Primary diagnosis • Primary cause of injury • Injury location Additional information can be queried from the full ED records. Some notes on reporting volume and the linkage success rate: The NEMSIS-compliant prehospital data system contains 512,163 records from its inception in late 2006 through 2010 (the latest year for which ED data are available and analyzed). Of those, 334,370 (65%) are for patients who were transported to a hospital. Of those, 204,228 records

	(61% of transports) have been linked with ED records. Future efforts will involve adjustments to the linkage algorithm to improve the linkage success rate.
Regional Reviewer's Conclusion	**Check one** **Measurable performance improvement *has* been documented** ___**Measurable performance improvement has *not* been documented** **Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Attachments For 1200.25
Motorcycle Safety Designated Authority

1200.25

Motorcyclist Safety

53-3-903. Motorcycle Rider Education Program.

(1) (a) The division shall develop standards for and administer the Motorcycle Rider Education Program.

(b) The division shall make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement this chapter.

(2) The program shall include:

(a) a novice rider training course;

(b) a rider training course for experienced riders; and

(c) an instructor training course.

(3) The division may expand the program to include:

(a) enhancing public awareness of motorcycle riders;

(b) increasing the awareness of motorcycle riders of the effects of alcohol and drugs;

(c) motorcycle rider skills improvement;

(d) program and other motorcycle safety promotion; and

(e) improvement of motorcycle licensing efforts.

(4) (a) Subject to the restriction in Subsection (4)(b), rider training courses shall be open to all residents of the state who:

(i) are at least 15 years 6 months of age; and

(ii) either hold a valid learner permit or driver license for any classification or are eligible for a motorcycle learner permit.

(b) A person who has been issued a learner permit may enroll in and complete a rider training course if the course is conducted on a closed course that:

(i) is not conducted on a public highway;

(ii) is approved by the division; and

(iii) meets or exceeds established national standards for motorcycle rider training courses prescribed by the Motorcycle Safety Foundation.

(c) An adequate number of novice rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who are eligible and who desire to participate in the program.

(d) Program delivery may be phased in over a reasonable period of time.

(5) (a) The division may enter into contracts with either public or private institutions to provide a rider training course approved by the division.

(b) The institution shall issue certificates of completion in the manner and form prescribed by the director to persons who satisfactorily complete the requirements of the course.

(c) An institution conducting a rider training course may charge a reasonable tuition fee to cover the cost of offering the course.

(d) (i) The division may use program funds to defray its own expenses in administering the program.

(ii) The division may reimburse entities that offer approved courses for actual expenses incurred in offering the courses, up to a limit established by the division based upon available program funds.

(iii) Any reimbursement paid to an entity must be entirely reflected by the entity in reduced course enrollment fees for students.

(6) (a) Standards for the motorcycle rider training courses, including standards

for course curriculum, materials, and student evaluation, and standards for the training and approval of instructors shall meet or exceed established national standards for motorcycle rider training courses prescribed by the Motorcycle Safety Foundation.

(b) Motorcycle rider training courses shall be taught only by instructors approved under Section 53-3-904.

(c) Motorcycle rider training courses for novices shall include at least eight hours of practice riding.

(7) The commissioner shall appoint a full-time program coordinator to oversee and direct the program.

Amended by Chapter 252, 2009 General Session

Attachments For 1200.25
Utah Motorcycle Safety Training Curriculum Approval

1200.25

Motorcyclist Safety

53-3-903. Motorcycle Rider Education Program.

(1) (a) The division shall develop standards for and administer the Motorcycle Rider Education Program.

(b) The division shall make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement this chapter.

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(b) a rider training course for experienced riders; and

(c) an instructor training course.

(3) The division may expand the program to include:

(a) enhancing public awareness of motorcycle riders;

(b) increasing the awareness of motorcycle riders of the effects of alcohol and drugs;

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(d) program and other motorcycle safety promotion; and

(e) improvement of motorcycle licensing efforts.

(4) (a) Subject to the restriction in Subsection (4)(b), rider training courses shall be open to all residents of the state who:

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(ii) either hold a valid learner permit or driver license for any classification or are eligible for a motorcycle learner permit.

(b) A person who has been issued a learner permit may enroll in and complete a rider training course if the course is conducted on a closed course that:

(i) is not conducted on a public highway;

(ii) is approved by the division; and

(iii) meets or exceeds established national standards for motorcycle rider training courses prescribed by the Motorcycle Safety Foundation.

(c) An adequate number of novice rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who are eligible and who desire to participate in the program.

(d) Program delivery may be phased in over a reasonable period of time.

(5) (a) The division may enter into contracts with either public or private institutions to provide a rider training course approved by the division.

(b) The institution shall issue certificates of completion in the manner and form prescribed by the director to persons who satisfactorily complete the requirements of the course.

(c) An institution conducting a rider training course may charge a reasonable tuition fee to cover the cost of offering the course.

(d) (i) The division may use program funds to defray its own expenses in administering the program.

(ii) The division may reimburse entities that offer approved courses for actual expenses incurred in offering the courses, up to a limit established by the division based upon available program funds.

(iii) Any reimbursement paid to an entity must be entirely reflected by the entity in reduced course enrollment fees for students.

(6) (a) Standards for the motorcycle rider training courses, including standards

for course curriculum, materials, and student evaluation, and standards for the training and approval of instructors shall meet or exceed established national standards for motorcycle rider training courses prescribed by the Motorcycle Safety Foundation.

      (b) Motorcycle rider training courses shall be taught only by instructors approved under Section 53-3-904.

      (c) Motorcycle rider training courses for novices shall include at least eight hours of practice riding.

      (7) The commissioner shall appoint a full-time program coordinator to oversee and direct the program.

Amended by Chapter 252, 2009 General Session

Attachments For 1200.25
Utah Motorcycle Rider Training Class Locations

1200.25

Motorcyclist Safety

Utah has 11 training sites at which Motorcycle Rider Training classes are offered using MSF curriculum which emphasizes crash avoidance and developing safety-oriented operation skills. Two schools teach almost every weekend from the first weekend in March until the last weekend in October. Another school teachers one or two classes a month every month except July and August and one additional school teaches a total of eight classes a year from May to October. Utah Rider Education also offers private instruction to accommodate a rider's schedule and individual needs. Private courses can be the Basic Rider Course or the Experienced Rider Course.

Motorcycle Rider Training courses are offered in counties where approximately 70% of the total registered motorcycles are in the State. Training courses took place in Carbon, Duchesne, Salt Lake, Uintah, Utah, Washington and Weber Counties from March 2012 to March 2013. Below are the counties, months and number of classes offered in each county each month.

Carbon County
June – 1
July – 1

Duchesne County
July – 3
May - 1

Salt Lake County
June – 25
July – 19
August – 24
September – 15
October – 13
November – 1
February – 2
March – 12
April - 221
May - 10

Uintah County
July – 3

Utah County
June – 4
July – 3
August – 3
September – 3
October – 3
March – 4
April - 2
May - 3

Washington County
June – 5
July – 1
September – 4
October – 4
November – 1
December – 1
January – 2
February – 1
March – 3
April – 2
May – 3

Weber County
June – 10
July – 11
August – 10
September – 9
October – 5
March - 11
April - 8
May - 12

Grand County
May - 1

Coverage by Motorcycle Registration per Counties Where Training Was Held	
Carbon County	00.95%
Duchesne County	00.82%
Salt Lake County	34.82%
Uintah County	01.64%
Utah County	16.18%
Washington County	06.22%
Weber County	09.02%
Total Percentage Covered	**69.69%**

Attachments For 1200.25
Utah Motorcycle Safety Instructor Certification

1200.25

Motorcyclist Safety

53-3-904. Instructor training and approval.

(1) The program coordinator shall approve instructors for the motorcycle rider training courses.

(2) A person may not be approved as an instructor unless the person holds a current instructor certification issued by the Motorcycle Safety Foundation or another nationally recognized motorcycle safety instructor certifying body.

(3) (a) The program shall include instructor training courses as necessary.

(b) Prior to completion of an instructor training course, the participant shall demonstrate:

(i) knowledge of the course material;

(ii) knowledge of proper motorcycle operation;

(iii) proficiency in riding motorcycles; and

(iv) the necessary aptitude for instructing students.

(4) An applicant for an instructor training course shall:

(a) have a high school diploma or its equivalent;

(b) be at least 18 years of age;

(c) have a valid endorsement to his driver's license for motorcycles; and

(d) have at least two years of recent motorcycle riding experience.

(5) The division shall refuse to certify or revoke certification of an instructor if the applicant:

(a) has had his driver's license suspended or revoked during the preceding two years or within the preceding five years if the suspension or revocation was for an alcohol or drug-related offense;

(b) fails to successfully complete an instructor course or required course updates; or

(c) no longer meets the requirements of this section.

Enacted by Chapter 216, 1993 General Session

Attachments For 1200.25
Utah's Quality Control Procedures for Motorcycle Safety Courses

1200.25

Motorcyclist Safety

Helen Knipe <hknipe@utah.gov>

Fixed

1 message

Kurt Stromberg <kstromberg@utah.gov>
To: Helen Knipe <hknipe@utah.gov>

Tue, Feb 26, 2013 at 11:35 AM

Quality Control

The Motorcycle Rider Training Courses adhere to Utah State standards, including following an approved Motorcycle Safety Foundation (MSF) curriculum. All instructors are certified by MSF. Chief instructors assist instructors in training and other guidelines established by the MSF curriculum, including team-teaching to keep student to teacher ratio small for increased teacher-student interaction.

As the Motorcycle Rider Training program coordinator for the State of Utah, I ensure that all standards are met through several different channels. I conduct site visits at the various schools and remain in active contact with the instructors throughout the year. I conduct an annual UPDATE to ensure all instructors meet MSF and state requirements. Student feedback is collected for each class, and is reviewed with the instructors and schools to address any issues and to improve the programs.

--
Kurt Stromberg
Motorcycle Education Coordinator
W: 801-964-4493
C: 801-560-2692
Toll Free: 800-532-7691
Fax: 801-957-8699

Get Trained - Get Licensed - Ride Responsibly

Fwd: Survey form

1 message

Helen Knipe <hknipe@utah.gov>   Tue, Mar 19, 2013 at 2:49 PM
To: Mark Panos <mpanos@utah.gov>

?

Helen Knipe
Utah Department of Public Safety
Highway Safety Office
 801-520-5074
Facebook.com/UtahHighwaySafetyOffice
Twitter.com/utahdps_hso
Instagram.com/utahdps_hso
YouTube Utah DPSHSO
pinterest.com/utahdpshso

---------- Forwarded message ----------
From: **Kurt Stromberg** <kstromberg@utah.gov>
Date: Tue, Mar 19, 2013 at 2:48 PM
Subject: Survey form
To: Helen Knipe <hknipe@utah.gov>

At the end of the Motorcycle Safety Student Guide Book is a class survey the students can fill out and send to MSF. About twice a year MSF will send them to the Motorcycle Coordinators. We take the comments seriously. After I read them I make a copy to send to the school. Most comments from the students are positive and sometimes you may get a negative comment. Some comments may be the instructor likes to talk about his riding experience, or the class was too long, or the motorcycles didn't run as well as they should. When I send the comments to the school I make a note so the school can correct the instructor. I have had many very good instructors and very few negative comments but all comments are acted on.

--
Kurt Stromberg
Motorcycle Education Coordinator
W: 801-964-4493
C: 801-560-2692
Toll Free: 800-532-7691
Fax: 801-957-8699

Get Trained - Get Licensed - Ride Responsibly

Attachments For 1200.25
Utah's Motorcyclist Awareness Program Development

1200.25

Motorcyclist Safety

State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

March 10, 2013

To Whom It May Concern:

The Utah Department of Public Safety's Highway Safety Office, working with the statewide coordinator for motorcyclist safety issues in Utah, developed a motorcyclist awareness and safety program in 2008. The original program has since been expanded to reach a wider range of motorists and motorcyclists and is comprehensive in nature. Highlights include:

· Earned and paid media to "brand" the program with the public
· Governor's annual declaration of motorcycle safety awareness month
· Extensive social media participation and interaction
· Creation, production and placement of awareness messages including radio, billboards, enthusiast publications, social media sites, and even public service announcements featured on local cable television and the Utah DPS HSO YouTube channel
· Driver education classroom presentations in high schools given by motorcyclists from safety partner organizations and featuring the Share the Road message

To ensure that motorcycle safety stakeholders have a voice in the program, the Highway Safety Office achieved collaboration among the agencies and organizations responsible for and impacted by motorcycle safety issues. This included enthusiast organizations based in the four counties accounting for 70% of registered motorcycles in the State. A primary mechanism to achieve this collaboration is a periodic meeting of the members, with spirited discussion and cooperative planning the normal outcome. Included among the agencies and organizations participating in these efforts are: Beehive Beemers, ABATE of Utah, Utah Sports Bike Association, Harley Owners' Group of Salt Lake Valley, Hill Air Force Base Rider Group, Utah Highway Patrol Motor Officers, Officers from Multi-Agency Task Forces in Utah, Davis and Salt Lake Counties, various rider training providers, and the Utah State Office of Tourism.

The Highway Safety Office and its safety partners look forward to continuing efforts to increase motorcycle safety throughout the State of Utah. If you have additional questions feel free to contact David A. Beach, the Highway Safety Office Director, at (801) 366-6040.

Sincerely,

D. Lance Davenport
Governor's Representative for Highway Safety

Attachments For 1200.25
Additional Data Used to Identify and Prioritize
Utah's Motorcycle Safety Program

County Name	Motorcycle Registration	Percentage
Salt Lake	25886	34.83%
Utah	12026	16.18%
Davis	8681	11.68%
Weber	6711	9.03%
Washington	4625	6.22%
Cache	3460	4.66%
Tooele	1837	2.47%
Summit	1577	2.12%
Box Elder	1552	2.09%
Uintah	1225	1.65%
Iron	1089	1.47%
Wasatch	864	1.16%
Carbon	709	0.95%
Duchesne	614	0.83%
Grand	509	0.68%
Sanpete	470	0.63%
Sevier	457	0.61%
Morgan	321	0.43%
Millard	307	0.41%
Kane	248	0.33%
Juab	247	0.33%
San Juan	241	0.32%
Emery	225	0.30%
Garfield	127	0.17%
Beaver	121	0.16%
Wayne	90	0.12%
Rich	57	0.08%
Piute	24	0.03%
Daggett	22	0.03%
Total	74322	

The motorcycle registration data by county for 2012 was used to identify and prioritize the activities for the program. As the reader can see, the four most populous counties represent over 70% of Utah's registered motorcycles, and present a reasonable target for much of the program.

Note: While motorcycle rider training courses are not offered in Davis County, the geographic location of the county place residents within a 30-minute drive of course offered in Salt Lake or Weber Counties.

2011 Motorcycle Fatalities

2007 Honda Shadow VT1100C
February 15 - Male, 55
Endorsement: Yes
Training: Yes
Helmet: No
Location: Hooper
Factor:

2007 Harley-Davidson FLSTSI
May 12 - Male, 56
Endorsement: Yes
Training: No
Helmet: No
Location: St. George
Factor:

2004 Triumph America
May 13 - Male, 48
Endorsement: Yes
Training: No
Helmet: No
Location: Lakepoint
Factor:

2002 Yamaha YZF-R1
June 1 - Male, 34
Endorsement: No
Training: No
Helmet: Yes
Location: Weber County
Factor: Failure to keep in proper lane, speed related

1987 Yamaha Venture Royale
June 2 - Male, 52
Endorsement: Yes, not UT
Training: Unknown
Helmet: Yes
Location: Garfield County
Factor: Failure to keep in proper lane, drugs

2007 Suzuki DL650
June 12 - Male, 33
Endorsement: Yes, not UT
Training: Unknown
Helmet: Yes
Location: Salt Lake City
Factor: Improper passing

1998 Harley-Davidson XL 1200C
June 13 - Male, 61
Endorsement: Yes
Training: No
Helmet: Yes
Location: West Point
Factor: Improper passing

1984 Honda GL1200
June 15 - Male, 60
Endorsement: Yes
Training: Unknown
Helmet: Yes
Location: Kane County
Factor: Ill/medical

2007 Suzuki VL1500
June 16 - Male, 70
Endorsement: Yes
Training: Yes
Helmet: Yes
Location: Salt Lake City
Factor: Improper lane change

2007 Kawasaki ZX14
June 29 - Male, 38
Endorsement: Yes
Training: No
Helmet: No
Location: Salt Lake City
Factor: Reckless driving, passing on wrong side, speed

2010 KTM 530 EXC
July 1 - Male, 57
Endorsement: No
Training: No
Helmet: Yes
Location: Tooele County
Factor: Speed

2008 Harley-Davidson FLHTCU
July 1 - Male, 62
Endorsement: Yes, not UT
Training: Unknown
Helmet: No
Location: Sevier County
Factor: Failure to keep in proper lane

2011 Quick Facts

- 27 fatal motorcycle crashes, 28 motorcycle fatalities
- 10 out of 28 riders were wearing helmets (36%)
- 13 out of 28 fatalities involved speeding (46%)
- 8 out of 27 crashes involved another vehicle turning in front of motorcycle (30%)
- 20 of 27 operators were endorsed (74%), 3 completed Utah's formal rider training course (11%)

2003 Suzuki SV650
July 6 - Male, 27
Endorsement: Yes
Training: No
Helmet: Yes
Location: Clearfield
Factor: Speed, overcorrecting, struck by object falling from another vehicle

2006 Linhai Aeolus
July 21 - Male, 54
Endorsement: No
Training: Unknown
Helmet: No
Location: Cedar City
Factor: Speed, failure to keep in proper lane, alcohol

2005 Yamaha YZF-600R
July 29 - Male, 33
Endorsement: Yes
Training: No
Helmet: No
Location: Wellington
Factor: Drugs, alcohol, 90 MPH over speed limit, police pursuit, failure to keep in lane

2005 Yamaha YZF-600R
July 29 - Female, 27
Endorsement: Passenger
Training: N/A
Helmet: No
Location: Wellington
Factor: Drugs, alcohol, 90 MPH over speed limit, police pursuit, failure to keep in lane

2007 Yamaha YZF-R6
July 30 - Male, 20
Endorsement: Yes
Training: No
Helmet: No
Location: Weber County
Factor: Failure to keep in proper lane, 70 MPH over speed limit

1996 Harley-Davidson FXDS
August 1 - Male, 43
Endorsement: Yes
Training: No
Helmet: No
Location: Wasatch County
Factor: Speed

2006 Harley-Davidson FLHTCUI
August 4 - Male, 48
Endorsement: No
Training: No
Helmet: No
Location: Morgan
Factor: Failure to keep in proper lane, alcohol

1951 Harley-Davidson WL45
August 5 - Male, 55
Endorsement: Yes
Training: No
Helmet: No
Location: Lindon
Factor:

2003 Harley-Davidson FLHTCI
August 20 - Male, 56
Endorsement: Yes
Training: No
Helmet: No
Location: Utah County
Factor: Failure to keep in proper lane

2006 Kawasaki ZX636-D
August 24 - Male, 37
Endorsement: Yes
Training: Unknown
Helmet: Yes
Location: Salt Lake County
Factor: Speed, improper passing

1979 Yamaha XS750
August 28 - Male, 31
Endorsement: No, not from UT
Training: Unknown
Helmet: Yes
Location: Summit County
Factor: Speed, failure to keep in proper lane

2000 Harley-Davidson FLHRCI
August 30 - Male, 54
Endorsement: Yes
Training: No
Helmet: No
Location: Salt Lake City
Factor: Failure to keep in proper lane

1999 Custom Harley-Davidson
September 18 - Male, 46
Endorsement: Yes
Training: No
Helmet: No
Location: Roosevelt
Factor: Turning vehicle failed to yield

2002 Yamaha XVS1100
September 24 - Female, 49
Endorsement: Yes
Training: Yes
Helmet: No
Location: Garfield County
Factor: Speed, following too close, animal in roadway

2004 Yamaha YZF-R6
September 25 - Male, 26
Endorsement: No
Training: No
Helmet: No
Location: Payson
Factor: Speed, alcohol

1988 Harley Davidson FXSTC
December 12 - Male, 61
Endorsement: No
Training: No
Helmet: No
Location: West Haven
Factor: Failure to yield

Attachments For 1200.25

Collaboration Among Utah Agencies and Organizations
Regarding Motorcycle Safety

1200.25

Motorcyclist Safety

Department of Public Safety

D. LANCE DAVENPORT
Commissioner

State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

March 10, 2013

To Whom It May Concern:

The Utah Department of Public Safety's Highway Safety Office, working with the statewide coordinator for motorcyclist safety issues in Utah, developed a motorcyclist awareness and safety program in 2008. The original program has since been expanded to reach a wider range of motorists and motorcyclists and is comprehensive in nature. Highlights include:

· Earned and paid media to "brand" the program with the public
· Governor's annual declaration of motorcycle safety awareness month
· Extensive social media participation and interaction
· Creation, production and placement of awareness messages including radio, billboards, enthusiast publications, social media sites, and even public service announcements featured on local cable television and the Utah DPS HSO YouTube channel
· Driver education classroom presentations in high schools given by motorcyclists from safety partner organizations and featuring the Share the Road message

To ensure that motorcycle safety stakeholders have a voice in the program, the Highway Safety Office achieved collaboration among the agencies and organizations responsible for and impacted by motorcycle safety issues. This included enthusiast organizations based in the four counties accounting for 70% of registered motorcycles in the State. A primary mechanism to achieve this collaboration is a periodic meeting of the members, with spirited discussion and cooperative planning the normal outcome. Included among the agencies and organizations participating in these efforts are: Beehive Beemers, ABATE of Utah, Utah Sports Bike Association, Harley Owners' Group of Salt Lake Valley, Hill Air Force Base Rider Group, Utah Highway Patrol Motor Officers, Officers from Multi-Agency Task Forces in Utah, Davis and Salt Lake Counties, various rider training providers, and the Utah State Office of Tourism.

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Sincerely,

D. Lance Davenport
Governor's Representative for Highway Safety

The enthusiast organizations included in the motorcycle program collaboration represent at least the four counties of the Wasatch Front, and those counties account for more than 70% of the registered motorcycles in Utah. Details include:

Salt Lake County	34.83%
Utah County	16.18%
Davis County	11.68%
Weber County	9.03%
Total	71.72%

County Name	MC Registrations	Percentage
Salt Lake	25886	34.83%
Utah	12026	16.18%
Davis	8681	11.68%
Weber	6711	9.03%
Washington	4625	6.22%
Cache	3460	4.66%
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Juab	247	0.33%
San Juan	241	0.32%
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Wayne	90	0.12%
Rich	57	0.08%
Piute	24	0.03%
Daggett	22	0.03%
Total	74322	

Attachments For 1200.25
Utah's Use of Fees for Motorcycle Training and Safety Programs

1200.25

Motorcyclist Safety

53-3-905 (Superseded 07/01/13).   Dedication of fees.
    (1) Five dollars of the annual registration fee imposed under Section 41-1a-1206 for each registered motorcycle and $2.50 of the fee imposed under Section 53-3-105 for an original, renewal, or extension of a motorcycle endorsement shall be deposited as dedicated credits in the Transportation Fund to be used by the division for the program.
    (2) Appropriations to the program are nonlapsing.
    (3) Appropriations may not be used for assistance to, advocacy of, or lobbying for any legislation unless the legislation would enhance or affect the financial status of the program or the program's continuation.

Amended by Chapter 304, 2008 General Session

EXECUTIVE OFFICES AND CRIMINAL JUSTICE BASE BUDGET

2013 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Eric K. Hutchings

Senate Sponsor: Daniel W. Thatcher

LONG TITLE

General Description:

This bill appropriates funds for the support and operation of state government for the fiscal year beginning July 1, 2013 and ending June 30, 2014.

Highlighted Provisions:

This bill:

▶ provides appropriations for the use and support of certain state agencies; and

▶ provides appropriations for other purposes as described.

Money Appropriated in this Bill:

This bill appropriates $765,684,000 in operating and capital budgets for fiscal year 2014, including:

▶ $546,051,500 from the General Fund;

▶ $49,000 from the Education Fund;

▶ $219,583,500 from various sources as detailed in this bill.

This bill appropriates $23,075,800 in business-like activities for fiscal year 2014.

This bill appropriates $216,000 in restricted fund and account transfers for fiscal year 2014, all of which is from the General Fund.

Other Special Clauses:

This bill takes effect on July 1, 2013.

Utah Code Sections Affected:

ENACTS UNCODIFIED MATERIAL

Be it enacted by the Legislature of the state of Utah:

Section 1. **FY 2014 Appropriations.** The following sums of money are appropriated for the fiscal year beginning July 1, 2013 and ending June 30, 2014.

Subsection 1(a). **Operating and Capital Budgets.** Under the terms and conditions of Utah Code Title 63J, the Legislature appropriates the following sums of money from the funds or fund accounts indicated for the use and support of the government of the State of Utah.

331		From Revenue Transfers - Other Agencies	140,400
332		From Pass-through	21,800
333		From Lapsing Balance	(1,416,400)
334		Schedule of Programs:	
335		Emergency Management	42,033,600
336	ITEM 28	To Department of Public Safety - Division of Homeland Security -	
337		Emergency and Disaster Management	
338		From Beginning Nonlapsing Appropriation Balances	3,002,900
339		From Closing Nonlapsing Appropriation Balances	(3,002,900)
340	ITEM 29	To Department of Public Safety - Peace Officers' Standards and	
341		Training	
342		From Dedicated Credits Revenue	42,300
343		From General Fund Restricted - Public Safety Support	3,668,100
344		Schedule of Programs:	
345		Basic Training	1,593,500
346		Regional/Inservice Training	666,900
347		POST Administration	1,450,000
348	ITEM 30	To Department of Public Safety - Driver License	
349		From Federal Funds	512,100
350		From Dedicated Credits Revenue	7,500
351		From Motorcycle Education	323,500
352		From Department of Public Safety Account	25,785,700
353		From Uninsured Motorist Identification Restricted Account	2,360,100
354		From Beginning Nonlapsing Appropriation Balances	2,454,000
355		From Closing Nonlapsing Appropriation Balances	(2,118,900)
356		Schedule of Programs:	
357		Driver License Administration	1,903,000
358		Driver Services	15,421,300
359		Driver Records	9,270,500
360		Motorcycle Safety	259,800
361		Uninsured Motorist	1,957,300
362		DL Federal Grants	512,100
363	ITEM 31	To Department of Public Safety - Highway Safety	
364		From General Fund	54,200
365		From Federal Funds	4,441,000
366		From Department of Public Safety Account	900,600
367		From Pass-through	140,200

Attachments For 1200.25
Utah Motorcycle Registrations by County

1200.25

Motorcyclist Safety

Utah Current Registrations 2013

Registrations with expiration dates leater than 12/31/2012. Run on 02/11/2013
A-Aircraft, C-Camper, T-Truck, ATV-All Terrain Vehicle, M-Motorcycle, S-Snowmobile, R-Trailer, WC-Watercraft, OB-Outboard motor

LEGEND: A green check mark indicates those counties where motorcycle training courses were taught.

ON-ROAD REGISTRATIONS BY COUNTY AND VEHICLE TYPE

|	HEAVY TRUCK	MOTORCYCLE	PASS/LT TRUCK		TRAILER	TRAVEL TRAILER	UNDER 750 TRAIL	VEH LOW SPEED	Total
	T	M	P	T	R	R	R	P	
BEAVER	322	121	3,140	3,152	1,008	437	0	0	8,180
BOX ELDER	2,003	1,552	27,859	15,751	5,035	2,422	2	0	54,624
CACHE	2,827	3,460	53,715	25,200	7,136	2,784	9	2	95,133
CARBON ✓	988	709	10,878	8,844	2,166	1,435	1	0	25,021
DAGGETT	61	22	681	812	333	134	0	0	2,043
DAVIS	3,929	8,681	159,533	55,035	12,441	7,406	4	4	247,033
DUCHESNE ✓	2,406	614	8,630	11,094	5,894	1,527	1	0	30,166
EMERY	439	225	5,302	4,739	1,553	945	3	0	13,206
GARFIELD	220	127	2,423	2,496	911	291	2	1	6,471
GRAND	301	509	5,177	4,443	977	444	0	1	11,852
IRON	1,216	1,089	20,152	13,596	3,376	1,478	126	5	41,038
JUAB	543	247	5,512	3,894	1,307	807	1	0	12,311
KANE	347	248	3,527	3,210	1,199	349	6	0	8,886
MILLARD	646	307	6,778	5,182	1,959	782	0	0	15,654
MORGAN	356	321	5,999	3,441	1,283	552	1	0	11,953
OUT OF STATE	2	0	12	5	1	1	0	0	21
PIUTE	98	24	812	703	326	106	0	0	2,069
RICH	100	57	1,259	1,121	512	119	0	1	3,169
SALT LAKE ✓	24,838	25,886	554,656	186,698	45,773	17,188	19	23	855,081
SAN JUAN	542	241	4,308	4,040	1,380	376	0	0	10,887
SANPETE	958	470	12,768	9,591	2,926	1,542	0	2	28,257
SEVIER	1,575	457	9,920	8,362	3,834	1,592	0	0	25,740
SUMMIT	1,016	1,577	28,063	12,663	3,409	884	8	2	47,622
TOOELE	975	1,837	31,683	15,649	3,543	2,195	1	0	55,883
UINTAH ✓	3,590	1,225	13,224	15,666	8,304	2,496	3	0	44,508
UTAH ✓	7,572	12,028	228,371	82,307	22,036	10,175	1	30	362,520
WASATCH	612	864	13,689	7,679	2,237	837	0	1	25,919
WASHINGTON ✓	4,603	4,625	73,482	35,800	11,297	3,370	19	9	133,205
WAYNE	195	90	1,358	1,518	678	219	0	0	4,058
WEBER ✓	4,908	6,711	112,244	50,610	13,452	7,111	4	2	195,042
Total	68,188	74,324	1,405,155	593,301	166,286	70,004	211	83	2,377,552

APPENDICIES

Behavior/Attitude 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.

Survey Respondents by Age
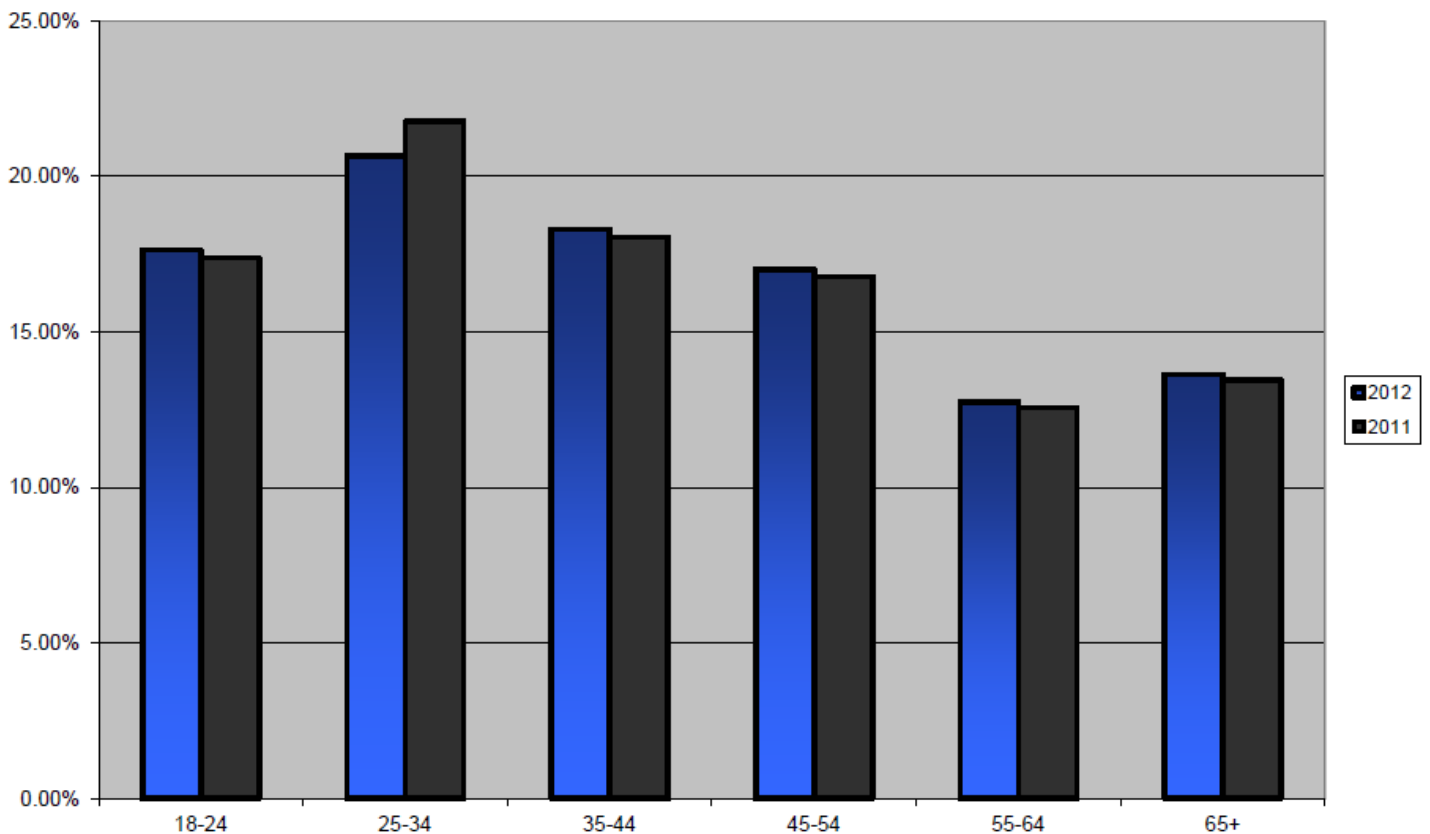
How often do you use safety belts?
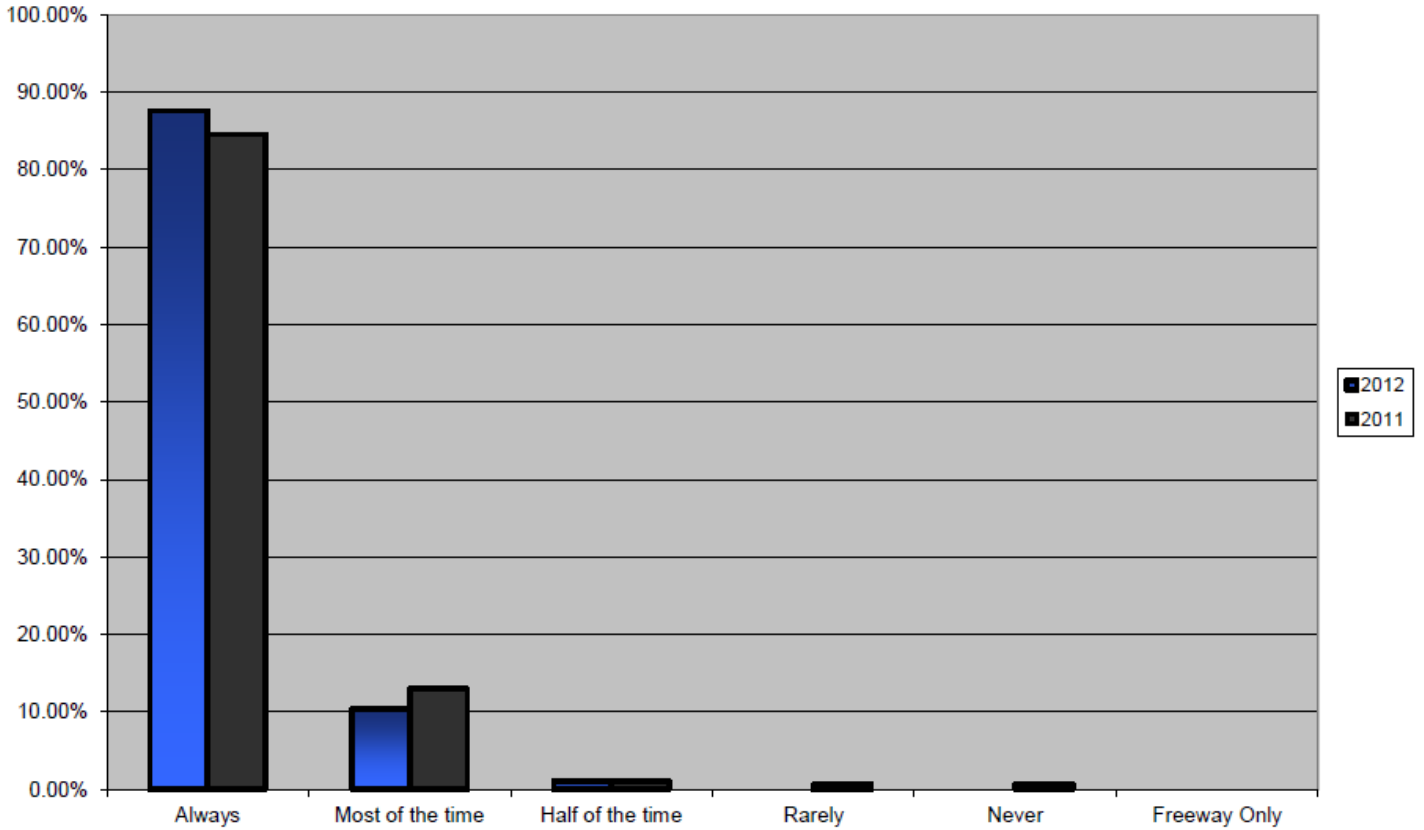
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
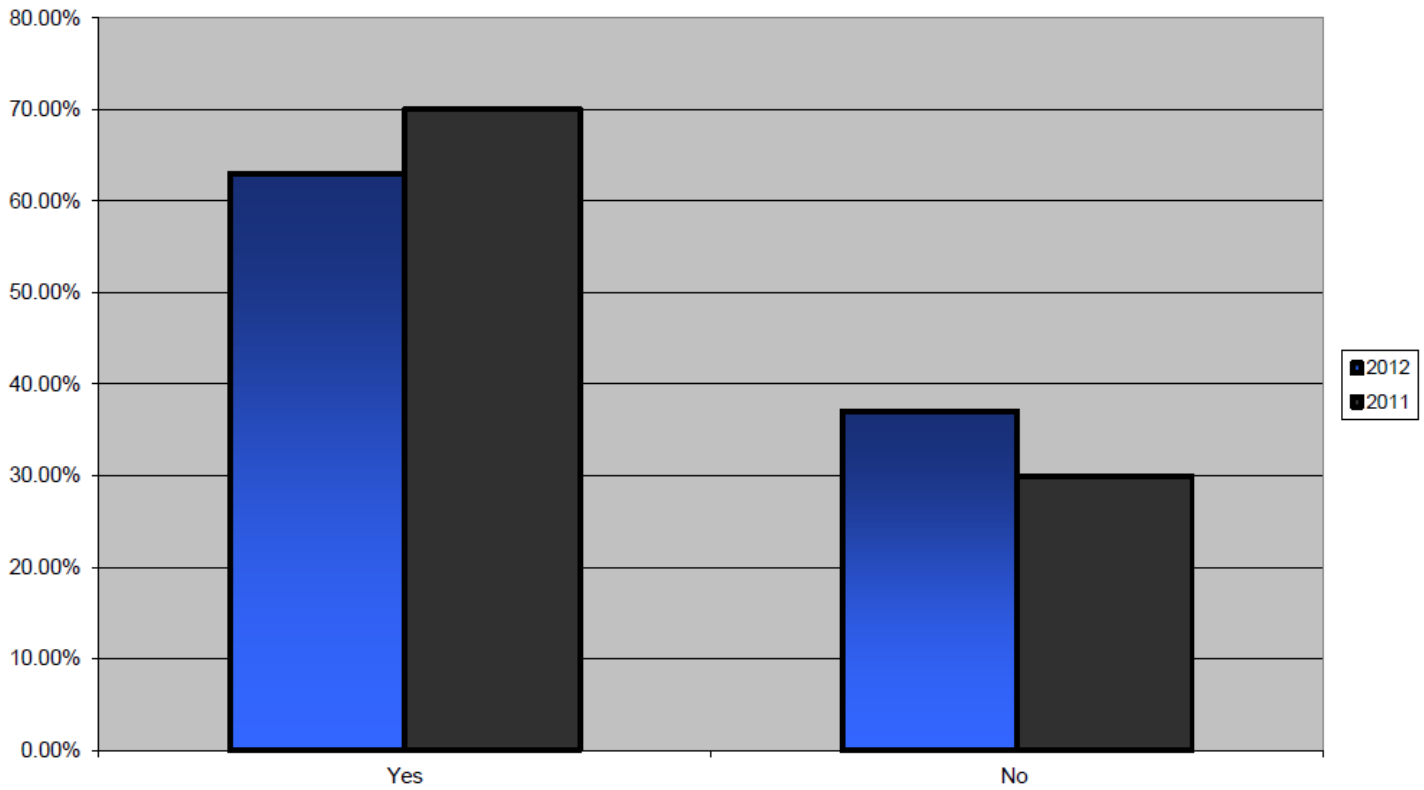
What do you think the chances are of getting a ticket if you don't wear your safety belt?
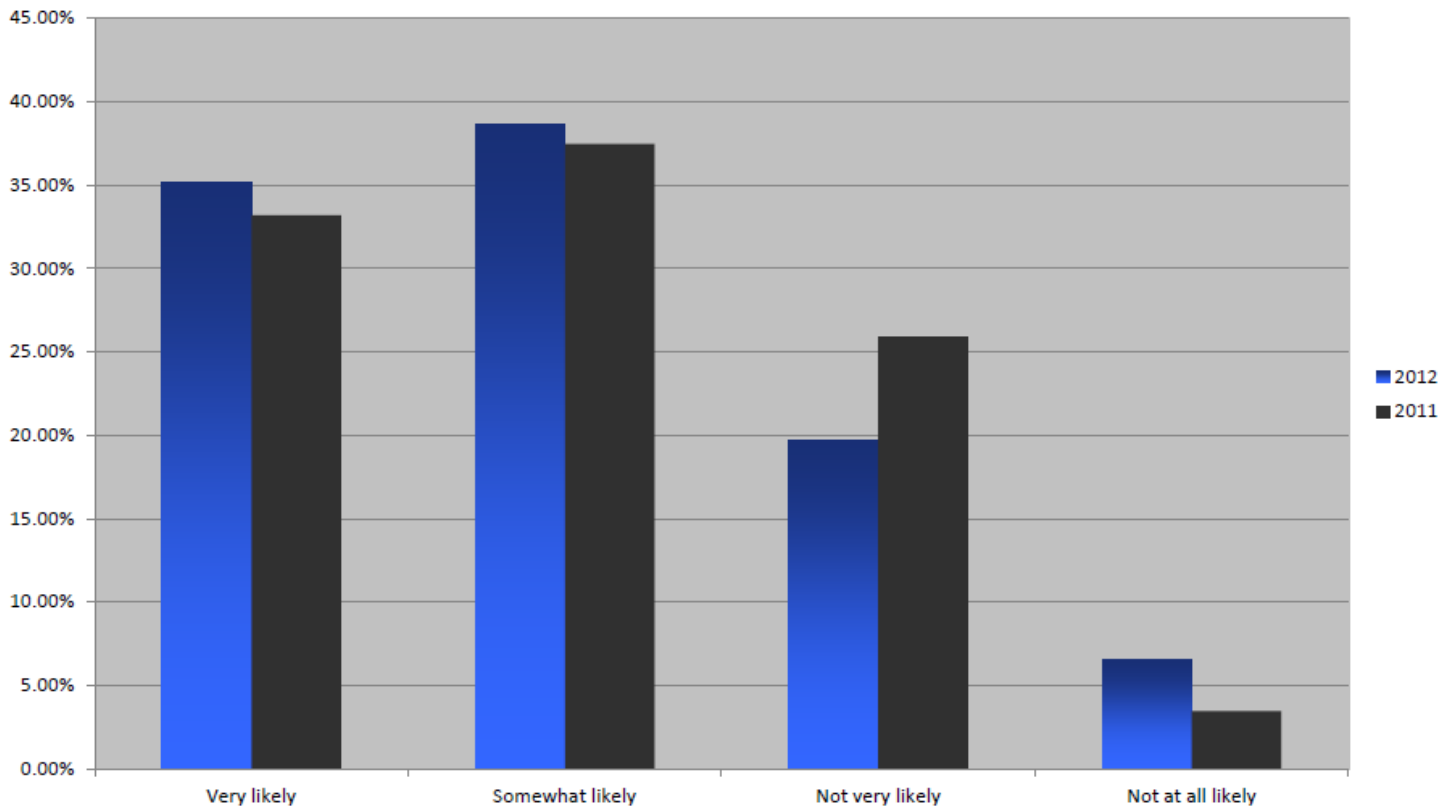
On a local road with a speed limit of 30 MPH, how often do you drive faster than 35 MPH?
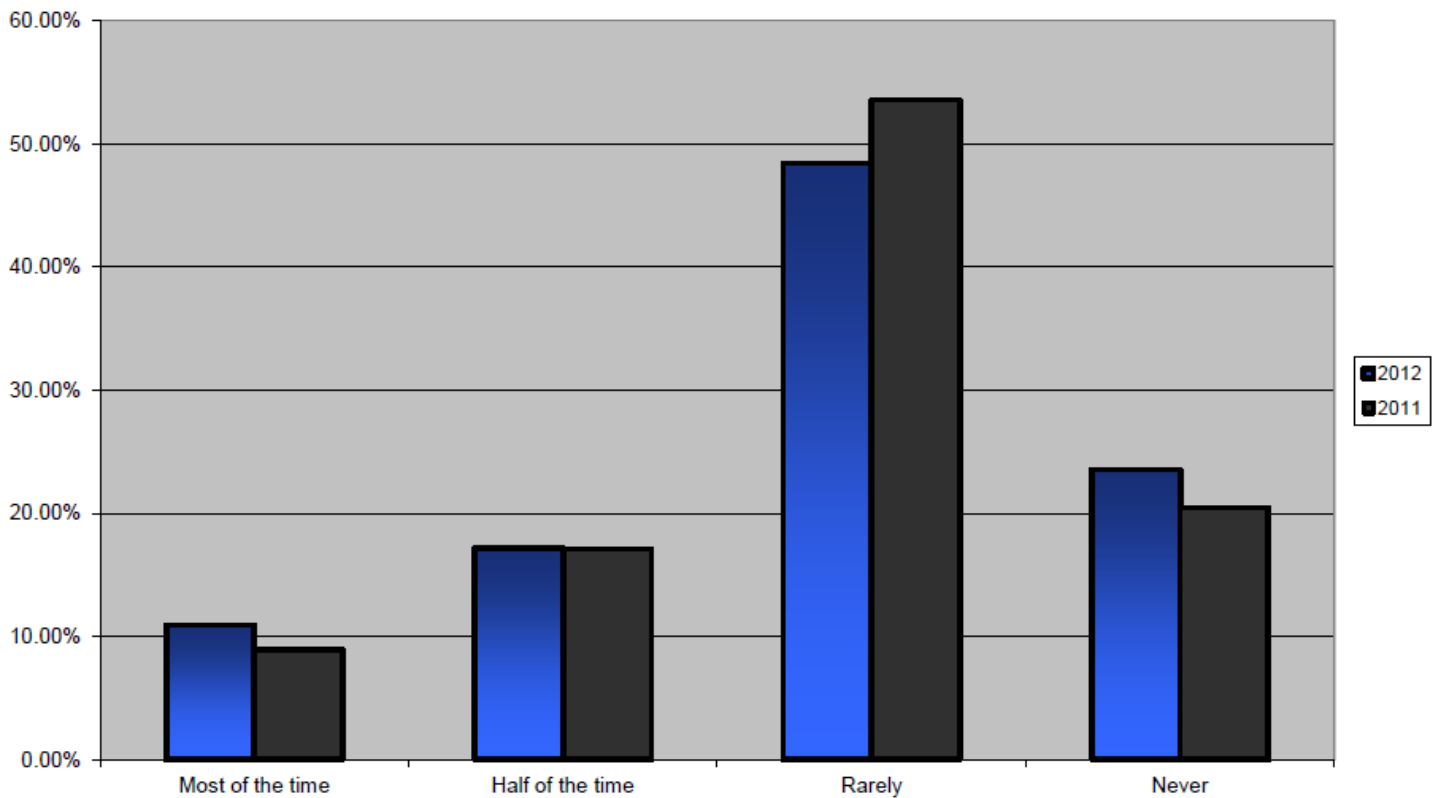
On a local road with a speed limit of 65 MPH, how often do you drive faster than 70 MPH?
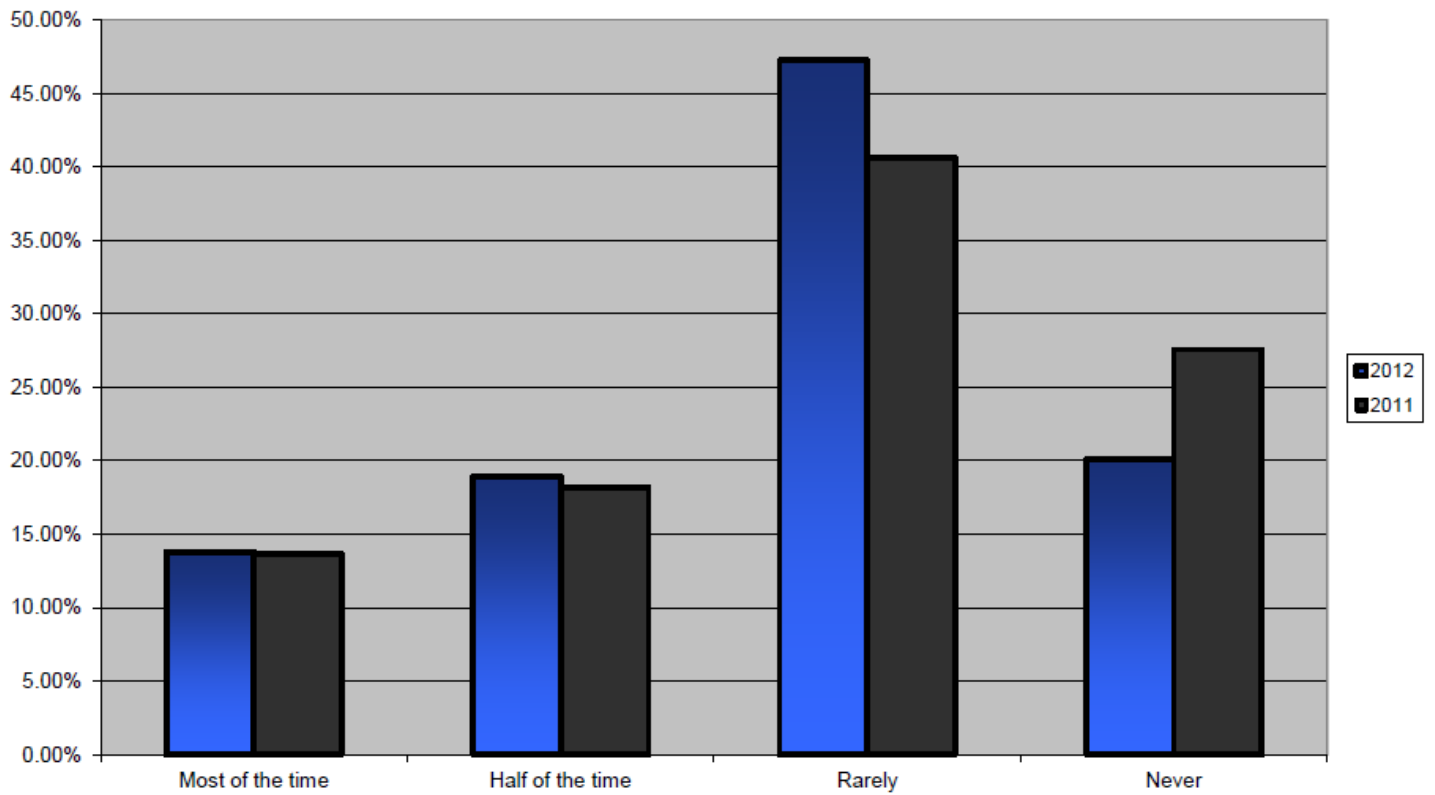
In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
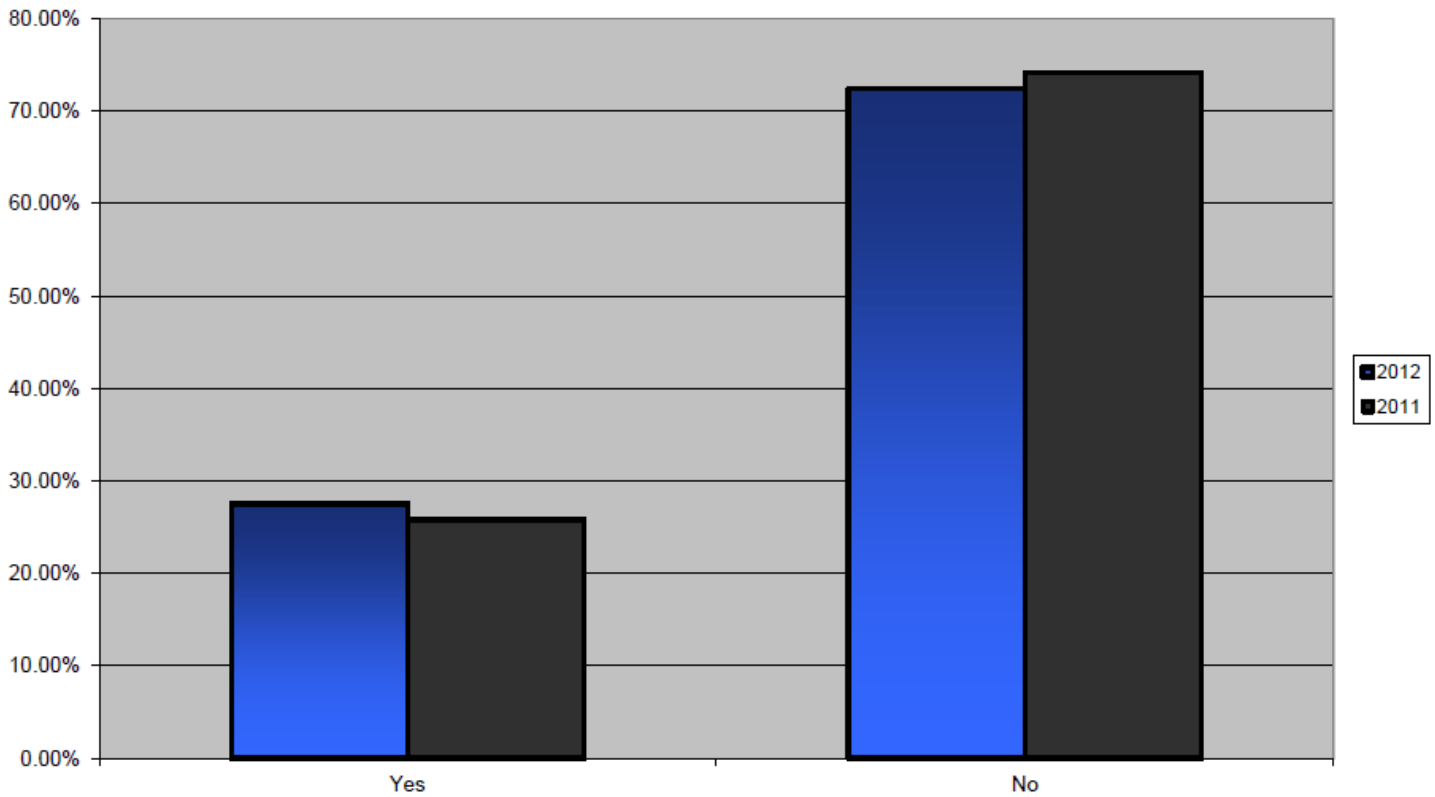
What do you think the chances are of getting a ticket if you drive over the speed limit?
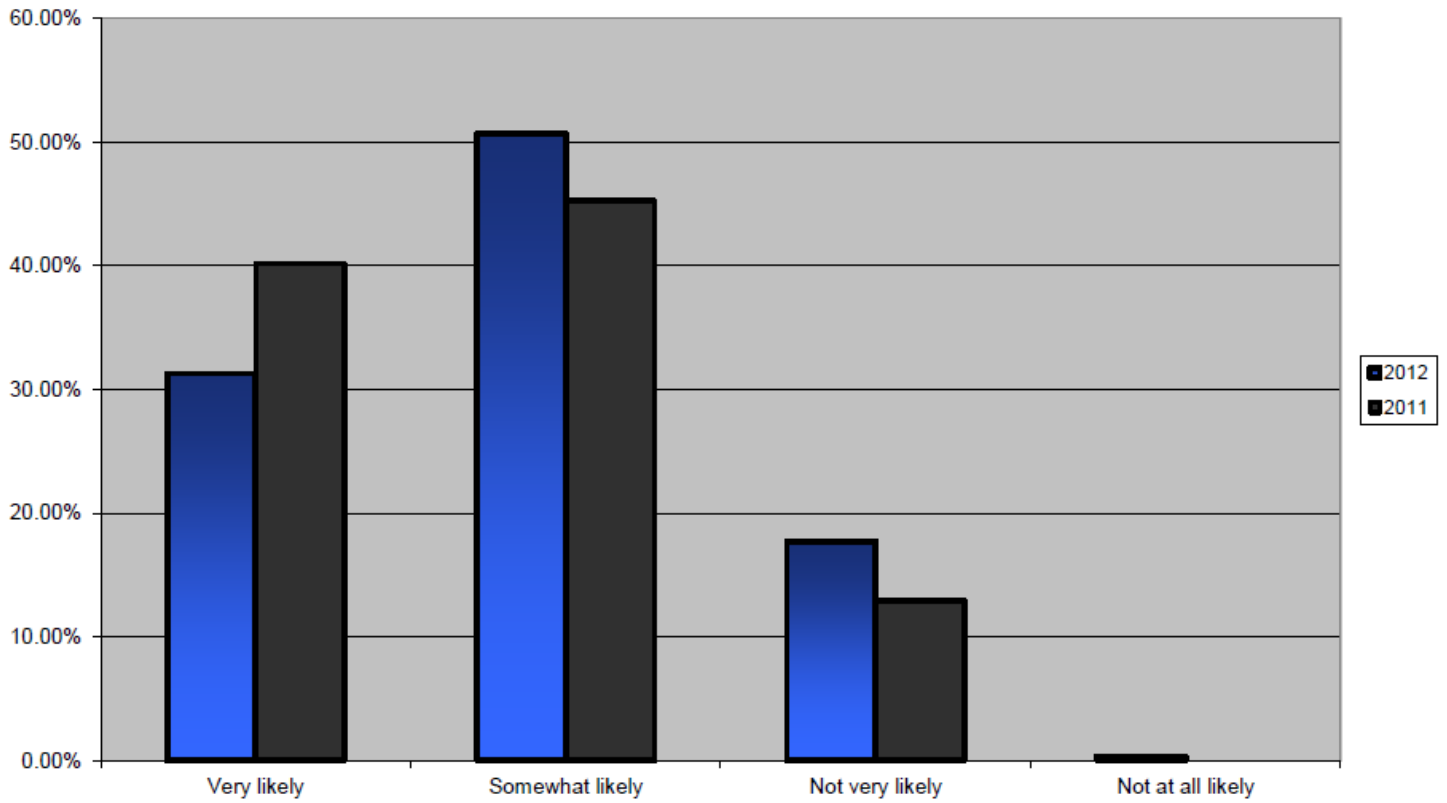
In the past 60 days, how many times have you driven a motor vehicle within two hours of drinking an alcoholic beverage?

200
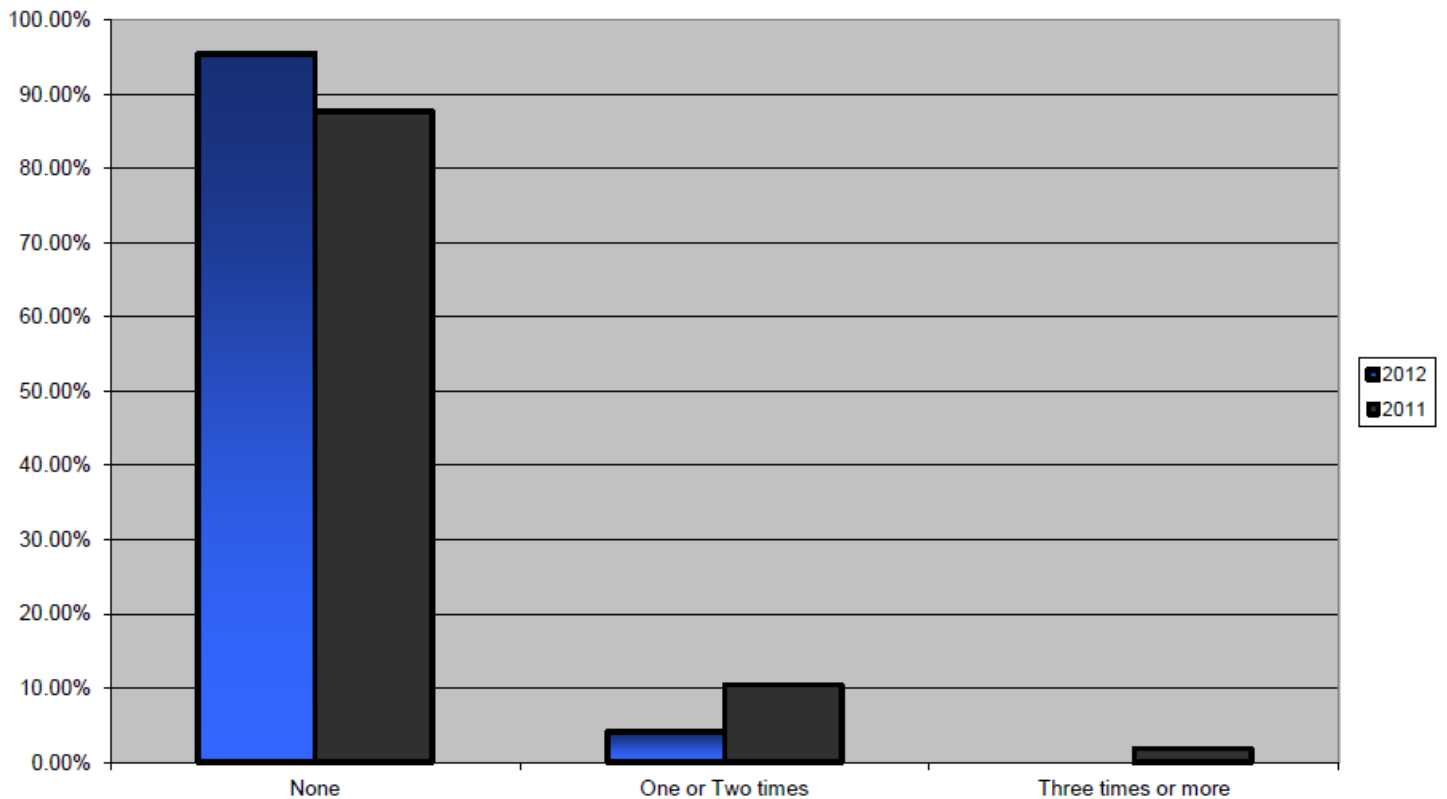
In the past 30 days, have you read, seen or heard anything about alcohol impaired or drunk driving enforcement by police?
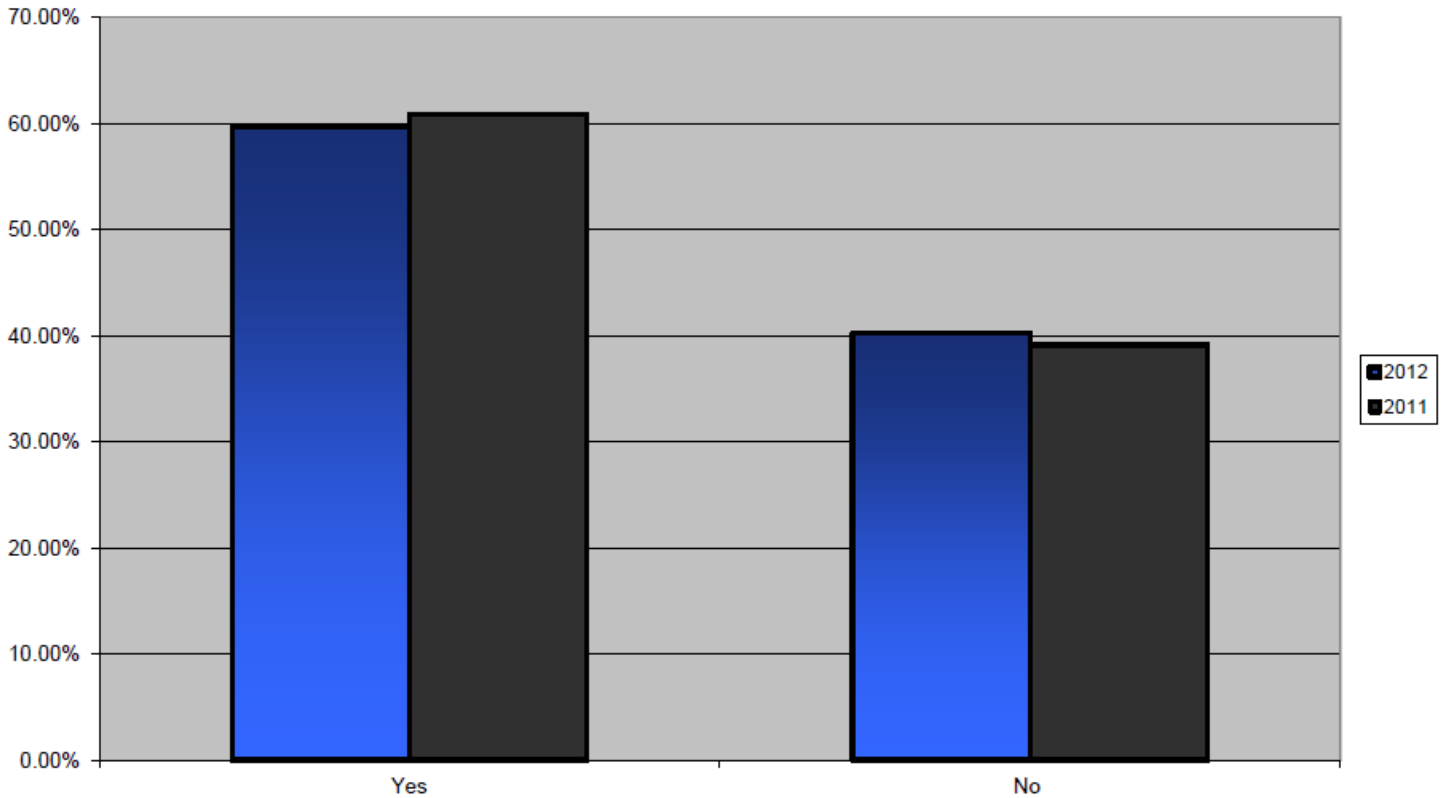
What do you think the chances are of someone getting arrested if they drive after drinking?
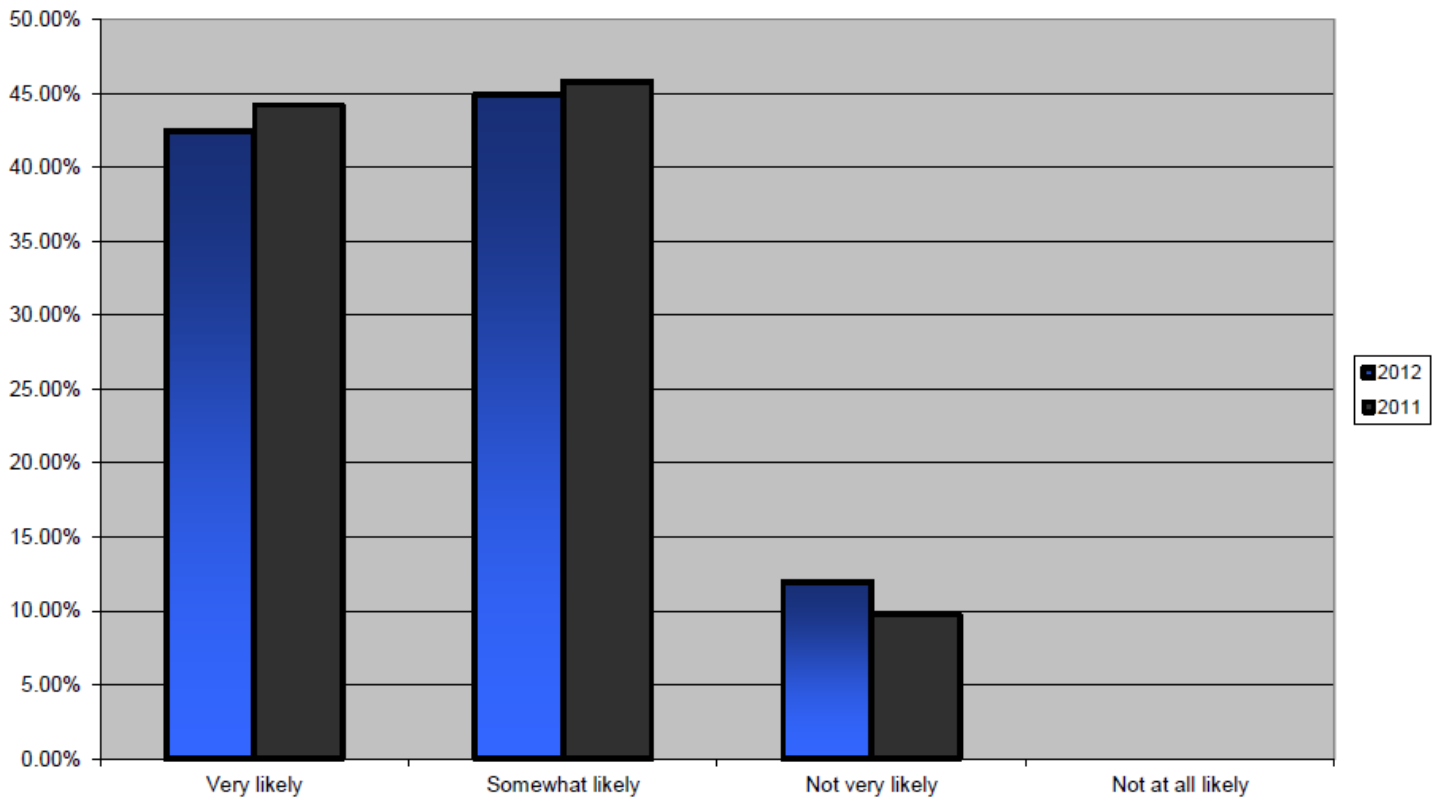
State Match Estimates

FFY2014 Match Estimates and Detail									
Pot of Money	HSP FFY2014	Match Portion	Match Needed	Designated Total	State P&A	DUF	EASY	UHP PI&E	DLD Hearings
NHTSA 402	$2,200,000	10.48%	$257,551	$260,000		$135,000	$125,000		
NHTSA 402 P&A	$286,000	26.19%	$101,481	$105,000	$55,000	$50,000			
Section 405b	$338,000	20.00%	$84,500	$85,000					$85,000
Section 405c	$306,000	20.00%	$76,500	$80,000		$80,000			
Section 405d	$1,107,000	20.00%	$276,750	$280,000		$280,000			
Section 405e	$180,000	20.00%	$45,000	$45,000		$45,000			
Section 405f	$32,000	20.00%	$8,000	$8,000		$8,000			
SAFETEA-LU 405	$65,000	75.00%	$195,000	$200,000				$200,000	
SAFETEA-LU 408	$695,000	20.00%	$173,750	$180,000			$85,000		$95,000
SAFETEA-LU 410	$30,000	75.00%	$90,000	$90,000			$90,000		
SAFETEA-LU 2010	$60,000	0.00%	$0	$0					
SAFETEA-LU 2011	$70,000	25.00%	$23,333	$25,000				$25,000	
		TOTAL	$1,331,866	$1,358,000	$55,000	$598,000	$300,000	$225,000	$180,000

APPENDICIES

Share to Local Estimates

Share to Local Political Subdivisions Detail

Project Name	Project Number	Project Amount	Subdivision or Documentation?
Police Traffic Services & Equipment	PT140101	$136,000	Documentation
Salt Lake/Davis Counties MATF	PT140102	$12,000	Documentation
Utah County MATF	PT140103	$6,000	Documentation
Operation Lifesaver	PT140104	$20,000	Documentation
Davis County CTS	CP140201	$9,000	Subdivision
Tri-County CTS	CP140202	$4,800	Subdivision
Weber/Morgan CTS	CP140203	$9,000	Subdivision
Bear River CTS	CP140204	$7,200	Subdivision
Summit County CTS	CP140205	$4,800	Subdivision
Tooele County CTS	CP140206	$7,200	Subdivision
Utah County CTS	CP140207	$12,000	Subdivision
Southeastern Utah CTS	CP140208	$7,200	Subdivision
Central Utah CTS	CP140209	$7,200	Subdivision
Wasatch County CTS	CP140210	$4,800	Subdivision
Southwest Utah CTS	CP140211	$7,200	Subdivision
San Juan Traffic Safety CTS	CP140212	$4,800	Subdivision
Personnel - 402 OP	CP140213	$165,000	Documentation
Personnel - 402 PS	CP140213	$65,000	Documentation
Personnel - 402 Older Driver	CP140213	$63,500	Documentation
Personnel - 402 MC	CP140213	$37,500	Documentation
Personnel - 402 PT	CP140213	$211,000	Documentation
Rural Traffic Safety Coordinator	CP140214	$31,500	Documentation
Public Information and Education Project	CP140215	$5,000	Documentation
Traffic Safety Summit	CP140216	$40,000	Documentation
UHP PI&E/Adopt-a-High School	CP140218	$15,000	Documentation
Yellow Dot	CP140220	$20,000	Documentation
Older Driver PI&E	CP140221	$16,000	Documentation
Teen Driving Outreach	CP140222	$8,000	Documentation
Rural Seat Belt Program	OP140402	$95,000	Documentation
Occupant Protection Media, Materials & Support	OP140404	$20,000	Documentation
Pedestrian and Bicycle Safety PI&E	PS140701	$87,000	Documentation
	Total Share	$1,138,700	

APPENDICIES

Carryover Funding Estimates

Estimates of Carryover into FFY2014

Pot of Money	Carryover Estimate
NHTSA 402	$1,000,000
NHTSA 402 P&A	$25,000
Section 405b	$338,000
Section 405c	$306,000
Section 405d	$1,107,000
Section 405e	$180,000
Section 405f	$32,000
SAFETEA-LU 405	$65,000
SAFETEA-LU 408	$695,000
SAFETEA-LU 410	$30,000
SAFETEA-LU 2010	$60,000
SAFETEA-LU 2011	$70,000

APPENDICIES

HS-217 Budget Details

Highway Safety Plan Cost Summary

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

State: Utah

Highway Safety Plan Cost Summary
2014-HSP-1
For Approval

Page: 1
Report Date: 06/26/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-10-01-00	FED14 - P&A	$.00	$.00	$.00	$291,500.00	$291,500.00	$.00
	PA-2014-10-02-00	000025 - STATE PORTION - P&A	$.00	$59,400.00	$.00	$.00	$.00	$.00
	PA-2014-10-08-00	402 - STATE MATCH NON P&A	$.00	$115,500.00	$.00	$.00	$.00	$.00
Planning and Administration Total			**$.00**	**$174,900.00**	**$.00**	**$291,500.00**	**$291,500.00**	**$.00**
Motorcycle Safety								
	MC-2014-09-01-00	MCP14 - MOTORCYCLE SAFETY MEDIA AND PI&E	$.00	$.00	$.00	$59,950.00	$59,950.00	$.00
Motorcycle Safety Total			**$.00**	**$.00**	**$.00**	**$59,950.00**	**$59,950.00**	**$.00**
Occupant Protection								
	OP-2014-04-02-00	JED14 - RURAL SEAT BELT PROGRAM	$.00	$.00	$.00	$104,500.00	$104,500.00	$104,500.00
	OP-2014-04-03-00	FSS14 - UTAH CPS PROGRAM	$.00	$.00	$.00	$88,000.00	$88,000.00	$.00
	OP-2014-04-04-00	BOB14 - OCCUPANT PROTECTION MEDIA, MATER	$.00	$.00	$.00	$68,200.00	$68,200.00	$22,000.00
Occupant Protection Total			**$.00**	**$.00**	**$.00**	**$260,700.00**	**$260,700.00**	**$126,500.00**
Pedestrian/Bicycle Safety								
	PS-2014-07-01-00	PED14 - PEDESTRIAN AND BICYCLE SAFETY PI	$.00	$.00	$.00	$95,700.00	$95,700.00	$95,700.00
Pedestrian/Bicycle Safety Total			**$.00**	**$.00**	**$.00**	**$95,700.00**	**$95,700.00**	**$95,700.00**
Police Traffic Services								
	PT-2014-01-01-00	PTS14 - PT SERVICES & EQUIPMENT	$.00	$.00	$.00	$149,600.00	$149,600.00	$149,600.00
	PT-2014-01-02-00	MAF14 - SALT LAKE/DAVIS COUNTIES MATF	$.00	$.00	$.00	$13,200.00	$13,200.00	$13,200.00
	PT-2014-01-03-00	UWT14 - UTAH COUNTY MATF	$.00	$.00	$.00	$6,600.00	$6,600.00	$6,600.00
	PT-2014-01-04-00	LFS14 - OPERATION LIFESAVER	$.00	$.00	$.00	$22,000.00	$22,000.00	$22,000.00
Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$191,400.00**	**$191,400.00**	**$191,400.00**

State: Utah

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

Page: 2

Report Date: 06/26/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Community Traffic Safety Project								
	CP-2014-02-01-00	DCS14 - DAVIS COUNTY CTS	$.00	$.00	$.00	$9,900.00	$9,900.00	$9,900.00
	CP-2014-02-02-00	TCC14 - TRI-COUNTY CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$5,280.00
	CP-2014-02-03-00	WMS14 - WEBER/MORGAN CTS	$.00	$.00	$.00	$9,900.00	$9,900.00	$9,900.00
	CP-2014-02-04-00	BCS14 - BEAR RIVER CTS	$.00	$.00	$.00	$7,920.00	$7,920.00	$7,920.00
	CP-2014-02-05-00	SUM14 - SUMMIT COUNTY CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$5,280.00
	CP-2014-02-06-00	TCS14 - TOOELE COUNTY CTS	$.00	$.00	$.00	$7,920.00	$7,920.00	$7,920.00
	CP-2014-02-07-00	USC14 - UTAH COUNTY CTS	$.00	$.00	$.00	$13,200.00	$13,200.00	$13,200.00
	CP-2014-02-08-00	SEU14 - SOUTHEASTERN UTAH CTS	$.00	$.00	$.00	$7,920.00	$7,920.00	$7,920.00
	CP-2014-02-09-00	CEU14 - CENTRAL UTAH CTS	$.00	$.00	$.00	$7,920.00	$7,920.00	$7,920.00
	CP-2014-02-10-00	WCS14 - WASATCH COUNTY CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$5,280.00
	CP-2014-02-11-00	SWU14 - SOUTHWEST UTAH CTS	$.00	$.00	$.00	$7,920.00	$7,920.00	$7,920.00
	CP-2014-02-12-00	NAT14 - SAN JUAN TRAFFIC SAFETY CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$5,280.00
	CP-2014-02-13-00	PER14 - PERSONNEL - 402	$.00	$.00	$.00	$838,200.00	$838,200.00	$596,200.00
	CP-2014-02-14-00	RTS14 - RURAL TRAFFIC SAFETY COORDINATOR	$.00	$.00	$.00	$34,650.00	$34,650.00	$34,650.00
	CP-2014-02-15-00	PUB14 - PUBLIC INFORMATION AND EDUCATION	$.00	$.00	$.00	$5,500.00	$5,500.00	$5,500.00
	CP-2014-02-16-00	TSS14 - TRAFFIC SAFETY SUMMIT	$.00	$.00	$.00	$44,000.00	$44,000.00	$.00
	CP-2014-02-17-00	TTR14 - TECHNOLOGY TRANSFER & ELECTRONIC	$.00	$.00	$.00	$198,000.00	$198,000.00	$.00
	CP-2014-02-18-00	UPE14 - UHP PI&E/ADOPT-A-HIGH SCHOOL	$.00	$.00	$.00	$16,500.00	$16,500.00	$.00
	CP-2014-02-19-00	NET14 - UTAH SAFETY COUNCIL TRAFFIC SAFE	$.00	$.00	$.00	$36,300.00	$36,300.00	$.00
	CP-2014-02-20-00	YEL14 - YELLOW DOT	$.00	$.00	$.00	$22,000.00	$22,000.00	$22,000.00
	CP-2014-02-21-00	OLD14 - OLD DRIVER PI&E	$.00	$.00	$.00	$17,600.00	$17,600.00	$17,600.00
	CP-2014-02-22-00	TEE14 - TEEN DRIVING OUTREACH	$.00	$.00	$.00	$8,800.00	$8,800.00	$8,800.00
Community Traffic Safety Project Total			**$.00**	**$.00**	**$.00**	**$1,315,270.00**	**$1,315,270.00**	**$778,470.00**

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
		NHTSA 402 Total	*$.00*	*$174,900.00*	*$.00*	*$2,214,520.00*	*$2,214,520.00*	*$1,192,070.00*
405 OP SAFETEA-LU								
	K2-2014-04-02-00	NED14 - RURAL SEAT BELT PROGRAM	$.00	$.00	$.00	$71,500.00	$71,500.00	$.00
	K2-2014-10-05-00	405 - STATE MATCH	$.00	$220,000.00	$.00	$.00	$.00	$.00
405 Occupant Protection Total			$.00	$220,000.00	$.00	$71,500.00	$71,500.00	$.00
405 OP SAFETEA-LU Total			*$.00*	*$220,000.00*	*$.00*	*$71,500.00*	*$71,500.00*	*$.00*
408 Data Program SAFETEA-LU								
	K9-2014-02-13-00	PAY14 - PERSONNEL - 408	$.00	$.00	$.00	$104,500.00	$104,500.00	$.00
	K9-2014-05-01-00	CSM14 - CRASH & CITATION INFORMATIONS SY	$.00	$.00	$.00	$448,800.00	$448,800.00	$.00
	K9-2014-05-02-00	PHD14 - EMS PRE-HOSPITAL DATA REPORTING	$.00	$.00	$.00	$161,700.00	$161,700.00	$.00
	K9-2014-05-03-00	BAC14 - INCREASING BAC REPORTING	$.00	$.00	$.00	$5,500.00	$5,500.00	$.00
	K9-2014-05-04-00	GTR14 - WEB SERVICE TO GEO-LOCATE TRAFFI	$.00	$.00	$.00	$33,000.00	$33,000.00	$.00
	K9-2014-05-05-00	TRA14 - TRAFFIC RECORDS SYSTEMS ASSESSME	$.00	$.00	$.00	$11,000.00	$11,000.00	$.00
	K9-2014-10-06-00	408 - STATE MATCH	$.00	$198,000.00	$.00	$.00	$.00	$.00
408 Data Program Incentive Total			$.00	$198,000.00	$.00	$764,500.00	$764,500.00	$.00
408 Data Program SAFETEA-LU Total			*$.00*	*$198,000.00*	*$.00*	*$764,500.00*	*$764,500.00*	*$.00*
410 Alcohol SAFETEA-LU								
	K8-2014-03-07-00	DMC14 - IMPAIRED DRIVING EDUCATION AND M	$.00	$.00	$.00	$33,000.00	$33,000.00	$.00
	K8-2014-10-07-00	410 - STATE MATCH	$.00	$99,000.00	$.00	$.00	$.00	$.00
410 Alcohol SAFETEA-LU Total			$.00	$99,000.00	$.00	$33,000.00	$33,000.00	$.00
410 Alcohol SAFETEA-LU Total			*$.00*	*$99,000.00*	*$.00*	*$33,000.00*	*$33,000.00*	*$.00*
2010 Motorcycle Safety								
	K6-2014-09-01-00	MME14 - MOTORCYCLE SAFETY MEDIA AND PI&E	$.00	$.00	$.00	$66,000.00	$66,000.00	$.00
2010 Motorcycle Safety Incentive Total			$.00	$.00	$.00	$66,000.00	$66,000.00	$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
2010 Motorcycle Safety Total			$.00	$.00	$.00	$66,000.00	$66,000.00	$.00
MAP 21 405b OP Low								
	M2HVE-2014-04-01-00	STS14 - CIOT STEP SUPPORT	$.00	$.00	$.00	$110,000.00	$110,000.00	$.00
405b Low HVE Total			$.00	$.00	$.00	$110,000.00	$110,000.00	$.00
405b Low Public Education								
	M2PE-2014-04-04-00	JIM14 - OCCUPANT PROTECTION MEDIA, MATER	$.00	$.00	$.00	$118,800.00	$118,800.00	$.00
	M2PE-2014-04-05-00	SUR14 - SEATBELT OBSERVATIONAL SURVEY	$.00	$.00	$.00	$33,000.00	$33,000.00	$.00
	M2PE-2014-10-09-00	405B - STATE MATCH	$.00	$115,500.00	$.00	$.00	$.00	$.00
405b Low Public Education Total			$.00	$115,500.00	$.00	$151,800.00	$151,800.00	$.00
405b Low Community CPS Services								
	M2CPS-2014-04-03-00	CPS14 - UTAH CPS PROGRAM	$.00	$.00	$.00	$110,000.00	$110,000.00	$.00
405b Low Community CPS Services Total			$.00	$.00	$.00	$110,000.00	$110,000.00	$.00
MAP 21 405b OP Low Total			$.00	$115,500.00	$.00	$371,800.00	$371,800.00	$.00
MAP 21 405c Data Program								
	M3DA-2014-05-01-00	CSC14 - CRASH & CITATION INFORMATION SYS	$.00	$.00	$.00	$130,900.00	$130,900.00	$.00
	M3DA-2014-10-10-00	405C - STATE MATCH	$.00	$88,000.00	$.00	$.00	$.00	$.00
405c Data Program Total			$.00	$88,000.00	$.00	$130,900.00	$130,900.00	$.00
MAP 21 405c Data Program Total			$.00	$88,000.00	$.00	$130,900.00	$130,900.00	$.00
MAP 21 405d Impaired Driving Low								
	M6OT-2014-02-01-00	DCD14 - DAVIS COUNTY CTS	$.00	$.00	$.00	$6,600.00	$6,600.00	$.00
	M6OT-2014-02-02-00	TCD14 - TRI-COUNTY CTS	$.00	$.00	$.00	$3,520.00	$3,520.00	$.00
	M6OT-2014-02-03-00	WMD14 - WEBER/MORGAN CTS	$.00	$.00	$.00	$6,600.00	$6,600.00	$.00
	M6OT-2014-02-04-00	BCD14 - BEAR RIVER CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$.00
	M6OT-2014-02-05-00	SUD14 - SUMMIT COUNTY CTS	$.00	$.00	$.00	$3,520.00	$3,520.00	$.00

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

Highway Safety Plan Cost Summary

State: Utah

2014-HSP-1

For Approval

Page: 5

Report Date: 06/26/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	M6OT-2014-02-06-00	CSD14 - TOOELE COUNTY CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$.00
	M6OT-2014-02-07-00	USD14 - UTAH COUNTY CTS	$.00	$.00	$.00	$8,800.00	$8,800.00	$.00
	M6OT-2014-02-08-00	SED14 - SOUTHEASTERN UTAH CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$.00
	M6OT-2014-02-09-00	CED14 - CENTRAL UTAH CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$.00
	M6OT-2014-02-10-00	WCD14 - WASATCH COUNTY CTS	$.00	$.00	$.00	$3,520.00	$3,520.00	$.00
	M6OT-2014-02-11-00	SWD14 - SOUTHWEST UTAH CTS	$.00	$.00	$.00	$5,280.00	$5,280.00	$.00
	M6OT-2014-02-12-00	NAD14 - SAN JUAN TRAFFIC SAFETY CTS	$.00	$.00	$.00	$3,520.00	$3,520.00	$.00
	M6OT-2014-02-13-00	PNL14 - PERSONNEL - 405D	$.00	$.00	$.00	$96,800.00	$96,800.00	$.00
	M6OT-2014-02-14-00	RTD14 - RURAL TRAFFIC SAFETY COORDINATOR	$.00	$.00	$.00	$4,950.00	$4,950.00	$.00
	M6OT-2014-03-01-00	DRT14 - STATEWIDE DRE/ARIDE/PHLEBOTOMY	$.00	$.00	$.00	$55,000.00	$55,000.00	$.00
	M6OT-2014-03-02-00	CCD14 - SIP/TRACE AND YOUTH ALCOHOL SUPP	$.00	$.00	$.00	$44,000.00	$44,000.00	$.00
	M6OT-2014-03-03-00	AEC14 - DUI ENFORCEMENT, CHECKPOINTS & E	$.00	$.00	$.00	$385,000.00	$385,000.00	$.00
	M6OT-2014-03-04-00	DCT14 - DAVIS COUNTY DUI COURT	$.00	$.00	$.00	$19,800.00	$19,800.00	$.00
	M6OT-2014-03-05-00	DUC14 - RIVERDALE DUI COURT	$.00	$.00	$.00	$9,900.00	$9,900.00	$.00
	M6OT-2014-03-06-00	TSR14 - TRAFFIC SAFETY RESOURCE PROSECUT	$.00	$.00	$.00	$146,300.00	$146,300.00	$.00
	M6OT-2014-03-07-00	DMD14 - IMPAIRED DRIVING EDUCATION AND M	$.00	$.00	$.00	$385,000.00	$385,000.00	$.00
	M6OT-2014-10-11-00	405D - STATE MATCH	$.00	$308,000.00	$.00	$.00	$.00	$.00
405d Low Other Based on Problem ID Total			$.00	$308,000.00	$.00	$1,209,230.00	$1,209,230.00	$.00
MAP 21 405d Impaired Driving Low Total			$.00	$308,000.00	$.00	$1,209,230.00	$1,209,230.00	$.00
MAP 21 405e Distracted Driving								
	M8PE-2014-02-18-00	UHP14 - UHP PI&E/ADOPT-A-HIGH SCHOOL	$.00	$.00	$.00	$11,000.00	$11,000.00	$.00
	M8PE-2014-02-22-00	TDO14 - TEEN DRIVING OUTREACH	$.00	$.00	$.00	$22,000.00	$22,000.00	$.00
	M8PE-2014-10-12-00	405E - STATE MATCH	$.00	$49,500.00	$.00	$.00	$.00	$.00
405e Public Education Total			$.00	$49,500.00	$.00	$33,000.00	$33,000.00	$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014-HSP-1
For Approval

State: Utah

Page: 6
Report Date: 06/26/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405e Police Traffic Services								
	M8*PT-2014-01-05-00	LDD14 - LOGAN CITY DISTRACTED DRIVING PR	$.00	$.00	$.00	$15,400.00	$15,400.00	$.00
	M8*PT-2014-01-06-00	MDD14 - MURRAY CITY DISTRACTED DRIVING P	$.00	$.00	$.00	$22,000.00	$22,000.00	$.00
	M8*PT-2014-01-07-00	SDD14 - ST. GEORGE DISTRACTED DRIVING PR	$.00	$.00	$.00	$27,500.00	$27,500.00	$.00
405e Police Traffic Services Total			**$.00**	**$.00**	**$.00**	**$64,900.00**	**$64,900.00**	**$.00**
MAP 21 405e Distracted Driving Total			*$.00*	*$49,500.00*	*$.00*	*$97,900.00*	*$97,900.00*	*$.00*
MAP 21 405f Motorcycle Programs								
	M9MA-2014-09-01-00	MSM14 - MOTORCYCLE SAFETY MEDIA AND PI&E	$.00	$.00	$.00	$35,200.00	$35,200.00	$.00
	M9MA-2014-10-13-00	405F - STATE MATCH	$.00	$8,800.00	$.00	$.00	$.00	$.00
405f Motorcyclist Awareness Total			**$.00**	**$8,800.00**	**$.00**	**$35,200.00**	**$35,200.00**	**$.00**
MAP 21 405f Motorcycle Programs Total			*$.00*	*$8,800.00*	*$.00*	*$35,200.00*	*$35,200.00*	*$.00*
NHTSA Total			*$.00*	*$1,261,700.00*	*$.00*	*$4,994,550.00*	*$4,994,550.00*	*$1,192,070.00*
Total			*$.00*	*$1,261,700.00*	*$.00*	*$4,994,550.00*	*$4,994,550.00*	*$1,192,070.00*

APPENDICIES

Amendments to HSP