

REAUTHORIZATION UNCERTAINTY

When the program staff at the Highway Safety Office began the planning process for the FFY 2010 Highway Safety Plan over ten months before its implementation, one unanswered question was whether federal monies will continue to be available for the various programs. The SAFETEA-LU authorization expires on September 30, 2009, and Congress continues to struggle in these difficult economic times to pass new legislation.

The Highway Safety Office has worked hard to assure that sufficient federal carryover monies are available to fund the projects detailed in this FFY 2010 Highway Safety Plan. In all cases funds awarded and obligated in the previous federal fiscal year provide a solid foundation for the highway safety projects, allowing project directors to focus on the goals and performance measures for their project, instead of worrying about the funding source stability.

However, FFY 2011 may be a different story. Congress continues to address numerous challenges as it works towards reauthorization of the Transportation Bill in these difficult economic times, and the cost of changing driver and passenger behaviors is increasing each year. The HSO is hoping for a timely resolution that will provide funding stability and an increase in grant monies.

Safety Counts: Driving It Home

UTAH HIGHWAY SAFETY PLAN FEDERAL FISCAL YEAR 2010

STATE OF UTAH
DEPARTMENT OF PUBLIC SAFETY
HIGHWAY SAFETY OFFICE

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

EXECUTIVE SUMMARY

Utah's Highway Safety Program continues a strong partnership with other traffic safety stakeholders and maintains active support of the state's over-arching Strategic Highway Safety Plan (SHSP). The Safety Leadership Team continues to provide broad strategic guidance while the various partners support the plan under the *Zero Fatalities* moniker with specific performance goals and activities.

The multi-agency task force concept for regional law enforcement agencies continues as a high priority, including support for various national and local impaired driving, speeding and seat belt campaigns and also youth alcohol enforcement. This sustained enforcement includes the use of DUI checkpoints and saturation patrols statewide.

Partnerships with minority groups are being expanded to provide meaningful outreach to the Latino and Native American communities in Utah. Projects include three Latino and one Native American Safe Community projects, and an impaired driving project using Latino community leaders to affect a socio-norming change.

The Utah Fatality Report project will provide a face to each of Utah's traffic deaths through a partnership with the media and communication department at a Utah college. The website will offer a more personal look at Utah traffic fatalities using a human interest approach that details information about the person killed and also the feelings and situation of the family and friends left behind.

The Utah Traffic Records Advisory Committee is supporting a three year project designed to improve the collection of traffic crash and citation records in the state. In this first year the project will focus on training law enforcement agencies to use the new electronic crash and citation reporting systems, and subsequently migrating toward the electronic reporting system exclusively.

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PERFORMANCE PLAN

OVERVIEW OF PROCESS

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

- January: Review by program management staff of current and previous year's programs, discussion of future focus areas, and alignment with the Utah's SHSP.
- February: Analyze available Utah-specific crash data and prepare the HSO's specific performance goals.
- March: Estimate federal funding amounts as part of the planning process, and solicit input from partner agencies and key stakeholders on program direction.
- April: Request project proposals (due May 15) to address performance goals.
- May: Review new and continuing project proposals, and evaluate alignment with the HSO's performance goals.
- June: Identify desired projects while keeping within the predicted funding levels.
- July: Prepare, review, print and submit a draft HSP (with integral Performance Plan) to the NHTSA Regional Office for input.
- August: Make changes and final additions to the Highway Safety Plan, including the HS217 budget detail.
- September: Submit the final HSP to NHTSA for approval.
- October: Implement approved projects by finalizing project contracts, and sending a formal approval letter authorizing them to proceed and confirming the grant amount.
- November: Request "closeout" documents from previous year HSP projects, and begin collecting information for the Annual Report.
- December: Prepare, review, print and submit the Annual Report to NHTSA, and finalize the fiscal aspects.

While this calendar reflects a straightforward and logical planning process, a variety of intervening and often unpredictable factors at both the federal and state level may result in the planning process being interrupted, or even necessitate a change in focus areas. The current multi-year transportation funding bill has given a measure of stability and predictability to the funding question in the last few years. However, the appropriations process always injects some interesting twists and turns and may make the planning process especially challenging.

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

DATA ANALYSIS

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

- ◆ Fatality Analysis Reporting System (FARS)
- ◆ Utah's Annual Crash Summary
- ◆ Driver License Division's Driver Tracking System
- ◆ Occupant Protection Observational Studies
- ◆ NHTSA-supplied statistical information
- ◆ Other governmental and safety organization's information and data

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

PROBLEM IDENTIFICATION

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

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

PERFORMANCE GOALS

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

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

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

PROJECT SELECTION

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

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

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

MONITORING AND TECHNICAL ASSISTANCE

Two important aspects of performance planning are monitoring and technical assistance. The HSO staff monitors projects on an ongoing basis with close contact and interaction with the project staff. Each year at least 10% of all under-20K projects are selected randomly for inclusion on the "on-site monitoring" list, which also includes all projects with budgets of \$20,000 and above. This list is distributed to the program management staff who then schedule the visits.

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

ANNUAL REPORT

After the end of the federal fiscal year, each project is asked to submit a final report detailing the accomplishments during the year. This information is used to form an evaluation and reporting document referred to as the Annual Report. This report typically focuses on the successes of the various projects and highlights the most visible and active projects. Some projects may be less successful due to a variety of factors such as personnel changes, etc. A more critical review of each program area is conducted and serves dual functions as the final phase of the previous-year HSP process, and as the kickoff point to begin the process for the next HSP.

HIGHWAY SAFETY PLAN

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

HIGHWAY SAFETY PLAN

Performance Measures & Project Descriptions

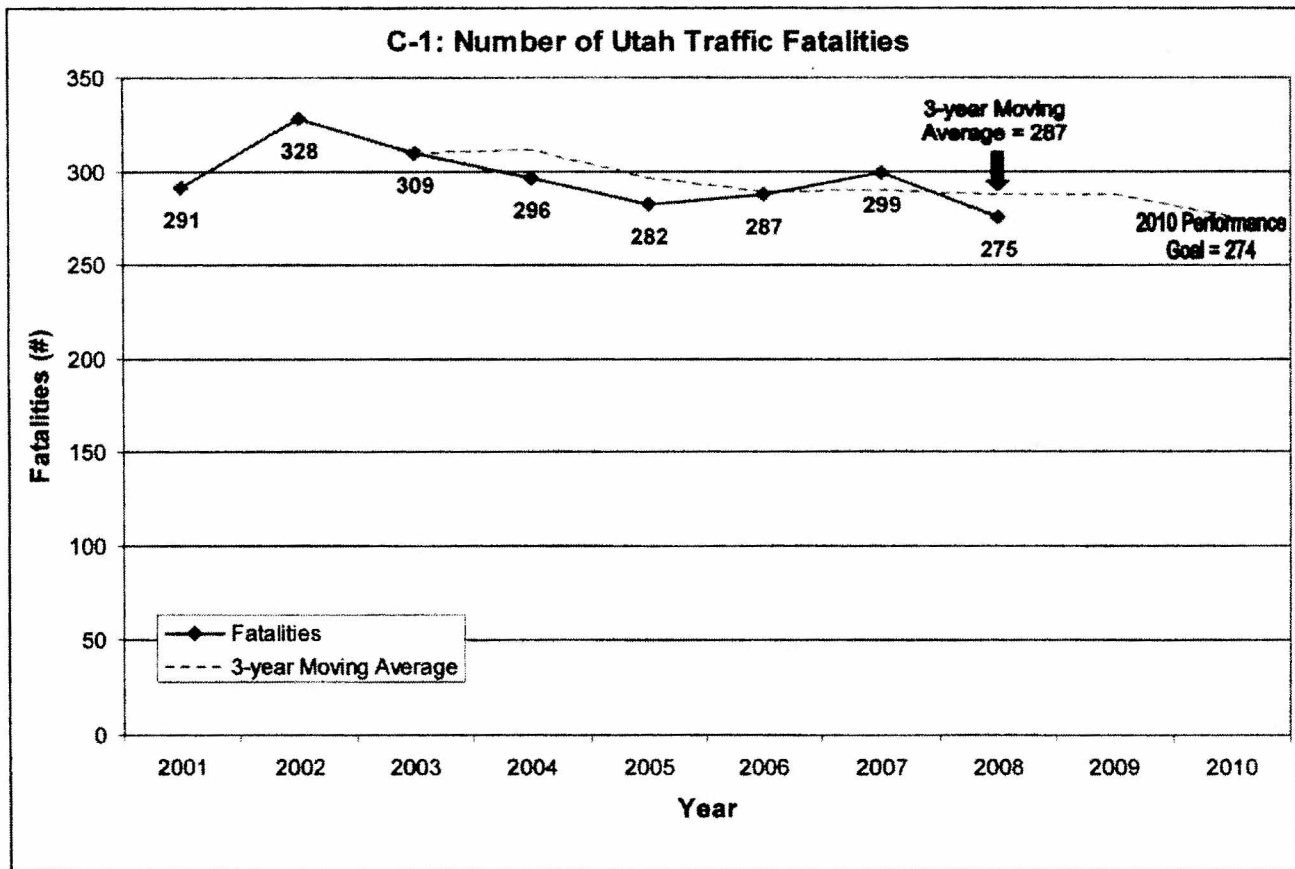
POLICE TRAFFIC SERVICES PROGRAM

Performance Goal:

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

Performance Measures:

- Continue the downward trend in actual traffic fatality numbers to 274 in CY2010.
- Continue the downward trend in traffic crash serious injuries to 26,483 in CY2010.



Police Traffic Services Projects

PT100101 **POLICE TRAFFIC SERVICES & EQUIPMENT (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

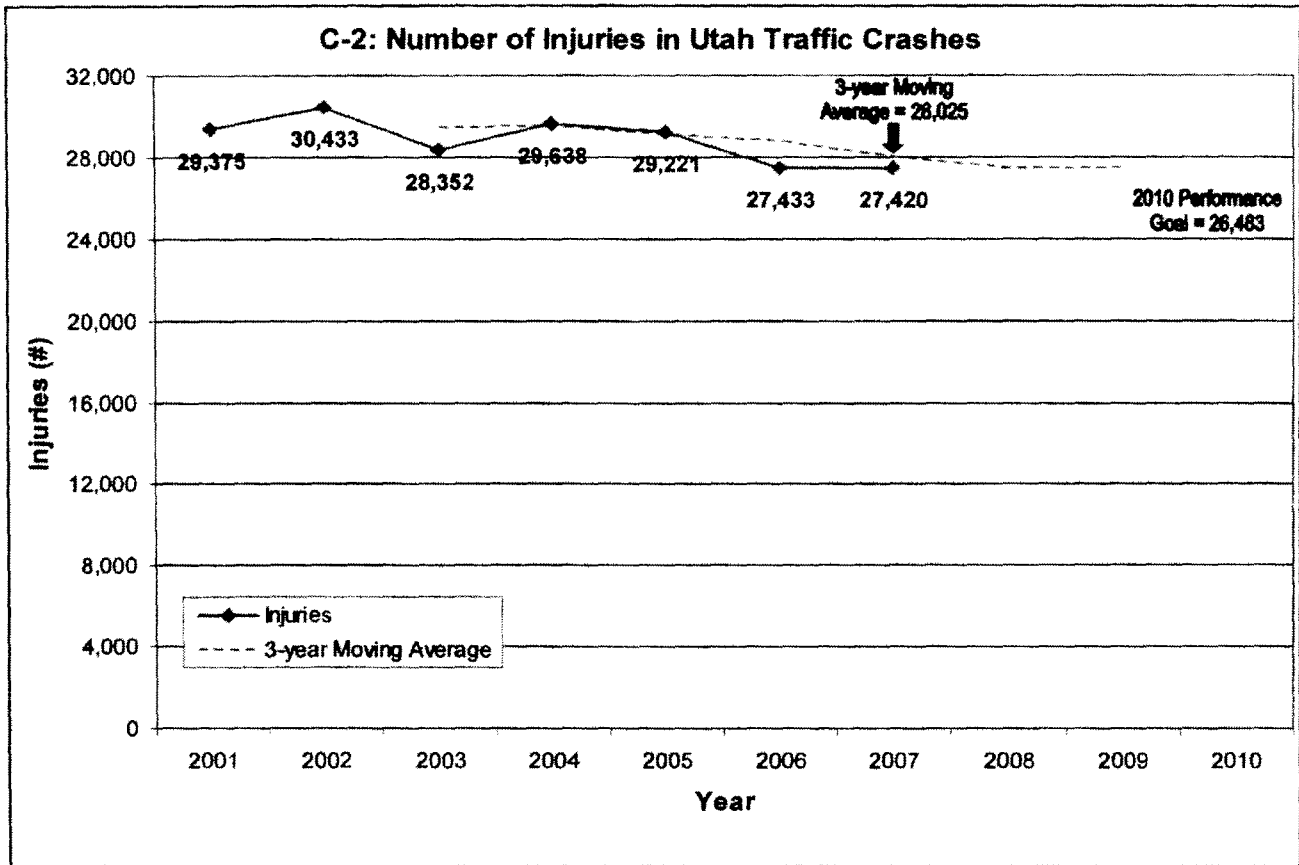
Grant project funds are used to assist and enhance the traffic safety and enforcement efforts of city, county and state law enforcement agencies throughout the state of Utah. Many police agencies need assistance since they have limited resources and are not able to purchase needed equipment to help with their traffic safety efforts. The funds from this project allow for the purchase of equipment items such as radar and lidar, speed monitor trailers, mobile message trailers, accident investigation software, in-car video cameras, preliminary breath testers and various other equipment items as needed. This project can also accommodate the purchase of police enforcement vehicles, such as motorcycles, in an effort to help an agency better enforce their traffic safety laws. Each law enforcement agency that needs assistance will be required to submit a letter outlining the needs of the agency as it relates to a traffic safety issue within their community and how this equipment will help enhance their efforts to reduce traffic-related injuries and fatalities. Approved requests will be fulfilled as funding allows. Each major equipment purchase will be preceded by written authorization from the NHTSA Region 8 Office. This project will also provide funding that will be used to conduct certified accident investigation/reconstruction courses which will be available to officers statewide and will be coordinated through the Utah Highway Patrol's Training Section.

PT100102 **UHP SAFETY PROJECT (DAVE)**
FUNDING SOURCE **163 .08 BAC**
PROJECT YEAR **ONGOING**

The Utah Highway Patrol desires to provide its members with the equipment and services needed to enhance officer safety and effectiveness, while providing a safe driving environment for motorists statewide. The Section 163 funding will be used to purchase equipment such as digital in-car video camera systems or radar/lidar guns. The funds will also be used to provide training for troopers to increase the timeliness and accuracy of electronic crash reports and facilitate more accurate crash investigation.

PT100103 **SALT LAKE/DAVIS COUNTY MULTI-AGENCY TASK FORCES (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The Salt Lake County and Davis County Multi-Agency Task Forces were created to foster the opportunity for officers from various agencies to work together to better promote safety campaigns and enforcement efforts for traffic safety. The officers on the two task forces represent the participating police agencies within their counties. The task forces meet on a regular basis to promote inter-agency cooperation and to coordinate enforcement and education efforts regarding the various campaigns such as *Click It or Ticket*, *Drunk Driving*, *Over the Limit*, *Under Arrest* and *Speeding: Obey the Sign or Pay the Fine*. Training is offered at meetings on a wide variety of related subjects and attendees are afforded the opportunity to participate in saturation patrols and DUI sobriety checkpoint events throughout the year.



Action Plan:

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

Justification:

- The need for increased enforcement continues to face budget constraints, especially with regard to a sustained high profile speed corridor campaign.
- While most crashes happen in urban areas of the state, rural areas have higher fatal crash rates. Equipment requests will be considered to address this disparity and attempt to assist with enforcement of speed, DUI, occupant protection and other traffic safety laws statewide.
- Urban and rural law enforcement agencies statewide continue to suffer from budget shortfalls. They value the HSO's expertise and assistance in providing training, equipment, and overtime funding for selective traffic enforcement.

Other Partnering Agencies:

- Many of the larger law enforcement agencies in the more populated areas are able to self-fund the purchase of traffic safety equipment.
- With oversight from the ADTEC Committee, state law allocates DUI reinstatement and impound fees to assist police agencies throughout Utah with impaired driving enforcement training, equipment and overtime enforcement shifts.

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**DUI IMPOUND FUND (DAVE)
STATE
ONGOING**



The state of Utah has the lowest rate of alcohol-related fatalities in the nation, due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2008, over 15,600 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When the vehicles are retrieved by the owners, various impound fees are collected and the person arrested must pay specific reinstatement fees to regain a valid driver license when eligible. The Utah Legislature has earmarked a portion of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and new digital in-car video systems to enhance officer safety and video integrity during DUI stops.

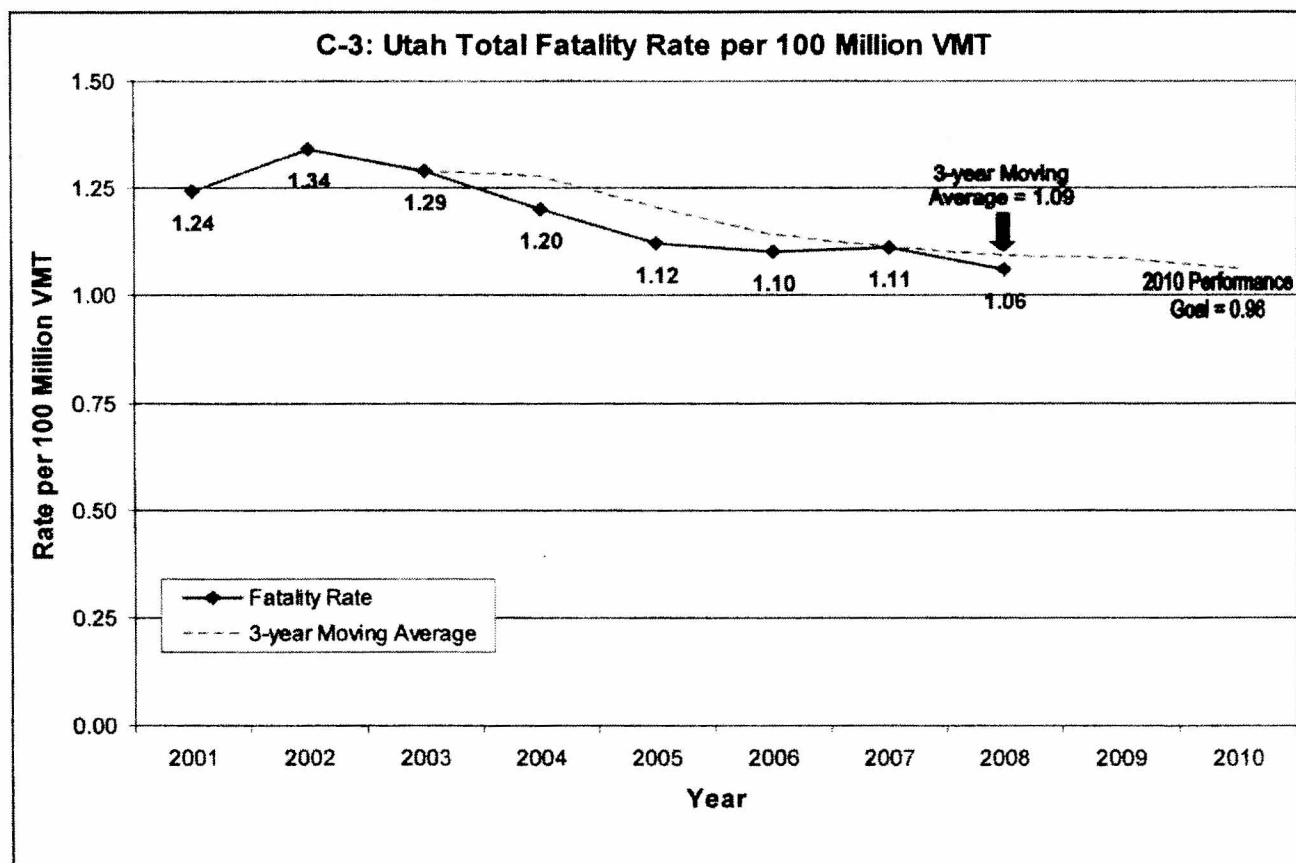
COMMUNITY TRAFFIC SAFETY PROGRAM

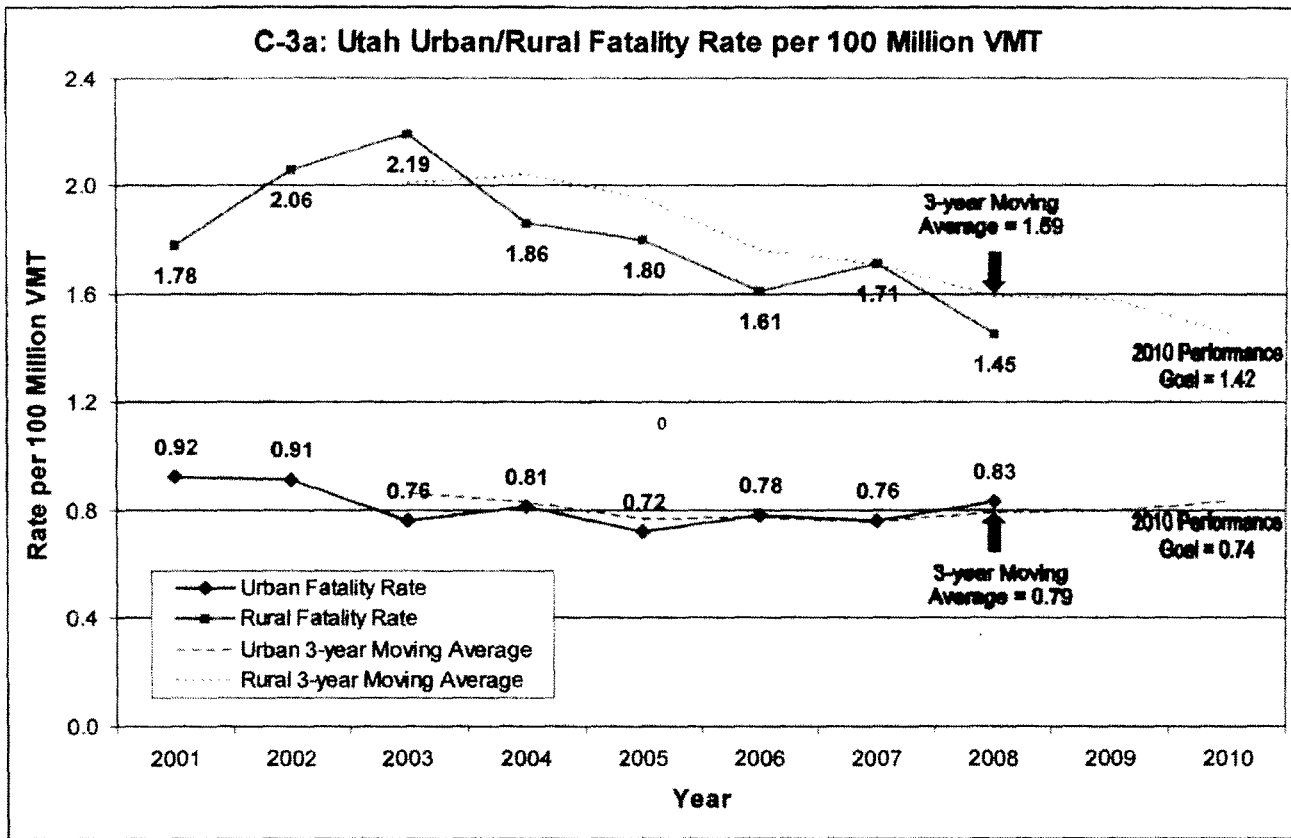
Performance Goal:

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

Performance Measures:

- Continue the favorable downward trend in the overall motor vehicle crash fatalities rate to 0.98 in CY2010.
- Continue the favorable downward trend in the rural areas motor vehicle crash fatalities rate to 1.42 in CY2010.
- Reduce the level trend in the urban areas motor vehicle crash fatalities rate to 0.74 in CY2010.





Action Plan:

- Fund Safe Community projects at eleven health districts within the state.
- Provide HSO staff to oversee, coordinate and assist the Community Traffic Safety Programs.
- Fund traffic safety projects to outreach the Hispanic community.
- Contract for a Rural Traffic Safety Coordinator to provide better outreach to rural areas in the southern and eastern portions of the state.
- Outreach Native American populations in the state.
- Provide support and planning for the *Zero Fatalities* Traffic Safety Summit.

Justification:

- Safe Community projects cover the general spectrum of highway safety program focus areas, and serve as a cornerstone of local interaction and education.
- Safe Community projects provide personal interaction with the public and provide a "face" for the traffic crash injury prevention program.
- The expanded Safe Community Program allows additional outreach to the rural areas of Utah.
- The Hispanic and Native American populations represent a significant portion of Utah's minority population.

Other Partnering Agencies:

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

Community Traffic Safety Projects

CP100201 DAVIS COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Davis County is the third most populous county in Utah with over 300,000 residents, and with this expanding population comes an increased concern for traffic safety issues. Surveys show that 70% of the over-16 population in the county spend an average of 22 minutes daily on the roads commuting to work. Using state and local traffic crash data as well as information collected in 2008 and 2009 to identify problem areas, this project will address a wide range of highway safety issues with special focus on occupant protection, older drivers, pedestrian and bicycle safety, and teen risk-taking behavior related to traffic safety. The goal of the project is to reduce traffic injuries and fatalities in Davis County through activities, education and community partnerships such as the CPS fitting station (with low-no cost seats available), high school seat belt competitions, and pedestrian awareness campaigns. A portion of the grant funding will be used to help fund three part-time project coordinators who are dedicated specifically to this continuing highway safety program. Program income will be acquired through the sale of low cost child safety seats and bike helmets and will be used to continue activities directly related to the traffic safety program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100202 TRI-COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Tri-County Safe Community coalition serves a population spread over approximately 10,000 square miles that includes the predominantly rural counties of Daggett, Duchesne and Uintah in the northeastern corner of Utah. Also within the boundaries are the Uintah and Ouray Ute Indian Reservation. Because of the continued population growth and related poverty levels in the area that exceed the state average, the coalition will increase its activities to reduce traffic fatalities and injuries while meeting the needs of the community. Bike rodeos, community fairs, child safety seat checkpoints and partnerships, such as those with the local racetrack and the Ute Indian tribe, will enable the project to accomplish its goals and reach its target audience. The coalition has made it a priority to offer educational activities throughout the community that include low-cost child safety seats and bicycle helmets. A portion of the monies will be used to help fund a project coordinator who is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP100203 WEBER/MORGAN COUNTIES SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Weber-Morgan Safe Community coalition serves a combined population of almost 240,000 in northern Utah with nearly 30% of the population under the age of eighteen, and over 15% of Weber County's population comprised of Latinos. This area of the state faces unique traffic safety challenges, and Weber County has almost 800 persons involved in crashes per 100 million VMT: the highest rate in the state. This coalition will conduct activities to reduce the number of motor vehicle injuries and deaths within the district, including a goal of increasing seat belt usage from 86% to 89%. Activities will include public information and education at schools and community events, CPS checkpoints, and interacting with local Justice Courts to participate in the "Children First, Safety Always" program. A portion of the funding will be used to help fund two part-time project coordinators who are dedicated

specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to help continue the program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100204 BEAR RIVER SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Bear River Safe Community coalition serves the three northernmost counties in Utah, including Box Elder, Cache and Rich Counties. Traffic safety is a continuing concern in this largely rural and agricultural area, and data collected from seat belt and child restraint observation surveys show that usage rates continue to be low. The goal of the project is to increase occupant restraint usage to reduce traffic injuries and fatalities, and also educate the community on the negative effects of alcohol use by minors. Activities include public service messages on a variety of traffic safety topics, CPS checkpoints and a widespread seat belt campaign. A portion of the funding will be used to help fund project coordinators who are dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to help continue the program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100205 SUMMIT COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Summit County Safe Community coalition represents a rapidly growing rural community located in the northeast corner of the state. While a 2008 safety belt observational survey showed that Summit County had a 85.4% use rate, a survey conducted at targeted high schools showed that only 51.5% of teens buckled up. The goal of the program is to work in conjunction with local law enforcement agencies and local high schools throughout the community to increase the proper use of seat belts by student drivers and passengers. In addition, the program will continue to work to promote the proper use of child restraints and provide low-cost car seats to families in need. By demonstrating and displaying the importance of safe behaviors during a driver's formative years, the project hopes to instill life-long safety behaviors, and increase seat belt use within the teen population by 5%. A portion of the funding will be used to help fund several part-time project coordinators who are dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100206 TOOELE COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

Located west of Salt Lake City, Tooele County has a large percentage of its residents who drive daily to areas along the Wasatch front for both work and leisure activities. The county is ranked the 4th highest for motor vehicle crash deaths in Utah, and has the highest per capita injury costs in the state. Data shows that teens are the highest at-risk group for injuries due to motor vehicle crashes, and the goal of the Tooele County Safe Community coalition will be to reduce traffic-injury-related morbidity and mortality rates among teens, and educate and provide resources to low income families to enable them to properly restrain their children. Activities will include parent empowerment, teen education and enforcement, and local car seat check points to increase the use of child safety seats. A portion of the funding will be used to help fund a project coordinator who is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP100207 **UTAH COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Utah County is the second most populous in the state with just over 500,000 residents. Motor vehicle crashes are the leading cause of unintentional injury or death in the county, and the goal of the Utah County Safe Community coalition is to increase occupant restraint usage to reduce traffic injuries and deaths. The coalition will be focusing on an educational campaign to promote seat belt use and safe driving habits in target communities, participate in local health and safety fairs, and will also offer child safety seat classes, child safety seat checks, and provide low-cost child safety seats in an effort to increase the usage rate and decrease the misuse rate. A portion of the funding will be used to help fund three part-time project coordinators (including one who is Spanish speaking) who are dedicated specifically to this continuing highway safety project. Program income will be acquired through the sale of low cost child safety seats and helmets and will be used to continue activities directly related to the traffic safety program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100208 **SOUTHEASTERN UTAH SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

The Southeastern Utah Safe Community program serves the rural counties of Carbon, Emery, Grand and San Juan and each of these counties have fatal crash rates well above the state average. The goal of this project is to increase safety restraint use, reduce the overall number and severity of motor vehicle-related injuries, increase the safe driving habits among youth, maintain education and support campaigns for motorcycle, bicycle and pedestrian safety, and increase collaborative efforts between the area health districts. Planned activities and campaigns will be conducted in the high schools, at Desert Thunder Race Track, and at the local movie theaters. The Southeastern Utah Safe Community coalition will also host its third annual Four Corners Injury Prevention Conference. This event was created to establish coordinated injury prevention efforts with the Native American population that resides in this area. A portion of the funding will be used to fund two part-time project coordinators who are dedicated specifically to this continuing highway safety project. Funds will also be used to help cover in-state and out-of-state travel related to the project and materials and supplies. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100209 **CENTRAL UTAH SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

The Central Utah Safe Community program serves a large rural geographical area consisting of six counties including Sevier, Wayne, Piute, Juab, Sanpete and Millard. Within this rural area are two interstate highways with long stretches of roadway where a high number of roadway departure crashes occur. All six counties are among Utah's top ten for having the highest rate of motor vehicle crash fatalities from 2003 to 2007. Sevier, Piute, and Wayne Counties are in the top counties for motor vehicle crash-related fatalities from 2005 to 2007. Safety belt use is also low (55%-59%) and remains a focus of this project. The goal of this project is to increase the correct use of child restraints, increase seat belt use by 3% in the six counties, reduce the number of teen crashes, and reduce the number of roadway departure crashes due to distracted and fatigued driving. A portion of the funding will be utilized to support three part-time project coordinators in operating this project. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100210 WASATCH COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Wasatch County Safe Community coalition is in a rural area in northern Utah where the fatal and injury crash rates exceed the state average. With more than one-third of the population under the age of eighteen, the program plans to focus heavily on increasing the seat belt usage rate for teens, and encouraging the use of bicycle helmets and child passenger safety devices. To reach the teen population, the project will develop and implement a comprehensive traffic safety program at Wasatch High School that will include promotional activities and events highlighting the importance of seat belt usage. Bicycle rodeos, supported by kits supplied by the program and hosted by county-wide organizations, will provide forums for cycling safety education and helmet distribution to children as well as a venue to discuss occupant protection. Further partnerships with law enforcement, fire, EMS and hospital personnel will enable the program to conduct numerous car seat training and education campaigns to reach a wide audience throughout the county. Pre- and post-campaign surveys will help the program determine the effectiveness of their safety messages. This very rural area of the state relies on a portion of the funding to assist the project director in implementing this highway safety program. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the traffic safety programs would have to be eliminated.

CP100211 SOUTHWEST UTAH SAFE COMMUNITY (THERESA)
FUNDING SOURCE 402
PROJECT YEAR SECOND

Cedar City is known as the Festival City, with visitors from around the state and country visiting annual events such as the widely acclaimed Shakespearean Festival. However, traffic deaths and injuries continue to be a problem in this community, one that has a decidedly young population with a median age of 24 years old (Utah overall is 27). The project will focus on a variety of traffic safety issues and include activities to address teen risk taking behaviors, pedestrian safety and child passenger safety. A portion of the funding will be used to help fund the part-time project coordinator who is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP100212 SALT LAKE COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR THIRD

The Salt Lake County Safe Community coalition serves the most populous county in the state, one with over a million residents, and which has the highest motor vehicle crash rate in the state. Additionally, unintentional motor vehicle crashes continue to be the number one cause of death and injury for people aged 1 to 44. Deaths and serious injuries could be reduced by 50% with proper and consistent use of safety belts and child safety seats and the goal of this project is to increase these usage rates. In addition, the program will oversee the state's Occupant Protection Training Coordinator position and coordinate all related trainings and activities statewide with coordination and oversight by the Utah Highway Safety Office's (HSO) Occupant Protection Program Manager. Funds will be used to support the training coordinator position and purchase child safety seats and supplies for safety restraint programs. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP100213 BEAR RIVER HISPANIC OUTREACH PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FIRST



The Hispanic/Latino population in Cache County has increased 36% from 2000 to 2007. In addition, a seat belt observational survey conducted in 2007 in Cache County indicated that 61% of Hispanic males wore seat belts while 74% of Hispanic females wore seat belts. This population is also at a greater risk of being involved in an impaired-driving-related crash. The goal of this program is to have *Zero Fatalities* on Bear River Health District roadways among the Hispanic population. A social marketing and media campaign will be developed and training and education will take place within the community that focuses on increasing safety restraint and helmet use and decreasing the incidence of impaired driving. Funds will be used to support a part-time coordinator and the materials and supplies related to the program activities.

CP100214 UTAH COUNTY HISPANIC OUTREACH PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FIRST



The Hispanic population in Utah County has increased 31% from 2000 to 2007. This population has lower safety restraint use and a higher incidence of impaired and distracted driving than the majority population. The goal of this program is to create a social marketing campaign focused on behavior change within the Hispanic community and to increase/enhance participation of the Hispanic population in traffic safety programs, by utilizing creative messaging and advertising. Activities will include a YouTube traffic safety video contest, awareness classes, car seat educational efforts and checkpoints. Funds will be used to support a part-time program coordinator and materials and supplies related to the proposed activities.

CP100215 SALT LAKE COUNTY HISPANIC COMMUNITY OUTREACH (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FIRST



The Hispanic population in Salt Lake County increased 30% from 2000 to 2007. In 2007, the Hispanic population comprised 12% of the state's population, whereas it made up 16% of the population in Salt Lake County. According to observational studies, this population is more likely to not wear safety belts and to use child safety seats incorrectly. The goal of the project is to reduce death and injury resulting from car crashes, pedestrian and bicycle crashes to members of the Hispanic population by 10% over the next five years. In addition, the program will work to change traffic safety behavior of Hispanic populations through the implementation of culturally and linguistically appropriate projects by providing effective educational resources aimed at increasing knowledge of Utah's laws and to collaborate with Hispanic agencies and the grassroots community. Funds will be used to conduct a focus group, purchase child safety seats and other supplies and materials.

CP100216 PUBLIC INFORMATION AND EDUCATION PROJECT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

This project will promote and support national and local traffic safety campaigns, programs and activities statewide by providing technical assistance, educational materials and supplies to requestors and key stakeholders. Materials will be used to educate the public, help improve traffic safety, and reduce the number of motor vehicle crash deaths and injuries. The HSO will develop new educational publications during the project period as needed, print and distribute various materials to local communities, and provide other resources to communities statewide.

CP100217 LATINO TRAFFIC MEDIA CAMPAIGN (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR SECOND

The Hispanic population in Utah increased 27% from 2000 to 2007. In addition, national statistics show traffic crashes continue to be one of the leading causes of death among this population, and safety belt and child safety seat use among Hispanic families is lower than average. This project will work to decrease traffic-related death and injury by outreaching Utah's Hispanic population with educational program messaging designed to target this specific group. Funds will be used to support the development and placement of television and radio spots promoting child safety seat use within the Hispanic community. These public service announcements will be produced in Spanish and aired on applicable media outlets statewide.

CP100218 SAN JUAN SAFETY COALITION (THERESA)
FUNDING SOURCE 406
PROJECT YEAR FIRST



A 2008 safety belt observational survey conducted by the Utah Highway Safety Office revealed that San Juan County had the lowest safety belt use rate (34.9%) among the ten rural counties studied. In addition, the county has a high percentage of Native American residents and holds a portion of the Navajo Nation. Motor vehicle crashes are the leading cause of death among Native Americans ages 4-44. Less than 15% of those killed in crashes were buckled up, and more than half the crashes were alcohol-related. The goal of this project is to increase safety restraint use to 65% among the residents of San Juan County and reduce the number of speed-related crashes by 10%. This project will plan and implement education and enforcement activities aimed at increasing safety belt use and decreasing speeding in the area. Training will be provided to law enforcement officers on the Alive @ 25 program and additional advocates will become trained CPS Technicians. Funds will be used to support a part-time program coordinator, overtime shifts throughout the year, travel to trainings and appropriate conferences, and for materials and supplies related to the activities. If unfunded, the position and traffic safety programs would have to be eliminated.

CP100219 PERSONNEL (MARK)
FUNDING SOURCE 402/410
PROJECT YEAR ONGOING

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

CP100220 RURAL TRAFFIC SAFETY COORDINATOR (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR THIRD

Of Utah's 29 counties, the 23 rural counties house less than 15% of the state's population, yet rural areas have higher fatal crash rates. While the majority of all crashes occurred in urban areas (76%) in 2007, the majority of fatal crashes occurred in rural areas (57%). In addition, rural crashes were 4.3 times more likely to be fatal than urban crashes, and a lack of resources and services in these areas only compounds the problem. The goal of this project is to contract with a Rural Traffic Safety Coordinator who will conduct a wide spectrum of national, state and local traffic safety campaign activities in Utah's rural communities. The contractor will act as a traffic safety liaison with local media, law enforcement agencies, and other traffic safety partners, and will assist the HSO with all traffic safety training and programs that target central and southern Utah communities. In addition, the contract employee will be a CPS Technician Instructor, assist with certification and other child passenger safety courses, and be a resource to permanent car seat fitting stations and CPS Technicians.

CP100221 TECHNOLOGY TRANSFER (MARK)
FUNDING SOURCE 406
PROJECT YEAR ONGOING

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

CP100222 TRAFFIC SAFETY SUMMIT (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR THIRD

Funds will be used to help support the fourth annual *Zero Fatalities* Traffic Safety Summit which is sponsored by the HSO in partnership with the Utah Department of Transportation. The Summit brings together the state's traffic safety professionals from a variety of backgrounds including health, law enforcement, education and engineering. The Summit provides a forum for traffic safety professionals to share knowledge, resources, and best practices, and to gain insight into the future of traffic safety in the state. Workshop sessions will focus on a variety of traffic safety topics including teen driving, funding sources for educational and transportation improvement efforts, new legislation updates, aging drivers, impaired driving, occupant protection, pedestrian safety, motorcycle safety, commercial vehicle enforcement and education, officer motivation, outreaching minority groups, court involvement in local safety programs, creating safer roadways, state and federal resources, additional safety resources, how to get media coverage and a special networking session. The Summit will also offer a child passenger safety track designed to update the state's child passenger safety technicians on the latest trends and information. By encouraging partnerships and understanding between the different members of Utah's traffic safety community, the Summit helps Utah move towards its ultimate goal: *Zero Fatalities*.

CP100223 LOCAL COMMUNITY RESOURCES (MARK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Each year the HSO receives requests for assistance from agencies and organizations which may not have a specific project or other source of funding. This project assists local and other non-profit agencies in securing funding for highway safety activities, which may include training/workshops, travel expenses, supplies, contractual services, and developing and distributing educational materials.

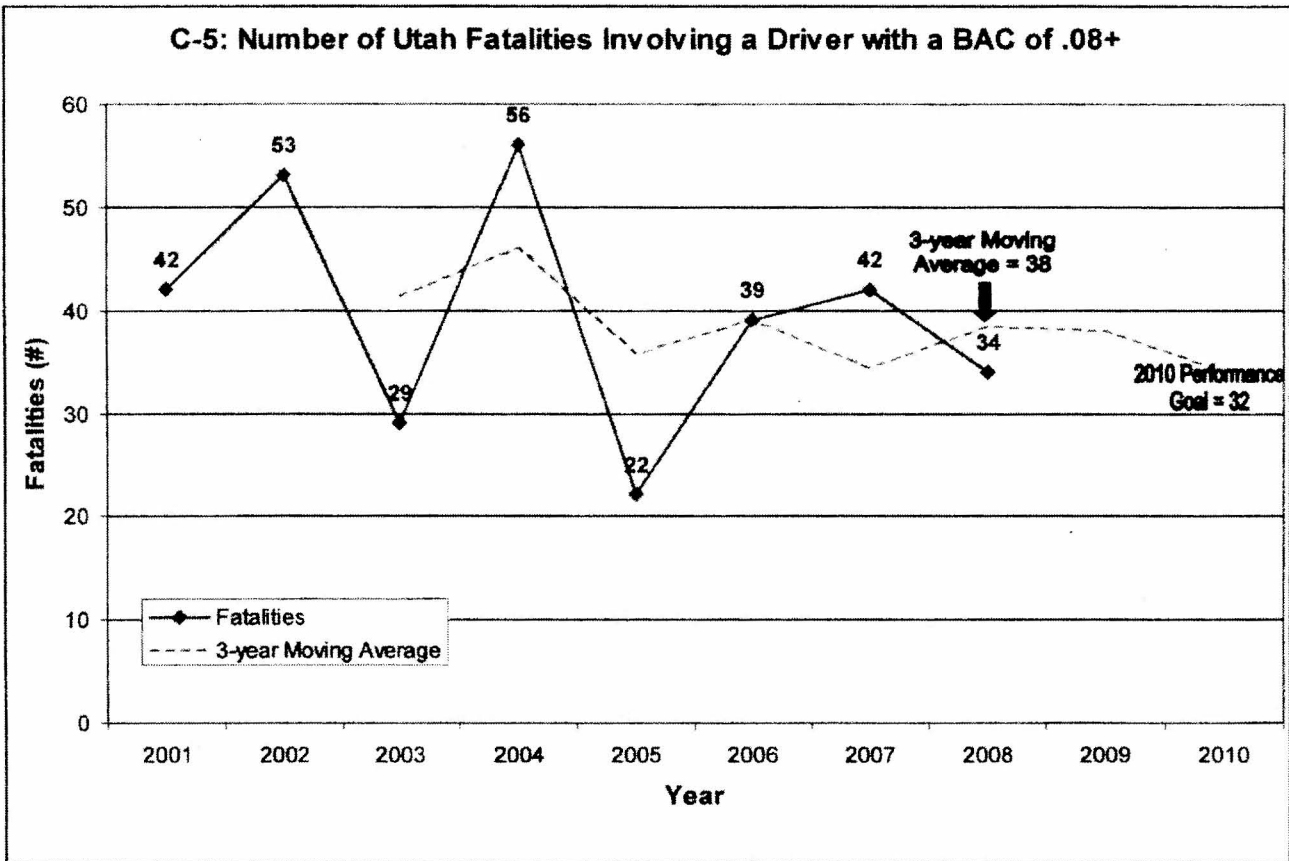
ALCOHOL PROGRAM

Performance Goal:

- Through continued support of prevention, educational and enforcement programs, sustain Utah's position as the state with the lowest alcohol-related fatality rate.

Performance Measure:

- Continue to reduce the number of drivers involved in a fatal crash with a BAC of .08 or higher to 32 in CY2010.



Action Plan:

- Provide specialized and updated training for law enforcement officers regarding new laws.
- Conduct DUI enforcement mobilizations and provide overtime shift funding in conjunction with national campaigns and holiday blitzes.
- Support the Youth Alcohol and Drug Enforcement Task Forces, comprised of multiple local law enforcement jurisdictions, to reduce alcohol- and drug-related crashes and fatalities among minors.
- Continue collaborative efforts with high school and college campuses and other safety prevention partners to educate children, teens and young adults regarding the dangers of impaired driving and underage drinking.
- Support the Traffic Safety Resource Prosecutor, and related training, for law enforcement and justice courts regarding prosecution for impaired driving and other traffic-safety-related violations.

Justification:

- Alcohol continues to be a significant factor in motor vehicle crashes in Utah.
- Socio-norming media and enforcement programs need years of sustained visibility to show the desired effect.

Other Partnering Agencies:

- The Utah Department of Public Safety supports the alcohol program with state funds from DUI administrative and impound fees, administrative Per Se hearings, and the "Eliminating Alcohol Sales to Youth" (EASY) program.
- The Utah Department of Transportation provides support with HSIP flex monies to fund projects.
- The Utah Prosecution Council and the Attorney General's Office provide support for the Traffic Safety Resource Prosecutor.
- Colleges and universities use student groups, and other funding sources, to support impaired driving prevention and education programs.
- Mothers Against Drunk Drivers (MADD), the Utah Auto Dealers Association and others provide support for impaired driving prevention.

Alcohol Projects

| | |
|-----------------------|------------------------------|
| AL100301 | YOUTH SUPPORT (HELEN) |
| FUNDING SOURCE | 402 |
| PROJECT YEAR | ONGOING |

While the 2007 Utah Student Health and Risk Prevention survey indicated a statewide decrease in alcohol use among high school students, underage drinking still presents a challenge to law enforcement and prevention entities throughout the state. Underage drinking in Utah faces many foes, all of which approach the challenge in different manners. Some focus on education, while others focus on enforcement, all serving as a portion of Utah's comprehensive approach to eliminating underage drinking. This project will provide resources for enforcement activities, equipment, training opportunities and educational materials for law enforcement agencies and youth-focused organizations throughout the state to conduct activities that work to both enforce and provide education about Utah's underage drinking laws. The combined efforts of enforcement and education will help reduce underage drinking, and ideally contribute in the long term to a reduction in impaired driving.

| | |
|-----------------------|-----------------------------------------------------------------|
| AL100302 | ALCOHOL PROGRAMS PUBLIC INFORMATION AND EDUCATION (TERI) |
| FUNDING SOURCE | 410 |
| PROJECT YEAR | ONGOING |

Throughout the state, law enforcement agencies and traffic safety advocates work to educate people about the dangers and penalties associated with impaired driving and underage drinking. In 2008, Utah's law enforcement agencies arrested more than 15,600 people for driving under the influence, which reveals that in spite of these statewide efforts, people continue to commit this crime on a widespread basis. This project will provide resources to law enforcement agencies and traffic safety partners throughout the state to educate the public about the harms of underage drinking and impaired driving. By increasing public knowledge and awareness of the detrimental effects of underage drinking and impaired driving, Utah's traffic safety community will work to deter people from committing these crimes. Brochures, incentives, and displays are used to reach the general public and high-risk groups.

AL100303 **CAMPUS PROGRAMS (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Although Utah has strict limits on access to alcohol and stringent penalties for minors who attempt to obtain it, underage drinking, especially among college-aged students, remains a challenge throughout the state. In an extreme and tragic example of the harms of underage drinking, a 19 year old Utah State University student lost his life due to alcohol poisoning and two others were sentenced to jail time for providing him with alcohol. Even before this death occurred, twelve of Utah's colleges and universities joined forces through the Utah State Substance Abuse Prevention (USSAP) consortium to help address the challenges of underage drinking and impaired driving among college-aged students. This project will provide support for the education, prevention and intervention efforts that each school conducts to help students make good decisions when it comes to alcohol use and impaired driving. Through this education, the USSAP consortium will help reduce the incidence of underage drinking and impaired driving among Utah's college students.

AL100304 **STATEWIDE DRUG RECOGNITION, ALCOHOL AND PHLEBOTOMY PROGRAM (TED)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Many illegal substances, prescription drugs, and over the counter drugs, along with alcohol, continue to pose a problem as motorists drive drunk or impaired in Utah. Officers need to receive additional training to most effectively address the issue of drivers impaired by substances other than alcohol. This project serves a variety of important needs including providing the training necessary for officers to better detect impaired drivers on Utah's roadways, and to gain a better knowledge and improve their skills necessary to detect, evaluate and arrest individuals who show signs of drug and alcohol impairment. Many of these officers have the opportunity through this training to become "expert" witnesses in court cases which helps establish a higher conviction rate for offenders. Officers taking part will be given the opportunity to expand their skills and knowledge by becoming DRE certified along with achieving the status of certified phlebotomist. They can also recertify in their Standardized Field Sobriety Tests, and ARIDE courses will continue to be a major part of the training curriculum as well. The program's training will be offered to law enforcement agencies statewide.

AL100305 **SERVING INTOXICATED PERSONS AND YOUTH ALCOHOL SUPPRESSION (HELEN)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Although it is a liquor control state, Utah still faces challenges with regard to drunk driving as evidenced by the 3.5% increase in DUI arrests from 2007 to 2008. Additionally, in 2009, Utah's liquor laws experienced sweeping change that generated national attention. The demise of the state's decades-old private clubs and their membership requirements somewhat changes the landscape of alcohol availability in Utah, and therefore enhances the importance of the State Bureau of Investigation's Alcohol Enforcement Team's (AET) Serving Intoxicated Persons and Youth Alcohol Suppression program. Through undercover operations, the AET works to eliminate drunk driving and underage drinking where they frequently start: with patrons over consuming alcohol or minors being served at bars and restaurants or special events. The liquor law changes will enable the AET to focus on more serious and significant alcohol law violations at the state's bars and restaurants. Although covert, the operations and violations they uncover help increase awareness among the staff at Utah's restaurants, bars, clubs, and taverns regarding the importance of consistently adhering to the state's alcohol laws. With the ability to concentrate their efforts on over service and service to minors, the AET will work to ensure that the changes in Utah's liquor laws do not have a negative impact on the safety of its residents.

AL100306 DUI ENFORCEMENT, CHECKPOINTS AND EQUIPMENT (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Law enforcement agencies throughout Utah made more than 15,600 DUI arrests in 2008, which represents a 3.5% increase over 2007. Every arrest represents a tragedy averted, as impaired drivers are exponentially more likely to kill or injure themselves or others than drivers who are not impaired. This project will provide funding for overtime shifts for law enforcement agencies statewide that participate in high-visibility DUI enforcement, saturation patrols, and DUI checkpoints during targeted holiday or special event enforcement efforts. Funding from this project will also be utilized to secure supplies necessary to effectively conduct DUI checkpoints and enforcement efforts. By enabling law enforcement agencies to aggressively enforce Utah's DUI laws, this project will help keep roadway users safe by removing impaired drivers from the state's roads and help deter others from engaging in impaired driving, since they will witness law enforcement's commitment to enforcing DUI laws.

AL100307 DUI COURTS SUPPORT (TERI)
FUNDING SOURCE 402
PROJECT YEAR SECOND

DUI continues to be a crime frequently committed in Utah. Every year there are more than 15,000 people arrested. Utah currently has five DUI courts which focus on increasing the level of accountability and have formal and stringent probation as part of the sentences. DUI courts provide a comprehensive approach to handling repeat DUI offenders and work to reduce repeat offenders' rate of recidivism by going beyond just fining and jailing them. However, many jurisdictions remain unable financially to commit the resources necessary to starting one of these courts. To more effectively address DUI offenders and promote a lower level of recidivism, this project will provide seed money for additional DUI courts in Utah, including training and technical assistance, as well as continued support for existing programs.

AL100308 TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)
FUNDING SOURCE 410
PROJECT YEAR FOURTH

The state of Utah has more than 130 law enforcement agencies and each has a respective prosecutorial entity with which it works to successfully enforce laws and prosecute crime. Utah's aggressive approach to prosecuting DUI offenses means that laws are frequently enhanced to act as greater deterrents to driving under the influence. Similarly, traffic safety laws in general change on a frequent basis, as technology and infrastructure changes dictate amended laws. This project will provide support for the Utah Prosecution Council to staff the Traffic Safety Resource Prosecutor (TSRP) position. The TSRP works to ensure that all traffic-related laws are enforced and that all traffic-related crimes are effectively prosecuted. By providing training, serving on key committees and acting as a statewide resource and liaison, the TSRP helps bridge the gap that can sometimes emerge between police and prosecutors.

AL100309 TRACE (HELEN)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Alcohol-related crashes can happen anytime, anywhere throughout the state. The State Bureau of Investigation's Alcohol Enforcement Team (AET), as part of their Targeting Responsibility for Alcohol-Connected Emergencies (TRACE) program, responds to calls 24/7 when law enforcement agencies request assistance in seeking the source of alcohol for serious crashes. By discovering the source of alcohol, the AET can help determine if any laws were violated when the alcohol was provided. If they

were, the provider can be held accountable legally and civilly for the role they played in the alcohol-related crash. This project will allow the AET to conduct TRACE investigations which will help provide civil recourse for victims and can help deter others from violating alcohol laws through the precedent these cases create and the publicity they generate.

AL100310 DE HOMRE A HOMBRE HISPANIC OUTREACH PROGRAM (TERI)
FUNDING SOURCE 406
PROJECT YEAR FIRST



In Utah, in 2007, there were 2,718 alcohol-impaired driver crashes which resulted in 1,900 injured persons and 42 deaths. In addition, male drivers were found to be much more likely to be in alcohol-related crashes (75%) and alcohol-related fatal crashes (84%) than their female counterparts. According to NHTSA, Latinos in the United States are at particular risk of death and injury from impaired driving crashes. They are the racial and ethnic group with the highest proportion of deaths in alcohol-impaired driving crashes. As the Latino population increases dramatically in the next few decades and younger Latino enter the age groups at most risk of motor vehicle crash-related fatalities the need for impaired driving prevention also increases. The goal of the program is to stop driving under the influence of alcohol and other drugs among Spanish-speaking immigrants living in the Midvale and Rose Park communities. This grassroots program seeks to eradicate a public health problem that is 100% preventable by using 20 male community leaders in Midvale and Rose Park as advocates for substance-free driving at various community events and in one-on-one interactions. The program will fund a part-time male coach as well as part time program coordinator and project director to oversee the project. Program training materials and supplies will also be funded through this project.

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



Each year about 10,000 drivers in Utah are arrested for driving under the influence of alcohol, and this arrest most often results in the person's driving privilege being sanctioned as specified in Utah statute. To assure due process and offer an impartial forum in which the person can contest the administrative sanction, an administrative hearing may be requested in which a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, and over 30 full and part-time hearing officers. In addition to impaired driving-related subjects, the hearings may cover vehicular homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

INFORMATIONAL ELIMINATING ALCOHOL SALES TO YOUTH (EASY) (TERI/HELEN)
FUNDING SOURCE STATE
PROJECT YEAR FOURTH



Utah enacted the Eliminating Alcohol Sales to Youth (EASY) law to provide funding for alcohol compliance checks at all grocery and convenience stores to eliminate the retail supply of alcohol to minors and subsequent consumption. The program provides funding for local law enforcement agencies to conduct undercover compliance checks at retailers statewide. In early 2009, the compliance rate hovered at about 88%, and surveys reflect the state is making progress toward eliminating underage drinking in Utah, and reducing the harmful effects of underage drinking.

INFORMATIONAL UNDERAGE BUYER PROGRAM (HELEN)
FUNDING SOURCE OJJ
PROJECT YEAR N/A



Underage drinking in Utah, in spite of the state's unique culture and strict alcohol access laws, remains a challenge for law enforcement agencies. As the enforcement agency for the Utah Department of Alcoholic Beverage Control, the State Bureau of Investigation's Alcohol Enforcement Team (AET) has responsibility for all of the bars, restaurants, taverns and clubs throughout the state. One of the major laws they work to enforce at these locations is admittance of and service to minors. This project provides funding for the AET to conduct alcohol compliance checks at restaurants, bars and clubs to ensure they are doing their part to eliminate underage drinking in Utah. The long-term impact of their efforts to reduce and eventually eliminate underage drinking will reduce alcohol-related crashes and help keep Utah's residents safe.

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**YOUTH ALCOHOL & DRUG ENFORCEMENT TASK FORCES (TERI)
OJJ
N/A**



In communities throughout Utah that are large and small, rural and urban, socially conservative and liberal, underage drinking remains a challenge for law enforcement agencies. Canyons, private homes, sand dunes, and abandoned farms are just some of the places that law enforcement agencies have to patrol to break up underage drinking gatherings of various sizes. This project provides funding to 13 law enforcement task forces throughout the state to dedicate officers and resources to enforcing underage drinking laws in their communities. The resulting task forces are able to use innovative and comprehensive approaches to ensuring youth and the community realize their commitment to enforcing underage drinking laws and thus contributing to the safety of Utah's youth and population as a whole.

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**YOUTH COURT/SALT LAKE PEER COURT (TERI)
OJJ
N/A**



A strictly punitive and formal model for minor juvenile offenses can miss an opportunity to motivationally intervene in addressing the early stages of youth delinquency. This project supports the Youth Courts throughout Utah and the Salt Lake Peer Court, which take a restorative justice approach to hold youth accountable for their actions, build skills, and strengthen their ties to school and community. Court hearings, peer mentoring and mediation comprise the elements of the courts where youth are referred for minor offenses. Each school year, 90-95% of the referred youth successfully complete their dispositions, making this program another effective tool in helping Utah's youth stay on the right track.

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**DUI IMPOUND FUND (DAVE)
STATE
N/A**



The state of Utah has the lowest rate of alcohol-related fatalities in the nation, due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2008, over 15,600 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When the vehicles are retrieved by the owners, various impound fees are collected and the person arrested must pay specific reinstatement fees to regain a valid driver license when eligible. The Utah Legislature has earmarked a portion of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and new digital in-car video systems to enhance officer safety and video integrity during DUI stops.

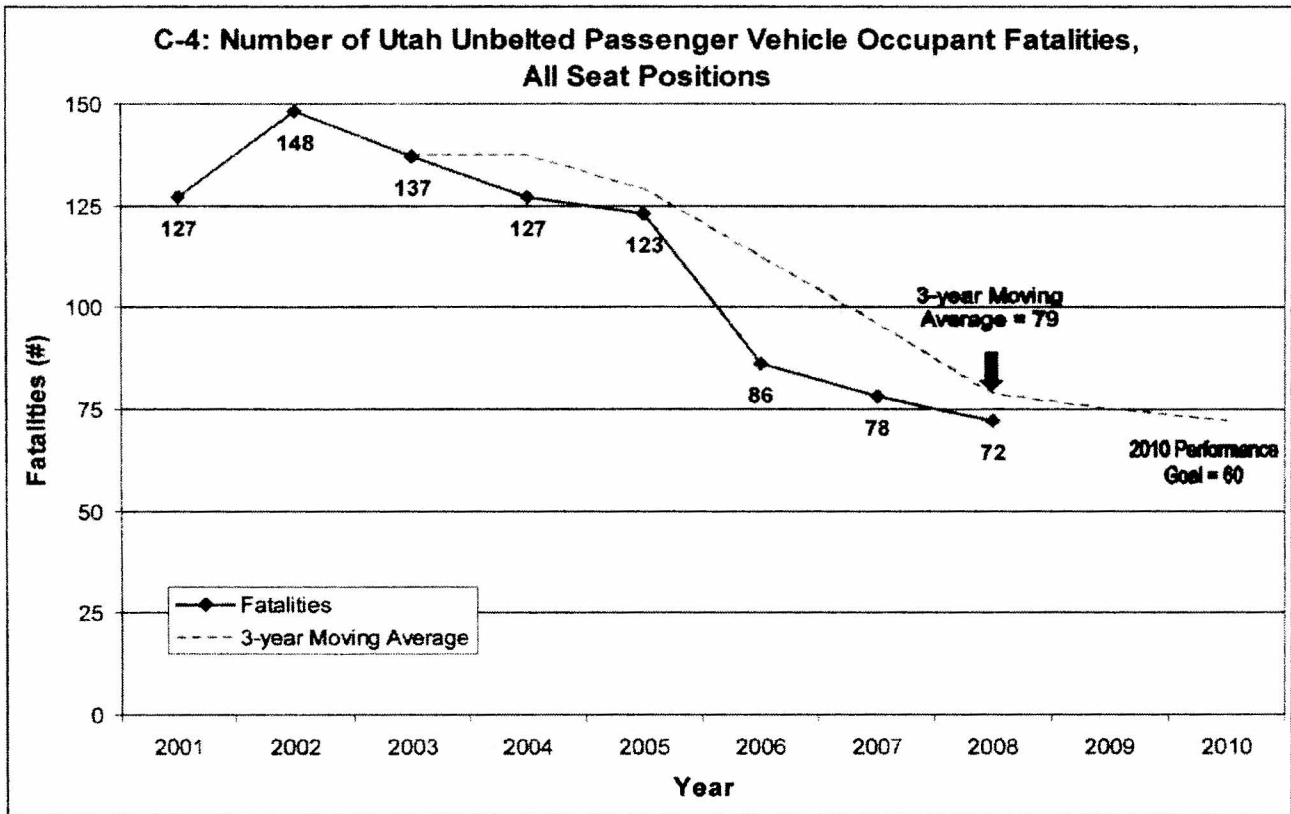
OCCUPANT PROTECTION PROGRAM

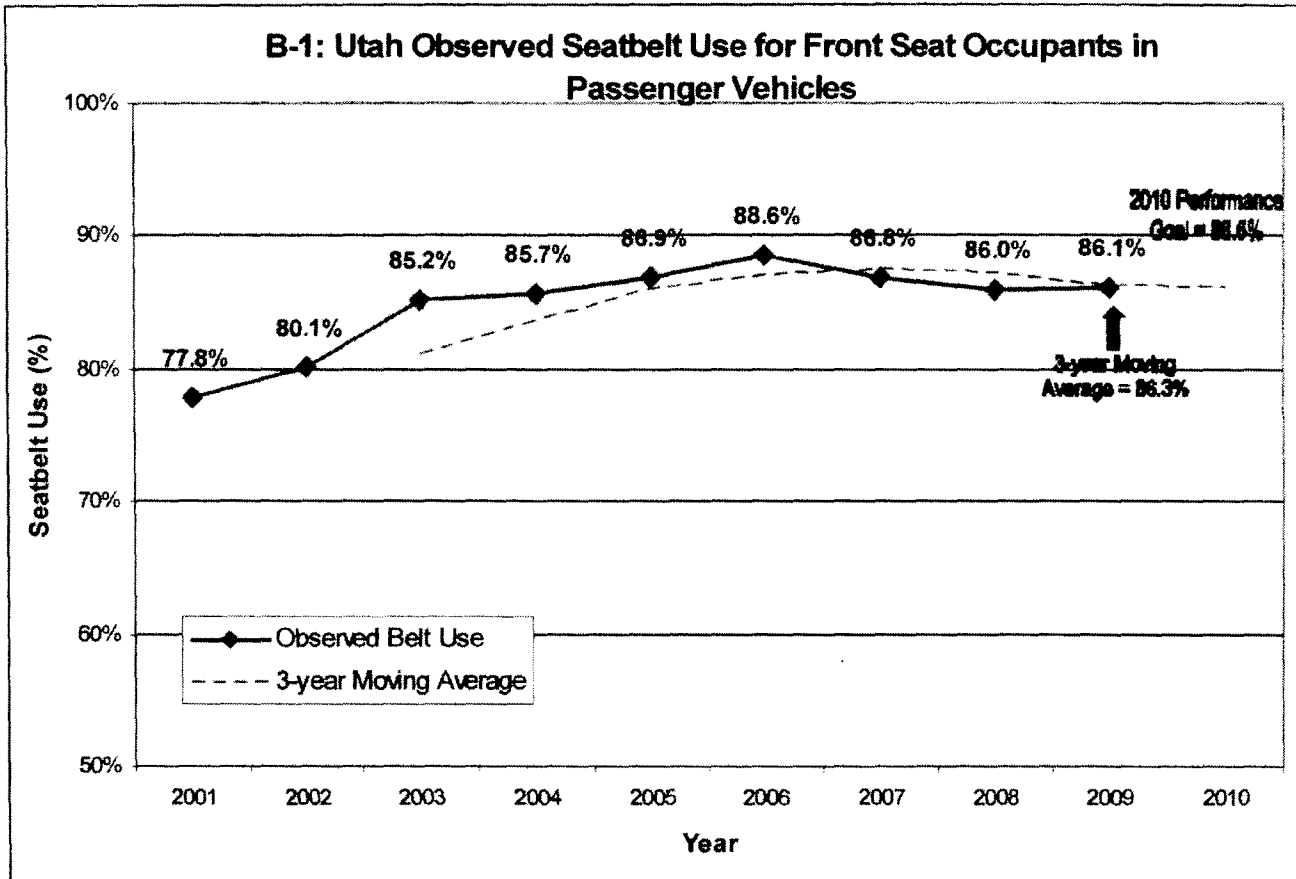
Performance Goal:

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

Performance Measures:

- Maintain seat belt usage with an increase to 88.6% in CY2010.
- Continue the favorable trend by reducing the number of unbelted passenger vehicle occupant fatalities in all seating positions to 60 in CY2010.





Action Plan:

- In conjunction with the national campaign, conduct a *Click It or Ticket* enforcement effort and provide overtime shift funding to law enforcement agencies statewide.
- Conduct one joint mobilization that combines *Click It or Ticket* and *Drunk Driving. Over the Limit. Under Arrest.* to encourage motorists to buckle up and avoid drinking and driving.
- Continue collaborative efforts with Safe Community partners to educate children and adults regarding child safety seats, safety belts and air bags.
- Conduct and support car seat fitting stations and inspection clinics across the state.
- Conduct three NHTSA Standardized CPS Technician Courses in FFY2010.
- Conduct one Child Passenger Safety Technician Renewal Course in FFY2010.
- Conduct a statewide Safety Belt Observational Survey in June 2010.
- Conduct a newly-designed child restraint survey to enable Utah to better track child safety seat and seat belt usage among children ages 0 to 15.

Justification:

- The failure to buckle up still contributes to more fatalities than any other traffic-safety-related behavior.
- Child safety seat misuse continues to exceed 90%, according to data obtained during safety seat inspection clinics conducted throughout the state.
- Child safety seat use among children decreased from 92.9% in 2006 to 91.9% in 2008, and there are still a large number of children ages 5-10 who ride in an adult-sized safety belt, or are unrestrained. The 2008 study showed that while 93.1% of children ages 0-4 ride in child safety seats, only 88.0% of children ages 5-10 years ride restrained.

- Research proves that the fear of getting a ticket is the best way to try to reach Utahns who are still riding unbuckled, and teen drivers will be targeted, as the highest percentage of unbelted crash occupants were aged 15 to 19 years.

Other Partnering Agencies:

- Safe Kids Utah supports and helps fund 14 coalitions and chapters throughout Utah and includes car seat checkpoints, presentations, parent classes and training.
- The Primary Children's Medical Center Child Advocacy Program oversees and conducts various occupant protection programs to improve the safe transportation of children.
- The Utah Safety Council has assumed the lead role of working with businesses statewide to promote occupant protection, "Alive at 25", and other traffic safety issues.
- The Utah Highway Patrol supports this program with the PI&E section which utilizes over 15 officers who provide traffic safety information to classes, organizations and safety fairs statewide.
- State and local health departments support this program with in-kind and other services.

Occupant Protection Projects

OP100401 CPS FITTING STATION SUPPORT (KRISTY)
FUNDING SOURCE 405
PROJECT YEAR SECOND

It is the goal of the HSO to provide all Utah families with a local fitting station where they can obtain a car seat inspection. In turn, 33 permanent fitting stations have been established throughout the state, with 13 fitting stations located in the six most populous counties that contain 85% of the state's population. These areas of the state are very active in traffic safety and have strong local Safe Kids and Safe Community programs. In addition, many local agencies provide car seat inspections by individual appointment. It is estimated that at least 8,500 car seats will be inspected at these fitting stations during the year. Unfortunately, approximately 92% of the seats inspected are installed incorrectly. In the past, the HSO has provided support to these fitting stations as funding allowed, by offering training opportunities or purchasing a small number of seats for the station. This project will provide additional supplies such as child safety seats to all of the state's fitting stations, help establish one additional station, and provide training opportunities to fitting station personnel.

OP100402 SAFE KIDS UTAH CAMPAIGN COORDINATOR (KRISTY)
FUNDING SOURCE 402
FUNDING YEAR ONGOING

Unintentional injury from motor vehicle crashes remains the leading cause of death in Utah for children aged 1-14 years. Every year, on average, there are 28 young children killed, 263 hospitalized, and 4,903 treated in emergency rooms because of motor vehicle crashes. In addition, emergency room and hospitalization charges in 2007 totaled \$9 million in Utah for this age group. This project will continue to work toward decreasing the unintentional death and injury rate among Utah's children aged 14 and younger. Funding will be used to help support a Utah Department of Health staff member who will oversee the Safe Kids Utah Campaign and its local coalitions and chapters by coordinating all activities. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP100403 UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 405
PROGRAM YEAR ONGOING

Funds will be used for the Buckle Up For Love program, Traffic Safety Video Library, the Network of Employers for Traffic Safety (NETS) program, and to help support a position at the Utah Safety Council

which will manage these programs and support other traffic safety initiatives. The Utah Safety Council will also develop and purchase educational materials, maintain a library of traffic safety videos, host seminars and workshops, and conduct the Occupational Safety Belt Award program. All activities will promote the proper and consistent use of safety restraint systems among child passengers, as well as adults and young drivers. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP100404 UHP PUBLIC INFORMATION AND EDUCATION (KRISTY)
FUNDING SOURCE 406
PROGRAM YEAR ONGOING

The Utah Highway Patrol Public Information and Education program works to promote all aspects of traffic safety statewide. The UHP will purchase educational materials, videos, and other tools to be used at presentations and community events throughout the state. The project will outreach youth through the school system and will target teenage drivers and passengers who are at higher risk of being killed or injured in a motor vehicle crash. The project will emphasize child safety seat use, safety belt use among adults, and air bag safety. In addition, education will be provided on aggressive driving, drowsy driving, impaired driving, and pedestrian and bicycle safety, among other safety issues. A portion of the funds will be used to build a second Seat Belt Convincer with a newly engineered design. The total cost for this equipment will be \$35,000, of which \$5,000 will be charged to this project.

OP100405 BUCKLE TOUGH CAMPAIGN (KRISTY)
FUNDING SOURCE 405
PROJECT YEAR FOURTH

National studies report that of those who still fail to buckle up, most are young males who drive pickup trucks, and live in rural areas. According to Utah's Trauma Registry in 2005, 1556 children aged 19 and under, experienced traumatic injuries as a result of motor vehicle crashes. Of those children, 73% were aged 15-19 years old. In addition, approximately 200% of people killed in a traffic crash on Utah's roads were riding in a pickup truck. The Emergency Medical Services for Children (EMSC) program and the state's local health departments will work to decrease traffic-related death and injury among teens by delivering the *Buckle Tough* message to young rural drivers. The program will target young male truck drivers by conducting key activities aimed at increasing safety belt use. The funds will be used to place the newly created television spot and promote the message through local theaters in rural communities. Funds will also be used to print educational materials and create a second *Buckle Tough* educational booth for southern Utah EMSC coordinators to use at local events and activities.

OP100406 PCMC SPECIAL NEEDS CHILD PASSENGER SAFETY PROGRAM (KERI)
FUNDING SOURCE 2011
PROGRAM YEAR ONGOING

Primary Children's Medical Center serves a diverse population of families residing in five states. As children are discharged from the hospital, it is an essential service to have a Child Passenger Safety Technician available to assist in safe transportation issues. A portion of the HSO grant funds will be used to employ technicians to assist in and facilitate child safety seat inspections at the Child Safety Seat Inspection Station for community members. A large portion of the grant money will be used to purchase child safety seats and other supplies for the Inspection Station. The hospital technicians will also assist with community check points and will support CPS events and trainings as needed.

OP100407 CHILD RESTRAINT USE STUDY (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR FIRST



Utah will conduct a comprehensive study of child restraint and seat belt use among children aged 0-15 years. The HSO will work with the Intermountain Injury Control Research Center to develop methodology and procedures for conducting this extensive statewide survey. Study results will be utilized to evaluate programs and to compare with national and regional child restraint use rates.

OP100408 PROGRAM MATERIALS AND CPS TRAINING (KRISTY)
FUNDING SOURCE 405/2011
PROGRAM YEAR ONGOING

While Utah's safety belt use rate is at a high level, further increasing the usage rate remains a priority for the HSO, as failure to buckle up contributes to more fatalities than any other traffic-safety-related behavior. The project will work to provide education, training, and resources in an effort to decrease motor vehicle-related death and injury. A minimum of three CPS Standardized Training workshops, one recertification class and one refresher/update workshop will be conducted. In addition, at least one special workshop for CPS Technicians (i.e., Child Passenger Safety Training for School Buses or Transportation for Children with Special Health Care Needs) will be organized. A CPS pre-conference will also be organized as part of the annual *Zero Fatalities Safety Summit*. In an effort to keep technicians updated, the program will provide sponsorship grants to partnering agencies that organize Continuing Education Unit (CEU) opportunities for CPS Technicians. Support will include providing local advocacy agencies with child safety seats for distribution to low-income families. Educational materials and promotional materials will be purchased, and support provided to develop new occupant protection brochures, videos and information materials. The national enforcement mobilization for the *Click It or Ticket* campaign will be supported by purchasing resources and materials, and overtime hours may be provided to conduct selective safety belt enforcement. A portion of the funds will be used to build a second Seat Belt Convincer with a newly engineered design. The total cost for this equipment will be \$35,000, of which \$30,000 will be charged to this project.

OP100409 SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)
FUNDING SOURCE 405
PROGRAM YEAR ONGOING

Utah will conduct its annual NHTSA-approved statewide Safety Belt Observational Survey in June 2010. Study results will be utilized to evaluate programs and to compare with national and regional seat belt use rates. Results will be provided to NHTSA and will be published in an annual study and distributed throughout the state.

OP100410 CLICK IT OR TICKET STEP SUPPORT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

This project will fund the high-visibility enforcement component of the *Click It or Ticket* campaign in May and June 2010. Funds will be used to pay for overtime hours, which will be provided to local law enforcement agencies and the Utah Highway Patrol throughout the state who participate in the two-week mobilization. The majority of the available overtime hours will be awarded to agencies in the 6 target counties (Cache, Davis, Salt Lake, Utah, Washington, Weber) where at least 85% of the population resides. Enforcement efforts will target safety belt and child safety seat non-use, as well as other traffic violations such as impaired driving, speeding, and aggressive driving.

OP100411 ALIVE AT 25 – DEFENSIVE DRIVING COURSE (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR THIRD

In 2007, Utah teen drivers represented 7% of all licensed drivers in Utah, yet they were involved in one-quarter (24%) of all motor vehicle crashes, and approximately one out of five fatal crashes involved a teen driver. The mission of the "Alive at 25" program is to help young drivers develop safe driving habits, take responsibility for their behavior, and be aware of the typical driving hazards. It is a highly interactive, 4.5-hour program that focuses on the attitudes and behaviors that affect young drivers and prepares them to identify dangerous driving habits and situations. The program is taught by law enforcement officers who have attended a mandatory instructor course. The course will be taught in at least 7 new schools and 5 court systems during the project year. In addition, the program will host assemblies and presentations in support of the Alive at 25 course and will conduct one train-the-trainer workshop. The program will be administered by the Utah Safety Council with the future goal of becoming a self-sufficient program. Funds will be used to help support a program coordinator who is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP100412 CLICK IT OR TICKET ENHANCEMENT PROJECT (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR SECOND

The *Click It or Ticket* Campaign has been conducted for the past 10 years and has been effective in increasing Utah's safety belt use rate through high-visibility enforcement efforts. Each year, most of the campaign funding has been used to support enforcement and media efforts in the six most populated counties where the annual Safety Belt Observational Study is conducted. The state's messaging has also targeted the urban populations, including teen drivers. Unfortunately, in 2007 and 2008, the state's safety belt use rate has shown a slight decrease. This is possibly due to the fact that the state only has a secondary safety belt law for adults and the use rate of 86.1% is considered high in comparison to many other secondary-law states. Further, the remaining non-belt users are generally higher risk and hard-to-reach drivers that engage in other risky driving behaviors. Although these methods have been successful in raising the safety belt usage rate more than 20 percentage points over the last decade, until 2009, they have not specifically targeted rural, high risk, and night time safety belt use.

Utah's large rural and frontier areas house only 25% of the state's population, yet they contribute to the majority of the crash fatalities. While the majority of all crashes occurred in urban areas (76%) in 2007, the majority of fatal crashes occurred in rural areas (57%). In addition, crashes occurring in rural areas were 4.3 times more likely to result in a fatality than crashes in urban areas. One big factor is lower safety belt use on rural roadways. Based on a 2008 study, rural communities have seat belt usage rates near 60%, whereas the urban areas have rates above 85%. Similarly, high risk drivers are also less likely to buckle up. Nationwide these motorists are being targeted during night time hours between 9:00 p.m. and 6:00 a.m. In 2008, 77% of the motorists killed during night time hours were not wearing seat belts.

This project will focus on creating new and innovative ways to increase safety belt use among the high-risk drivers, night time motorists, as well as rural motorists. This project will provide additional overtime hours to law enforcement agencies to conduct night time enforcement efforts. Rural law enforcement agencies will also be awarded overtime hours or a fixed-price incentive grant to participate in the campaign. In addition, a state-specific television spot will be produced and pre-and post-safety belt observational surveys will be conducted to help evaluate the effectiveness of this effort. A public opinion survey will also be conducted to help evaluate the newly developed messaging that targets high-risk motorists.

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



The Utah Highway Patrol has an enthusiastic statewide public information and education group with over 15 PI&E officers, and a sergeant to manage the program. Their goal is to gain compliance with state traffic laws by voluntary participation rather than enforcement-induced compliance. The PI&E group provides representation at community events such as fairs, school classes and new-car-owner orientation presentations at car dealerships. They interact with the public on a broad array of traffic safety issues with special focus on seat belt and child safety seat use.

INFORMATIONAL **UHP ADOPT A HIGH SCHOOL (MORENO)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



The UHP continues its program to outreach teen drivers and educate them on the importance of using seat belts. Teenage drivers aged 15 to 19 years represented 7% of the licensed drivers in Utah in 2007, yet they were involved in about one-quarter (24%) of all motor vehicle crashes. Using non-enforcement involvement with a specific "adopted" school's students, a UHP trooper will interact with the students throughout the school year, including rewarding the desired behavior of using seat belts. The program has demonstrated a notable improvement in seat belt usage among teens. During the pilot project at Provo High School, a measured baseline usage of 72% was increased to 86% within three months, and at the end of the school year the rate was 92%. The local health departments will continue to conduct pre- and post-surveys to measure seat belt use and how the program has affected the problem at each school.

TRAFFIC RECORDS PROGRAM

Performance Goal:

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

Performance Measures:

- Increase the percentage of reportable crashes submitted electronically within 60 days from 70% to 80%.
- Increase the number of subscribers to the Central Crash Repository from 4 to 20.
- Increase the percentage of responders reporting pre-hospital data via the Web-based reporting software, POLARIS from 62% to 75%.
- Increase the percentage of roadways, characters and features accurately identified and referenced in Utah Departments Location Referencing System from 50% to 90%.
- Increase the percentage of electronic citations validated through the electronic submission process from 0% to 50%.

Action Plan:

- Conduct quarterly Utah Traffic Records Advisory Committee meetings.
- Update the Utah Traffic Information Systems Strategic Plan to include recommendations from the April 2009 Traffic Records Assessment.
- Provide accurate and timely crash data to the traffic safety community within 90 days of a crash.
- Provide a linkage for pre-hospital and trauma databases.
- Facilitate the move by all traffic enforcement agencies to an electronic crash reporting system.

Justification:

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

Other Partnering Agencies:

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

Traffic Records Projects

TR100501 **ENHANCE/EXPAND WEB-BASED CITATION APPLICATION (CARRIE)**
FUNDING SOURCE **1906**
PROJECT YEAR **FIRST**



Currently, law enforcement agencies outside the Utah Department of Public Safety (DPS) periodically send citation information to the DPS/Utah Highway Patrol citation repository. This information is collated nightly, and a file containing the citation information is placed on a secure FTP server at DPS. The Administrative Office of the Courts then collects the file electronically and processes it. Because of current delays in obtaining and processing electronic citation information, errors in the data that do not pass court edits are not detected until long after the officer has written the citation, and there is currently no electronic process in place allowing the citation information to be returned to the officer for correction. This project will entail developing the Web services functionality at the Administrative Office of the Courts to be able to receive citation information in real time, process it, and send rejection or acceptance information back to the submitter. Additionally, DPS will need to enhance its Web services functionality to forward the information to the courts as it receives the information from law enforcement. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR100502 **CENTRALIZED CRASH REPOSITORY (CARRIE)**
FUNDING SOURCE **408**
PROJECT YEAR **FOURTH**

Timely access to quality crash data is of paramount importance to Utah's traffic safety community in contributing to the reduction of injuries and death associated with motor vehicle crashes. The purpose of this project is to provide the infrastructure to offer the traffic safety community with timely, accurate, complete and uniform crash data within 30 days. Past activities have focused on stabilizing this new electronic repository, adding new agency users, as well as finalizing the web application portion and allowing users to enter their crash data directly into the Centralized Crash Repository. Current plans are to conduct a gap analysis of the two other main crash database systems, owned by Driver License and UDOT, to get the necessary information to finalize plans for the last phase of the project. Using the gap information, an application will be designed to integrate each of these data sources into one central system that will contain all data required by them. This step, combined with the complete deployment of the Web application, will functionally bring all the crashes into one database. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR100503 **CRASH INFORMATION SYSTEM MANAGEMENT (CARRIE)**
FUNDING SOURCE **408/1906**
PROJECT YEAR **FIRST**



As Utah's Centralized Crash Repository project comes online, many operational concerns are still unanswered. The goal of this project is to monitor users both on the old and the new system, facilitate all users moving to the new system, provide data quality management, provide a coordinated process to add new agencies, and ensure buy-in from law enforcement agencies statewide regarding the need for this data for timely analysis. Positions funded by this project include a law enforcement liaison for outreach and education programs, a data quality specialist to work with the vendors that provide crash applications to outside agencies and to monitor and correct data issues as they occur, and several data entry technicians to provide timely data entry directly into the Centralized Crash Repository for submitted hard copy crash reports. A research analyst is currently on staff to analyze the data as it comes in from the Centralized Crash Repository. Each of these positions will work closely as a team to increase the timeliness, accuracy and completeness of the crash information system.

TR100504 GEOCODING SERVICE WITH ACCURATE ROADS DATA (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR THIRD

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

TR100505 UTRAC COORDINATOR (MARK)
FUNDING SOURCE 408
PROJECT YEAR FOURTH

Utah's traffic record information system has six stakeholder agencies, including the Utah Departments of Public Safety, Transportation, Technology Services, and Health, the Utah Tax Commission, and the Administrative Office of the Courts. Each agency maintains data systems in-house for their own records. Historically, these systems have been designed to function within the agency and are not suited or optimized to link or integrate with outside agencies. This has resulted in redundancy, incompleteness, inaccuracy and lack of timeliness in the overall traffic records system.

Utah implemented the Utah Traffic Records Advisory Committee (UTRAC) as a means to coordinate the data improvement efforts within the agencies involved with traffic records and to implement a comprehensive Traffic Safety Information Systems Strategic Plan. The UTRAC Coordinator has the responsibility to maintain, monitor and coordinate the Traffic Safety Information Systems Strategic Plan, as well as the operation of the Utah Traffic Records Advisory Committee. As part of this responsibility, the UTRAC Coordinator will contract with a Strategic Planner to assist the committee in updating the Traffic Records Information Systems Strategic Plan. This plan will be updated using the recommendations provided by the traffic Records assessment conducted in April, 2009. The UTRAC Coordinator also supports and coordinates the efforts of UTRAC's technical and working committees.

TR100506 EMS PRE-HOSPITAL DATA REPORTING (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR THIRD

The Bureau of EMS (BEMS) collects data from every emergency medical response by EMS agencies within the state of Utah. In FFY2009, the BEMS reporting system (POLARIS) implementation was finalized and now enables the electronic transfer of Patient Care Reports. Since then, the data has transferred well within the timeliness goal set by the BEMS project group. The BEMS has implemented 100% of the NEMSIS data elements and uploads this data to the national data warehouse. Planned projects for the next phase of the POLARIS system are to complete the deployment and training of law enforcement agencies, fire services, first responders and ambulance providers statewide on the use of the Web-based application. Also, the BEMS will focus on the improvement of the statewide trauma registry to facilitate linkage between the pre-hospital and trauma data. This linkage will allow for the ability to analyze the data in combined form providing reports and public summaries with greater detailed elements. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR100507 DATA PROJECTS (CARRIE)
FUNDING SOURCE 406
PROJECT YEAR SECOND

The Highway Safety Office (HSO) has the responsibility for disseminating traffic record data. Statutorily, the HSO is required to provide a summary of this data annually to stakeholders statewide who use this data to manage their highway safety programs, and also answer requests for specific data reports. This project will entail the HSO becoming more proactive in its data dissemination. Initially this will require research and discussion with the stakeholders to determine what enhancements are needed and the technological resources required. In addition to enhancing the data output for the users, the data analysis team will need to have the most current technological tools available to enhance research capabilities, timeliness and quality of the data outputs. Improving data research quality and timeliness can only improve the programs that the data supports. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

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



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

INFORMATIONAL STATEWIDE MASTER OFFENSE TABLE (BARON)
FUNDING SOURCE AOC
PROJECT YEAR N/A



The AOC is implementing a method for prosecutors, public safety, and courts to all share the same offense codes. Parts of this are complete, but the implementation of the court management tools will likely be done in the next year.

INFORMATIONAL JUSTICE COURT CONVERSION PROJECT (BARON)
FUNDING SOURCE JUDICIAL BOARD
PROJECT YEAR N/A



This project has been in process for the past several years. There are many stand alone Judicial Courts across the state of Utah, operating under their own records management system. This project will entail the conversion of all these stand-alone systems into the state records management system, Courts Information System (CORIS). By doing this, the citation data, warrant data and DUI data will be timelier, more accurate and complete. Completion date is still estimated to be July 2011.

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



The Systems Planning and Programming (SPP) application is an Oracle database that contains the Utah Route Network, the official legal representation of the highways and roadways in Utah. This system is maintained by the Utah Department of Transportation. All data within the SPP database is tied to a location on the Route Network using a Linear Reference System (LRS) ordered by route and milepoint. Data typically includes roadway characteristics, roadway features, and traffic volumes. This

project has taken on several phases beginning with identifying and mileposting all the state roads in Utah. The next phases deal with identifying and referencing other roadway types, characteristics and features in a complete and uniform manner. Once the data is related to the LRS 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 events.

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



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

INFORMATIONAL COURTS ELECTRONIC CITATION FILING PROGRAM (BARON)
FUNDING SOURCE AOC
PROJECT YEAR N/A



The Administration Office of the Courts (AOC) is making enhancements to its Courts Electronic Citation filing program. The individual courts will have the ability to choose whether to file charges in order of severity, or in same order they are submitted from the Department of Public Safety.

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



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

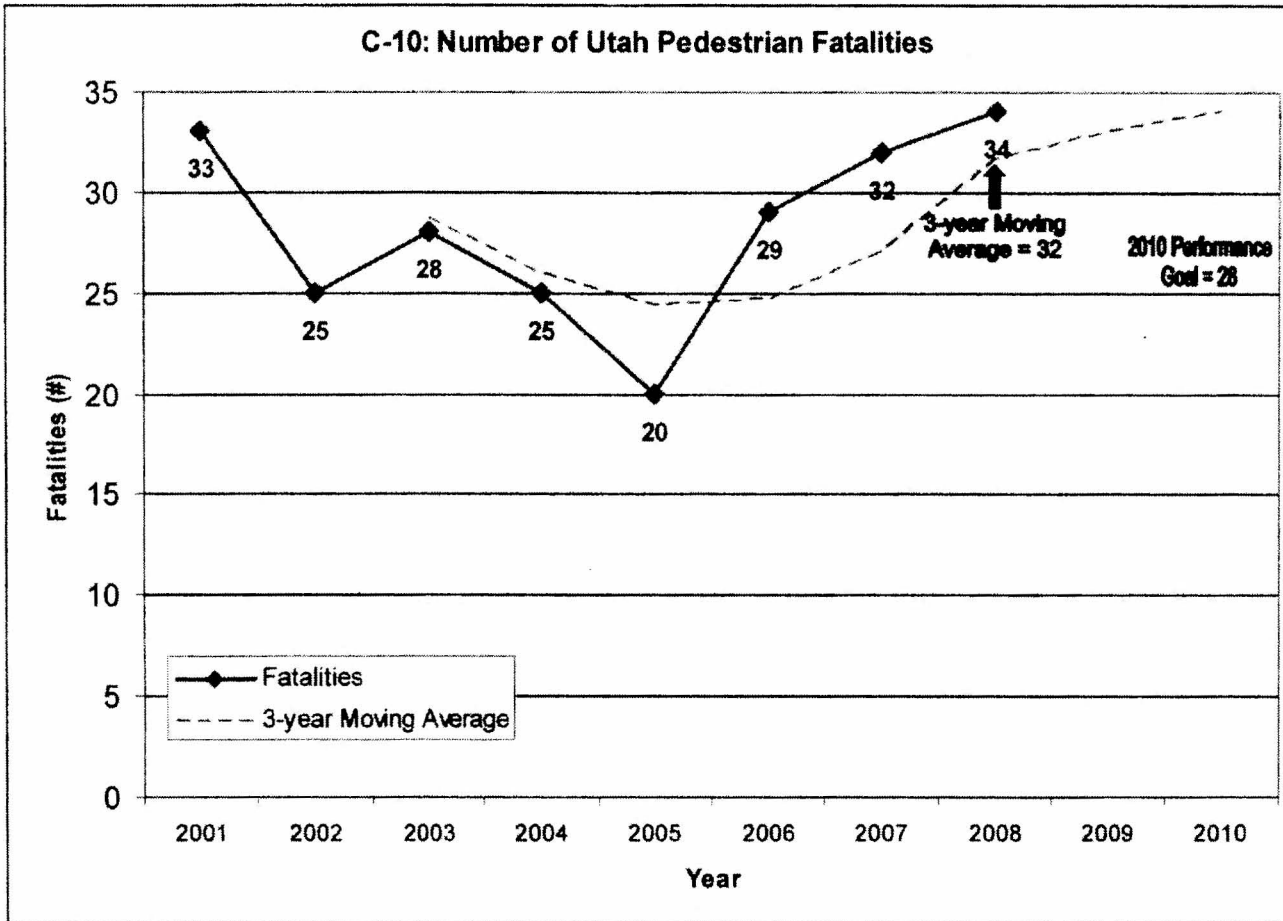
PEDESTRIAN AND BICYCLE PROGRAM

Performance Goal:

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

Performance Measure:

- Reduce the upward trend by demonstrating a reduction in pedestrian fatalities to 28 in CY2010.



Action Plan:

- Continue the longstanding partnership on pedestrian and bicycle projects and campaigns with the Utah Department of Health and the Utah Department of Transportation.

Justification:

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

Other Partnering Agencies:

- The Utah Department of Transportation has partnered with the HSO to continue the *Heads Up Pedestrian Safety Media Campaign*.
- Primary Children's Medical Center provides additional support for the *Spot the Tot* program.

Pedestrian And Bicycle Projects

PS100701 **PEDESTRIAN AND BICYCLE SAFETY COORDINATOR (KERI)**
FUNDING SOURCE **402**
FUNDING YEAR **ONGOING**

Utah is known for its outdoor recreation opportunities where many people enjoy the scenic landscape and city skylines on bicycle and foot. However, nearly all pedestrians and bicyclists in a crash sustain serious injury as compared to motor vehicle occupants. The Pedestrian and Bicycle Safety Coordinator plans, coordinates and provides technical assistance for pedestrian and bicycle activities involving local and regional health and law enforcement agencies, and other community and safety organizations statewide. Project focus includes reducing the serious injury and fatality rates, with an emphasis on the 5 to 19 year old age group. The coordinator acts as the state "expert" on pedestrian and bicycle issues, serves as chair of the newly created Pedestrian Safety Task Force and conducts the Annual Bicycle Helmet Usage Observational Survey. This project also provides educational materials and supplies upon request to encourage, promote and support pedestrian and bicycle programs and activities statewide. If unfunded, the position and traffic safety programs would be eliminated.

PS100702 **OGDEN CITY BICYCLE SAFETY PROGRAM (KERI)**
FUNDING SOURCE **402**
FUNDING YEAR **SECOND**

Bicycle riding is a popular recreational activity for adults and young children alike. For a large number of children in the city of Ogden and Weber County, it is an essential mode of transportation to and from school each day. Bicycle safety training and awareness for youth is necessary to teach them important riding skills in order for them to safely get to their destinations each day. This project will allow the bicycle investigations officer and volunteers from after-school programs and others to conduct bicycle rodeos in Ogden City and Weber County by providing them with the necessary supplies such as bicycles, helmets, bicycle rodeo kits, incentives, and educational materials. The bicycle safety program will use a hands-on method to teach children in the community vital bicycle handling skills and rules of the road in an effort to increase safety and decrease injury and death.

PS100703 **SALT LAKE CITY BICYCLE SAFETY PROJECT (KERI)**
FUNDING SOURCE **402**
PROJECT YEAR **SECOND**

Salt Lake City recently invested in its downtown district by adding shared bike and car lanes to highly traveled city streets. This engineering improvement will encourage bicyclists to commute safely to their destinations and make them more visible to motor vehicle drivers. Grant funds will allow the Salt Lake City Police Department to promote bicycle safety awareness through education and enforcement of traffic laws. Bicyclists have the same rights and responsibilities as motor vehicles and must obey traffic laws. Sharing the road and creating equal respect among both groups will help decrease auto/bike collisions and create a safer roadway for both users.

PS100704 **HEADS UP PEDESTRIAN SAFETY CAMPAIGN (KERI)**
FUNDING SOURCE **UDOT HSIP FLEX**
PROJECT YEAR **FOURTH**



Pedestrian fatalities account for about 10% of all traffic-related collisions in Utah. These crashes can be prevented through education and awareness directed at both pedestrians and drivers. The *Heads Up* Pedestrian Safety paid media campaign focuses on educating both groups by creating awareness and identifying the responsibilities of each group. Paid media including radio, billboards and busboards will run April, May, September and October in FFY2010 and 2011.

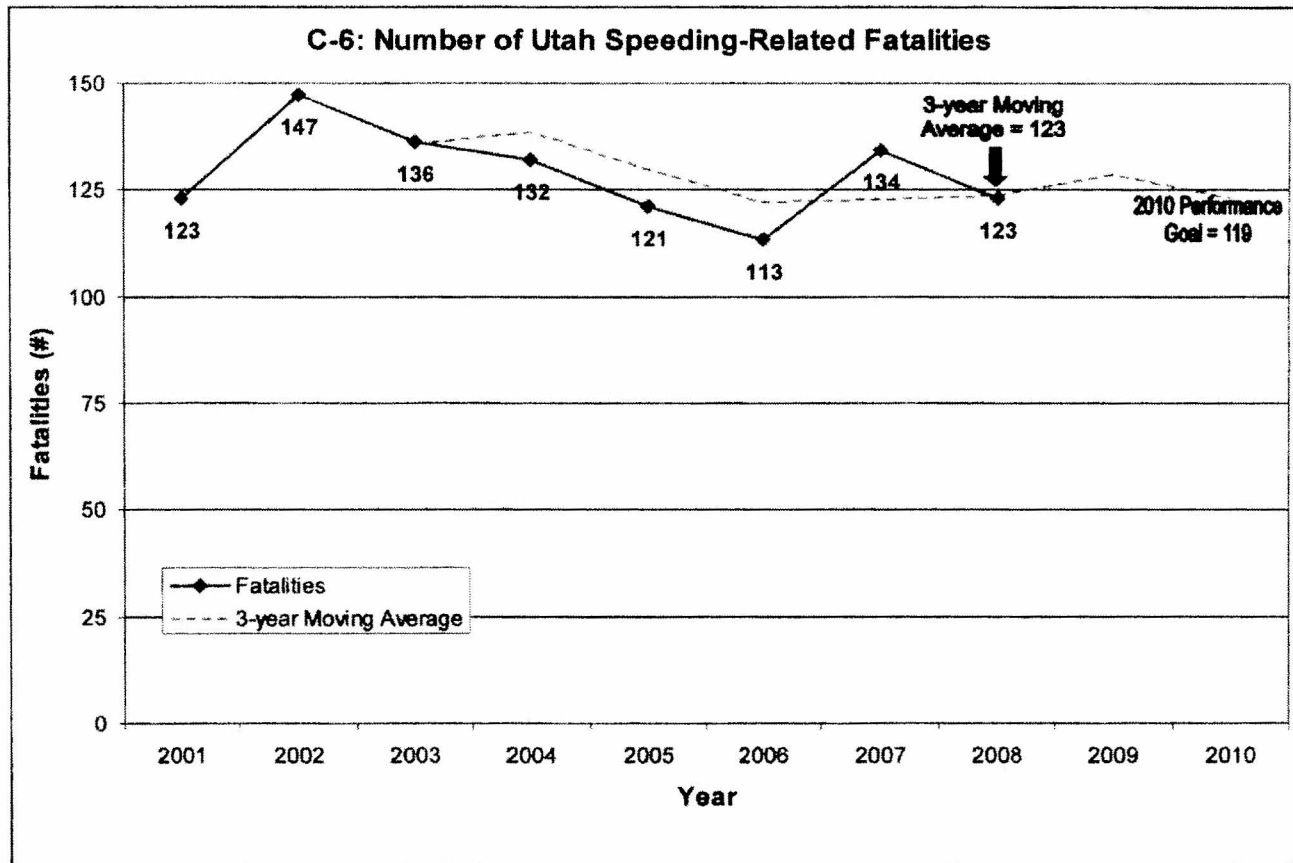
ROADWAY SAFETY PROGRAM

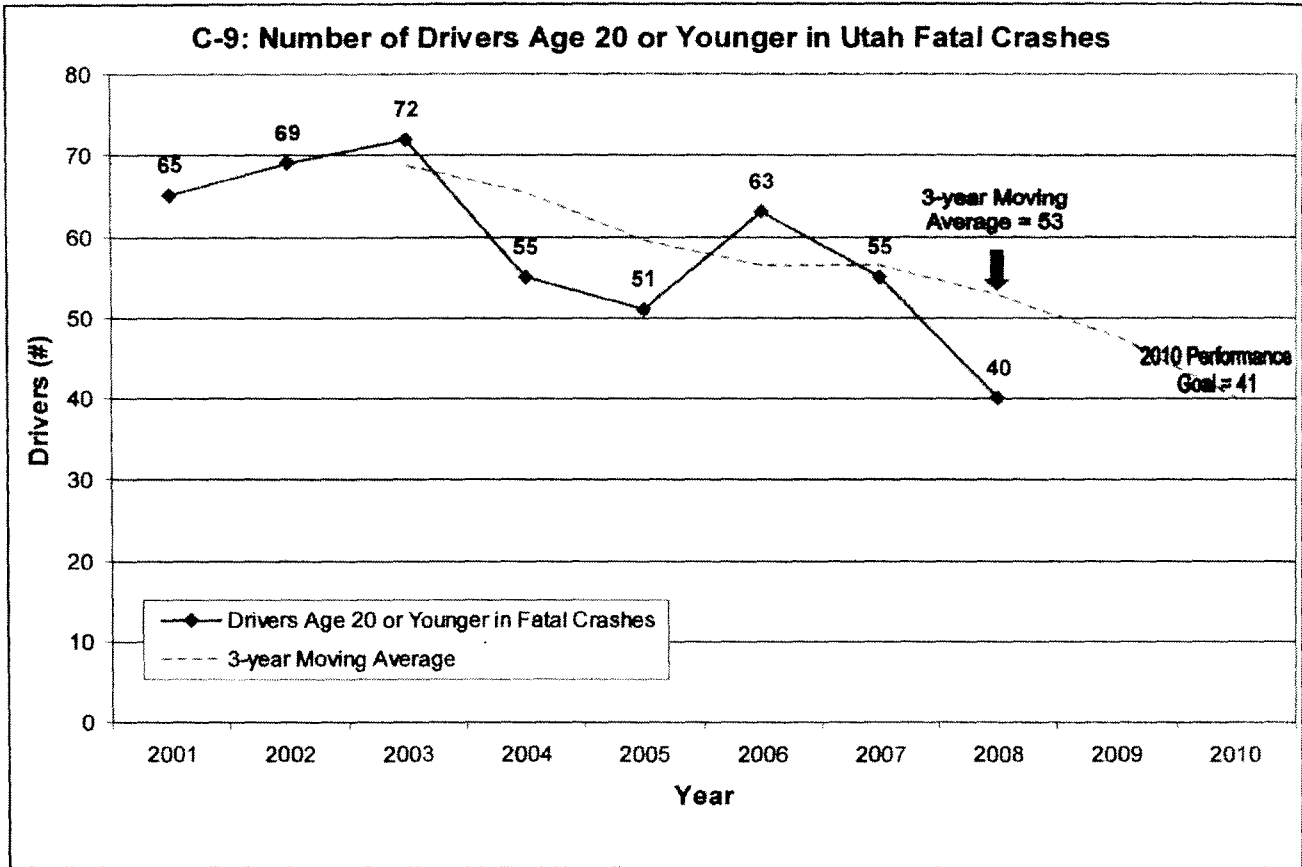
Performance Goal:

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

Performance Measures:

- Continue the downward trend in the number of fatalities that were speed-related to 119 in CY 2010.
- Continue the downward trend in the number of drivers aged 20 or under involved in a fatal crash to 41 in CY2010.





Action Plan:

- Expand teen driving education and outreach to reduce this age group's over-representation in motor vehicle crashes.
- Continue the comprehensive speed management program in problematic areas of the state.
- Be an active partner of the *Zero Fatalities* program administered by the Utah Department of Transportation.
- Promote the "Drive Friendly" program to encourage urban traffic calming.
- Add a human dimension to Utah's traffic fatality statistics.
- Promote railroad crossing safety.
- Provide diversity training to law enforcement agencies.

Justification:

- Teen drivers are over-represented in Utah crashes.
- Fatigue is a factor in at least 10% of Utah traffic fatalities, and likely more.
- Speeding continues to be problematic on state highways and other major roads.

Other Partnering Agencies:

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

Roadway Safety Projects

RS100801 OPERATION LIFESAVER (TED)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Operation Lifesaver Utah has made great strides over the past few years in addressing the issues pertaining to railway crossings and railroad rights-of-way. Operation Lifesaver is actively involved with educational and enforcement programs throughout the state as it presents at high schools, safety fairs, businesses, community groups and various other target entities. Each year the number of presentations given exceeds the number from the previous year and the presenters show no signs of slowing down. This program continues to expand statewide as more volunteers get involved and share the safety message about the importance of railroad crossing safety.

RS100802 TOOELE COUNTY SPEED MANAGEMENT PROGRAM (TED)
FUNDING SOURCE 406
PROJECT YEAR THIRD

This project begins its third and final year of enforcement and education efforts regarding speed-related issues in Tooele County. As trends continue to show that speeding is a major factor in traffic crashes, the emphasis of this project is to heighten awareness of the dangers of speed as it relates to traffic crash injuries and fatalities. The four law enforcement agencies involved in this program — Utah Highway Patrol, Grantsville PD, Tooele City PD and the Tooele County Sheriff's Office — continue to have a positive impact on those motorists who travel through Tooele County. The emphasis for the final year will be to enhance efforts with high-visibility enforcement, media involvement and education throughout the county in an effort to keeping motorists safe and in compliance after the project comes to an end.

RS100803 TEEN DRIVING EDUCATION AND OUTREACH PROGRAM (HELEN)
FUNDING SOURCE 406
PROJECT YEAR FOURTH

Teenage drivers represented only 7% of the licensed drivers in Utah in 2007, yet they were involved in one-quarter (24%) of all motor vehicle crashes. Additionally, nearly one out of five (18%) fatal crashes in Utah in 2007 involved a teenage driver, and only 41% of teens aged 15-19 who were killed in crashes in 2007 were wearing a seat belt, which was the lowest rate of any age group. And for all crashes in 2007, teens aged 15-19 had the lowest seat belt use for any age group. In spite of the state's graduated driver license for minors, strict laws limiting youth access to alcohol, and teen-targeted seat belt use programs, teen drivers are crashing and dying on Utah's roadways, frequently because they are not wearing seat belts. This project will provide resources, training opportunities and public information and education programs for law enforcement agencies, driver's education teachers, and other traffic safety partners to help educate teens, parents and the community about the health crisis facing the state's newly licensed drivers. From improving driver education teachers' ability to more effectively communicate with their students, to teaching parents how much their involvement can make a difference to directly educating teens about the dangers they face, this project will work to help reduce teen driver crashes and thereby improve safety for all of Utah's roadway users.

RS100804 DRIVE FRIENDLY PROGRAM (CARRIE)
FUNDING SOURCE 406
PROJECT YEAR SECOND

Aggressive and inattentive driving have been contributing factors in over 10% of Utah's crashes in the last two years. As the driving population continues to grow without a similar increase in roadway space, this will likely translate into an increase in these types of crashes. The *Drive Friendly* program is a public awareness program aimed at increasing the public's knowledge of the benefits of driving in a more courteous and compassionate manner, especially in the more densely populated urban areas. Some activities will target teen drivers, including the incorporation of the message into other programs such as the UHP "Adopt a High School" program. Other teen driver activities will include a pledge to drive friendly, activities involving school sporting events and dances. Activities that will involve the general driving public will be public information booths, articles in local newsletters, signage at public events and radio spots.

RS100805 DIVERSITY TRAINING (CARRIE)
FUNDING SOURCE 1906
PROJECT YEAR SECOND

Utah's minority population has experienced a continued growth of more than 43% over the past 7 years. This growth and the resulting demographic changes present challenges for law enforcement agencies, since various cultures have differing views of law enforcement personnel, traffic enforcement and safety behavior enforcement. The project will provide education about the cultural diversity of the state to law enforcement and other Utah Department of Public Safety personnel as a proactive approach to increase cultural awareness and improve their interactions with the public. Project activities will include a continued contract with the Utah Department of Public Safety's Professional Development Center (PDC) to continue the Diversity Sensitivity Program. This program will be held at regularly scheduled sessions during the year for those attending Peace Officers Standards and Training Academy (POST), as well as Department personnel and members of the Multi-Agency Task Forces throughout the state. Currently, there are two Multi-Agency Task Forces in place that deal with a wide range of highway safety issues, and 13 that specialize in youth alcohol issues. Curriculum content will include such topics as the differences in safety and social behaviors among cultures, procedures to follow in order to avoid racial profiling, and the legal aspects of profiling individuals based on ethnicity.

RS100806 DAVIS COUNTY SPEED MANAGEMENT PROGRAM (TED)
FUNDING SOURCE 402
PROJECT YEAR SECOND

This project will target all major roadways, residential areas, school zones and other public access roads in Davis County in an effort to gain voluntary compliance when it comes to speed limits. The focus will be on enforcement and education efforts and will involve eight agencies in the southern portion of Davis County including the Utah Highway Patrol and the Davis County Sheriff's Office. This county is the third most populated in the state and is a thoroughfare for motorists commuting to work along the Wasatch Front each day. With the large volume of traffic moving through the county, it ranked third in overall speed-related crashes in 2007. The goal will be to reduce the number of speed-related crashes and eliminate fatalities involving speeding. Education and media involvement will be a crucial component to the success of this project.

RS100807 STREET RACING CRACKDOWN (TED)
FUNDING SOURCE 406
PROJECT YEAR SECOND

The Salt Lake City Police Department receives numerous complaints each year about organized illegal street racing activity going on in neighborhoods, business districts and other areas within the city. Because of this activity, individuals as well as businesses and city resources are put at risk due to damage to public and private property, injuries that occur, and the other illegal activities that come

with street racing, including underage drinking, assault, stolen vehicles, and theft. Officers will conduct directed enforcement in areas known to be "hang outs" for this type of street racing activity as well as responding to citizen complaints. Neighboring law enforcement agencies will also assist as violators attempt to move their illegal activity to other areas of the county.

RS100808 **UTAH TRAFFIC FATALITY REPORT (HELEN)**
FUNDING SOURCE **406**
PROJECT YEAR **FIRST**



In 2007, there were 61,245 reported traffic crashes, which is the highest number of crashes ever in a single year on public roadways in Utah. These crashes involved 155,049 people with 27,420 injured and 299 people killed. Because of their ubiquity, traffic crashes and fatalities have achieved a level of near acceptability and inevitability among the general population: the deaths are seen only as a number, and the actual human life lost can disappear in a statistical analysis. To help raise awareness of traffic fatalities, and the human toll taken and social debris left behind in each case, this project will provide funding to create a website which tracks each fatality on Utah's roadways. In order to move beyond statistical and geographical tracking, this project will also provide funding for a journalistic entity to interview the family left behind after the traffic fatalities and tell their and the deceased's stories. By adding a human dimension to information normally clinically presented, this Web site will work toward reducing the public's acceptance of traffic fatalities and encourage everyone to work actively toward achieving the ultimate goal of *Zero Fatalities*.

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.

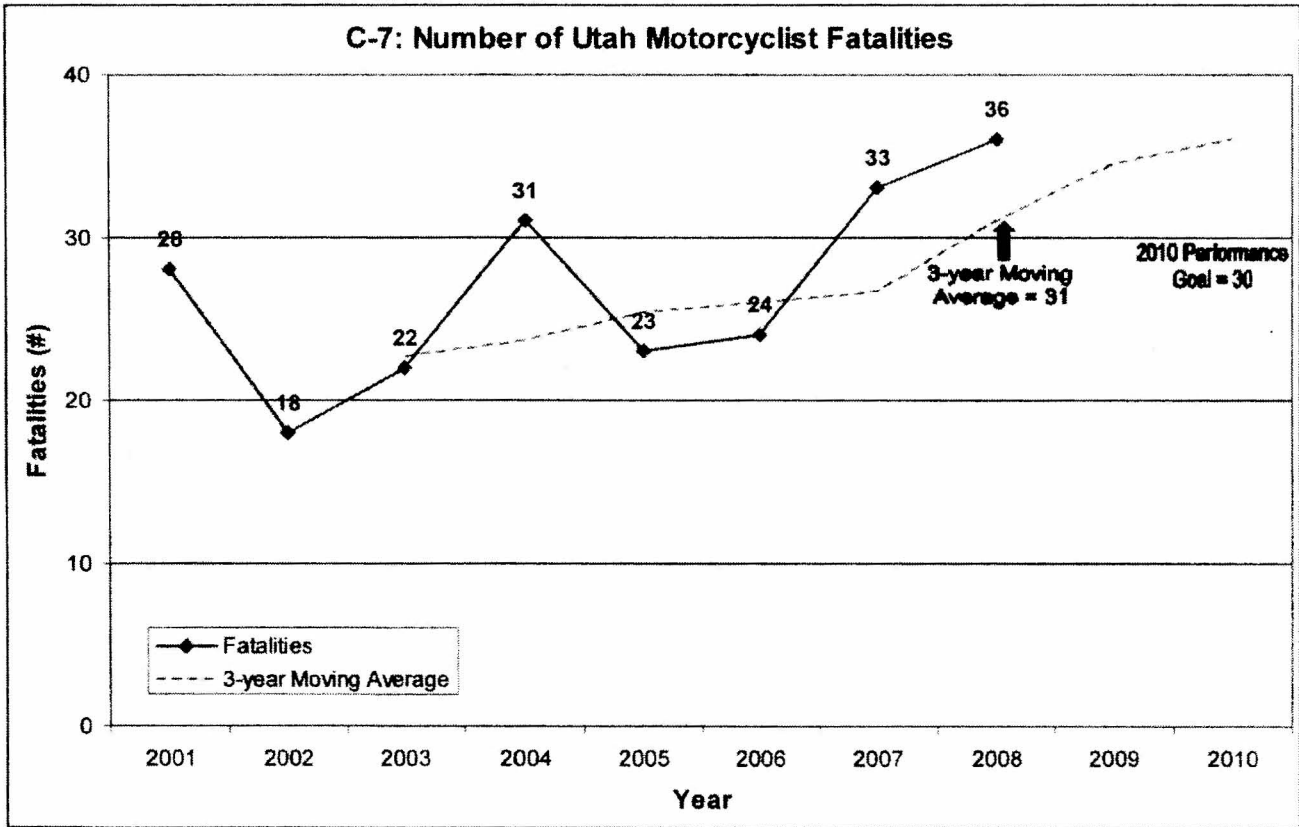
MOTORCYCLE SAFETY PROGRAM

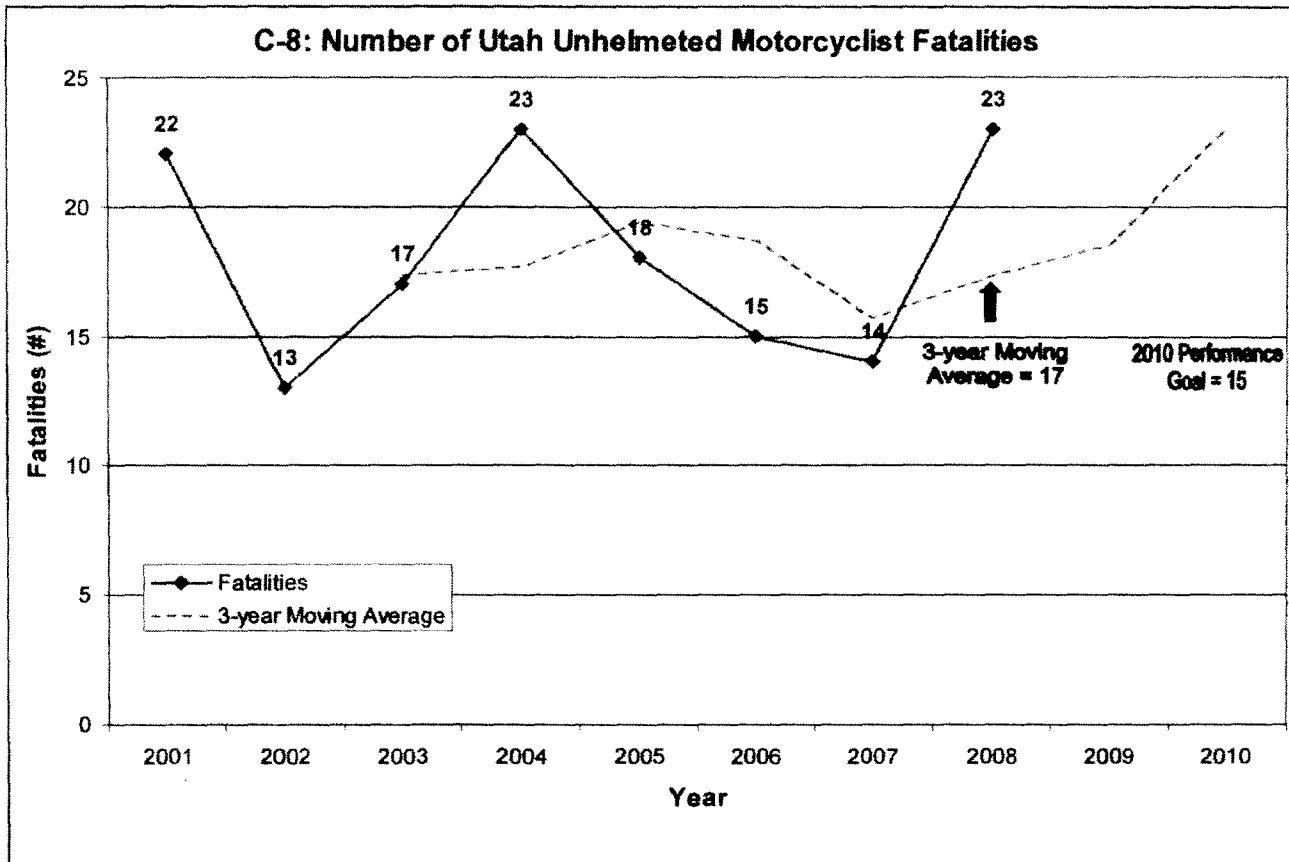
Performance Goal:

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

Performance Measures:

- Reduce the upward trend in the number of motorcycle crash fatalities to 30 in CY2010.
- Reduce the number of non-helmeted motorcyclist fatalities to 15 in CY2010.





Action Plan:

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

Justification:

- Motorcycle registration levels and driver license motorcycle endorsements continue to increase in Utah.
- The number of recreational riders increases each year.
- The number of new and non-traditional riders is predicted to continue increasing in this stressful economic time.

Other Partnering Agencies:

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

Motorcycle Safety Projects

MC100901 **MOTORCYCLE SAFETY PI&E (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The failure of motorists to see motorcycles in traffic is the most common cause of motorcycle crashes. The goal of this project is to increase motorcycle safety awareness while educating motor vehicle drivers to share the road. Support and funding to sub-grantees will be offered for activities aimed at creating motorcycle safety awareness, providing education and promoting the *DRIVE AWARE. RIDE AWARE.* campaign. Support to campaign partners will include educational materials, supplies and technical advice to encourage, promote and guide motorcycle safety programs and activities that will contribute to this program's statewide objective to reduce motorcycle crashes.

MC100902 **MOTORCYCLE SAFETY SUPPORT AND ENFORCEMENT (DEREK)**
FUNDING SOURCE **402**
PROGRAM YEAR **FIRST**



Through this innovative program, eligible law enforcement agencies throughout the Wasatch Front (where approximately 80% of the state's population reside) can apply for mini-grants to target motorcycle safety problem areas in their communities. Once a problem has been identified using local and state traffic crash and citation data, and the agency's application has been approved, motor squad officers will work overtime shifts in that area to combat the motorcycle and traffic safety issues to reduce crashes, injuries and fatalities. Undercover enforcement and the release of relevant press information to garner earned media coverage will be encouraged.

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



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

PLANNING AND ADMINISTRATION PROGRAM

Performance Goal:

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

Performance Measures:

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

Action Plan:

- Offer at least one professional development opportunity to each staff member in FFY2010 and support professional affiliations.
- Participate as part of the Utah Safety Leadership Team and updating of the Utah Comprehensive Safety Plan.
- Encourage staff interaction with highway safety advocacy groups and organizations.

Planning and Administration Projects

| | |
|-----------------------|-------------------------------------------|
| PA101001 | PLANNING AND ADMINISTRATION (DAVE) |
| FUNDING SOURCE | 402/406/2011 |
| PROJECT YEAR | ONGOING |

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

| | |
|-----------------------|-------------------------------------------------------|
| PA101002 | PUBLIC AWARENESS EVALUATION AND SURVEY (DEREK) |
| FUNDING SOURCE | 402 |
| PROJECT YEAR | FOURTH |

The HSO engages in multiple media campaigns throughout the year to reduce traffic crashes, injuries and fatalities through driver behavior modification. Campaigns use both earned and paid media to focus public attention on programs including vehicle occupant protection, impaired driving prevention, bicyclist and pedestrian safety, motorcycle safety awareness, speed reduction, teen driving and fatigued driving prevention. With the increased emphasis placed on media campaigns as a tool for highway safety behavioral modification projects, measuring the effectiveness of the various statewide media projects in reaching the target audiences will be beneficial. Beginning this year, changes in attitude among the public will be surveyed annually in July to ensure the Highway Safety Office's programs are performance-based and oriented. This program will collect data to evaluate

and subsequently determine what measures have been successful and those that haven't performed as well. The data will also place a dollar and message-delivered value on earned media exposure for evaluation.

RS101003 **ELECTRONIC GRANT TRACKING PROJECT (MARK)**
FUNDING SOURCE **406**
PROJECT YEAR **FIRST**



Considering the potential savings in staff time and resources likely by moving away from a paper-based process for handling its grants, the HSO will ask for proposals regarding a Web-based electronic grants management system designed specifically to manage highway safety grant programs within the state. A request for proposals (RFP) will be announced and should facilitate the online submission, review, and processing of highway safety grant proposals in addition to providing automated financial tracking and reporting. The RFP and implementation process will likely take more than more year, so it is anticipated this will be a multi-year project.

PA101004 **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE **402 STATE MATCH**
PROJECT YEAR **ONGOING**



The state of Utah has the lowest rate of alcohol-related fatalities in the nation, due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2008, over 15,600 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.

PA101005 **PLANNING AND ADMINISTRATION (DAVE)**
FUNDING SOURCE **402 P&A STATE MATCH**
PROJECT YEAR **ONGOING**



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

PA101006 **TRAFFIC SAFETY OUTREACH (DAVE)**
FUNDING SOURCE **405 STATE MATCH**
PROGRAM YEAR **ONGOING**



The Utah Highway Patrol has an enthusiastic statewide public information and education group with over 15 PI&E officers, and a sergeant to manage the program. Their goal is to gain compliance with state traffic laws by voluntary participation rather than enforcement-induced compliance. The PI&E group provides representation at community events such as fairs, school classes and new-car-owner orientation presentations at car dealerships. They interact with the public on a broad array of traffic safety issues with special focus on seat belt and child safety seat use.

PA101007 **MASTER INDEX SYSTEM (BATES)**
FUNDING SOURCE **408 STATE MATCH**
PROJECT YEAR **N/A**



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

PA101008 **PER SE HEARINGS (DAVE)**
FUNDING SOURCE **410 STATE MATCH**
PROJECT YEAR **ONGOING**



Each year about 10,000 drivers in Utah are arrested for driving under the influence of alcohol, and this arrest most often results in the person's driving privilege being sanctioned as specified in Utah statute. To assure due process and offer an impartial forum in which the person can contest the administrative sanction, an administrative hearing may be requested in which a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, and over 30 full and part-time hearing officers. In addition to impaired driving-related subjects, the hearings may cover auto homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

PA101009 **MASTER INDEX SYSTEM (BATES)**
FUNDING SOURCE **1906 STATE MATCH**
PROJECT YEAR **N/A**



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

PA101010 **TRAFFIC SAFETY OUTREACH (DAVE)**
FUNDING SOURCE **2011 STATE MATCH**
PROGRAM YEAR **ONGOING**



The Utah Highway Patrol has an enthusiastic statewide public information and education group with over 15 PI&E officers, and a sergeant to manage the program. Their goal is to gain compliance with state traffic laws by voluntary participation rather than enforcement-induced compliance. The PI&E group provides representation at community events such as fairs, school classes and new-car-owner orientation presentations at car dealerships. They interact with the public on a broad array of traffic safety issues with special focus on seat belt and child safety seat use.

PAID MEDIA PROGRAM

Performance Goal:

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

Performance Measure:

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

Action Plan:

- Provide over 5,000 sustained highway safety radio "spots" throughout the state in FFY 2010, covering a wide range of traffic safety subjects.
- Provide a year-long, sustained media campaign to educate the public on the dangers of underage alcohol consumption, and the social implications of early alcohol addiction.
- Continue an aggressive *Click It or Ticket* media campaign in conjunction with the national efforts.
- Continue an aggressive *Drunk Driving. Over the Limit. Under Arrest.* media campaign.
- Continue the sustained fatigued driving prevention media campaign, "*Sleep Smart. Drive Smart.*"
- Continue a sustained radio, billboard and busboard campaign on pedestrian safety, in conjunction with earned media from press releases and enforcement blitzes.
- Continue the use of the *DRIVE AWARE. RIDE AWARE.* identifier for the motorcycle safety and education media campaign.
- Continue the *Spot the Tot* media campaign to raise awareness of the driveway "back over" danger for children.

Justification:

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

Other Partnering Agencies:

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

Paid Media Projects

| | |
|-----------------------|----------------------------------------------|
| PM101101 | HIGHWAY SAFETY RADIO CAMPAIGN (DEREK) |
| FUNDING SOURCE | 402/405 |
| PROJECT YEAR | ONGOING |

The HSO will work with the Utah Broadcaster's Association (UBA) to place noncommercial radio announcements addressing traffic safety issues. The UBA is a non-profit organization with a membership of approximately 50 local radio stations that offers deeply discounted radio announcements to government agencies. This venue allows low-cost airtime targeting a wide-range demographic that listens to the 50+ member stations within the state. The HSO will team with the Association to write the scripts and produce announcements covering a broad spectrum of traffic safety subjects. Different traffic safety messages will be selected quarterly for broadcast and to support national and state highway safety campaigns without a specific paid media component.

PM101102 **CLICK IT OR TICKET MEDIA CAMPAIGN (KRISTY)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

A contract will be secured with an advertising agency to assist with the *Click It or Ticket* campaign's media plan and the paid media associated with this high-visibility campaign and related national efforts. This contract will include public relations activities, campaign development and production costs, and media efforts. The agency will produce and place radio spots, as well as billboards/busboards, and assist the HSO with all media outreach related to the campaign. All paid media efforts will be shared and coordinated with the National Highway Traffic Safety Administration.

PM101103 **MOTORCYCLE MEDIA CAMPAIGN (DEREK)**
FUNDING SOURCE **406/2010**
PROJECT YEAR **THIRD**

In Utah 55% of all motorcycle crashes involved a motor vehicle. The *DRIVE AWARE. RIDE AWARE.* motorcycle safety awareness campaign focuses on decreasing the rate of motorcycle injuries and fatalities by educating motor vehicle drivers and motorcyclists about the importance of awareness on Utah's public roadways. This project will fund the paid media related to motorcycle safety awareness and the *DRIVE AWARE. RIDE AWARE.* campaign. Radio spots, billboards and other media messages will be placed during the year when motor vehicle and motorcycle traffic increases.

PM101104 **SPOT THE TOT MEDIA CAMPAIGN (KERI)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

This internationally recognized campaign is focused on increasing awareness of safety in and around cars, and driveway and parking lot "back-over" dangers. In Utah nearly one child under the age of 10 is injured or killed by a back-over every week. In the first six months of 2009 alone., three children were killed as a result of vehicle back-over incidents. Primary Children's Medical Center remains committed to addressing this problem by providing public education to promote awareness and encouraging the adoption of new safety tactics by the driving public that are critical to preventing future incidents. Grant funds will help support radio spots, broadcast messages, informational fliers, brochures, and window clings that will promote *Spot the Tot* and safety in and around cars.

PM101105 **FATIGUED DRIVING PREVENTION PROGRAM (KRISTY)**
FUNDING SOURCE **406**
PROJECT YEAR **ONGOING**

Fatigued or drowsy driving is a major contributing factor to both fatal and overall crashes in Utah. In 2007, there were 35 fatal crashes and 587 injury crashes as a result of someone falling asleep at the wheel. In addition, a 2009 telephone survey showed that 44% of Utah drivers say they have fallen asleep or nodded off while driving and that "driving while severely sleepy or drowsy" is just as concerning as "drinking and driving" and "running red lights" with regard to the respondents' personal safety and the safety of their families. The "*Sleep Smart. Drive Smart.*" task force will work to reduce fatigue-related motor vehicle crashes in an effort to reduce the upward trend in the percentage of fatal crashes that were single vehicle roll-overs. The program will involve improved public information and education, placement of media advertisements, and young driver and public outreach efforts. The services of an advertising agency will be contracted to assist with public relations activities and media efforts and will develop and produce all paid media spots, as well as campaign materials. This project will fund paid media activities related to the fatigued driving prevention program, and may include the purchase and placement of television, radio and outdoor advertisements promoting awareness of the dangers of falling asleep at the wheel.

PM101106 **IMPAIRED DRIVING MEDIA CAMPAIGN (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **FOURTH**

With more than 15,600 DUI arrests throughout the state in 2008 and the historic changes made in Utah's liquor laws during the 2009 legislative session, the focus on preventing impaired driving is heightened throughout the state. Education about the dangers of and penalties for impaired driving can help deter people from making bad choices and putting their lives and the lives of others at risk by driving under the influence. However, the high-risk demographic of males aged 18-34 is a difficult demographic to reach. To effectively reach this high-risk demographic and capitalize on the benefits of earned media, this project will contract with a professional media firm to create innovative messaging that raises awareness about the inherent harms of drinking and driving, and thus help reduce the incidence of this crime in Utah.

PM101107 **SPORTS MARKETING (HELEN)**
FUNDING SOURCE **406**
PROJECT YEAR **SECOND**

Fans throughout the state cheer for the University of Utah athletics teams and the Major League Soccer team Real Salt Lake, which also has a large Hispanic fan base. Males aged 18-34 stand as a significant portion of the fan base for both University of Utah athletics and Real Salt Lake games, and they are also the highest risk demographic for traffic-safety-related issues. The National Highway Traffic Safety Administration has the following to say about sports marketing: "Since many of our most important traffic safety marketing challenges and related efforts are designed to reach and influence young males, ages 18-34, smart and savvy sports and entertainment marketing partners, who are also often working to reach this same target, can be of unique help." Sports marketing presents unique benefits to sponsoring entities and this project will provide sponsorships for University of Utah athletic events and Real Salt Lake games and community events. Traffic safety messages will be promoted during the University of Utah's football, basketball, and gymnastics events and during Real Salt Lake soccer games and various community events that the team sponsors.

PM101108 **MOTORSPORTS MEDIA CONTRACTOR (DEREK)**
FUNDING SOURCE **406**
PROJECT YEAR **SECOND**

Motorsports events in Utah typically involve males aged 16-34, a key focus demographic to reach for behavioral change regarding traffic safety issues. The HSO will seek requests for proposals from vendors to reach this difficult demographic with traffic safety messages at motorsports events. The purpose of the project is to provide meaningful traffic safety messages to event spectators, both male and female, and foster a change in attitudes. Young males continue to dominate the traffic-safety-related challenges, representing 21% of licensed drivers, yet they were in 48% of all traffic crashes. The project will include a pre- and post-survey of driver attitudes and detail the changes elicited by the program.

INFORMATIONAL **PARENTS EMPOWERED MEDIA CAMPAIGN (DABC)**
FUNDING SOURCE **STATE**
PROJECT YEAR **N/A**



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

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject state officials to civil or criminal penalties and/or place the state in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the state will sign these Certifications and Assurances that the state complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

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

Certifications and Assurances

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

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

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

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

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

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

This state's highway safety program provides adequate and reasonable access for the safe and

convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

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

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

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

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

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

Drug-Free Workplace

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

The state will provide a drug-free workplace by:

- A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- B. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the

workplace.

- C. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- D. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will —
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- E. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- F. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted —
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
- G. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

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

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

Political Activity (Hatch Act)

form of a waiver request submitted to and approved by the Secretary of Transportation.

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

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this

Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

Restriction On State Lobbying

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

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 and Suspension

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or Local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification


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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the state's Federal Fiscal Year 2010 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



**D. Lance Davenport, Commissioner
Utah Department of Public Safety
Governor's Representative for Highway Safety**

COPY

26 Aug 09
Date

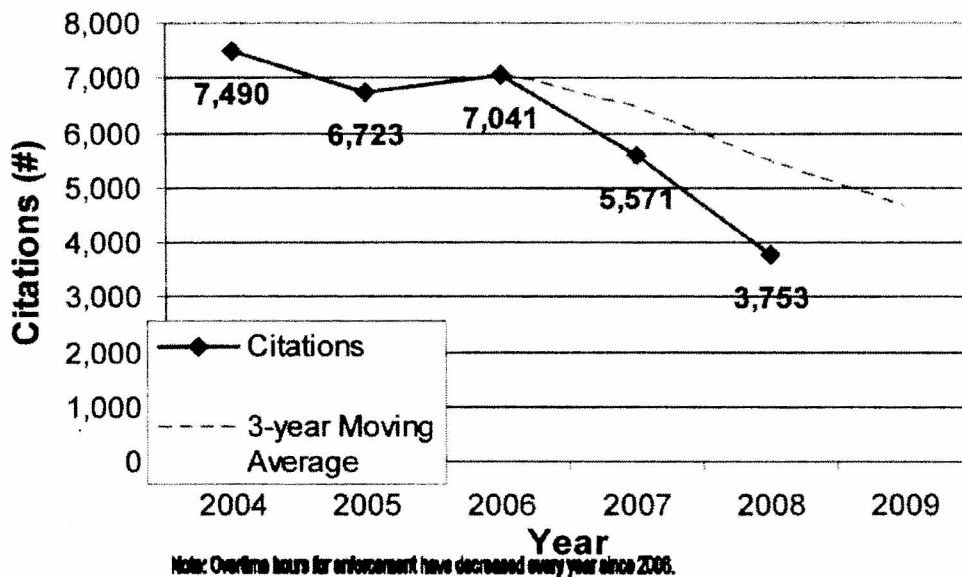
APPENDICES

CONTENTS

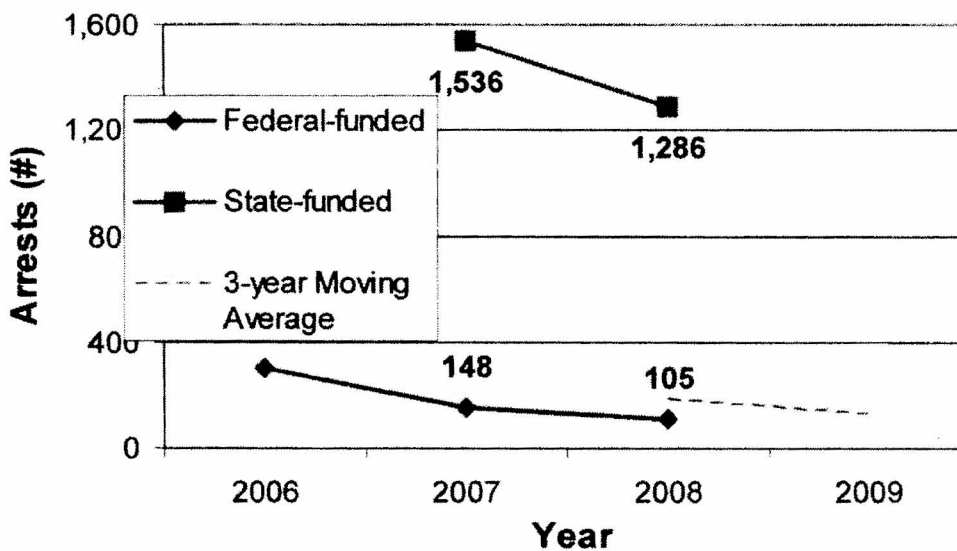
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|---------------------|---|
| ACTIVITY MEASURES | A |
| HS 217 | B |
| AMENDMENTS (if any) | C |

ACTIVITY MEASURES

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

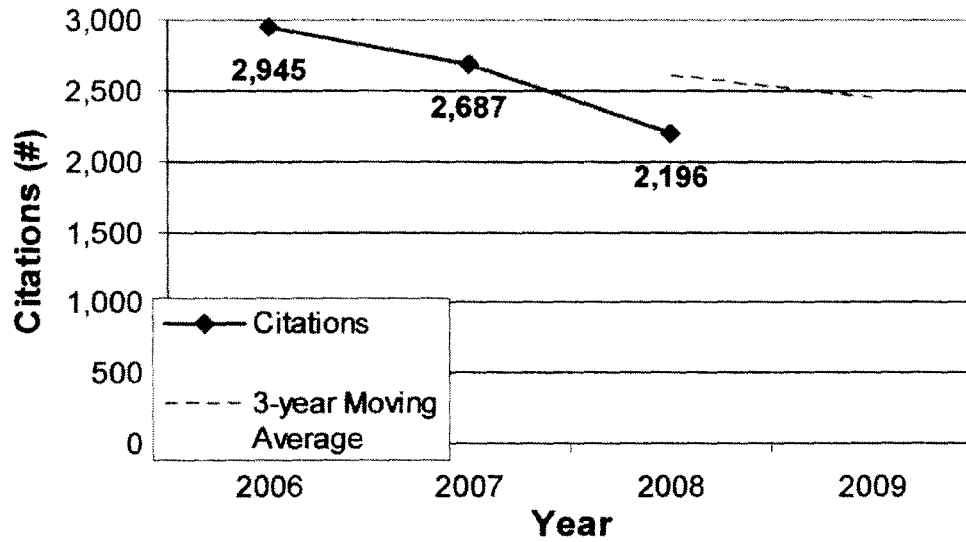


A-2: Number of Impaired Driving Arrests Made During Grant-funded Enforcement Activities, Utah



Note: Overtime hours for enforcement have decreased every year.
2006 - Total federal-funded arrests not yet available.

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



**Note: 2006 & 2007 - Includes all citations issued during SR-6 Aggressive Driving Enforcement Campaign.
2008 - Only speeding citations during Tooele County Speed Management Campaign.**

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|------------------------------------|------------------------------------------|------------------------------------------|------------------------------|---------------------|---------------|---------------------|---------------------|---------------------|
| NHTSA | | | | | | | | |
| NHTSA 402 | | | | | | | | |
| Planning and Administration | | | | | | | | |
| | PA-2010-10-01-00 | FEDX - 402 - ADMINISTRATION (FEDERAL) | \$.00 | \$.00 | \$.00 | \$190,000.00 | \$190,000.00 | \$.00 |
| | PA-2010-10-02-00 | MEVX - PUBLIC AWARENESS EVALUATION AND S | \$.00 | \$.00 | \$.00 | \$40,000.00 | \$40,000.00 | \$.00 |
| | PA-2010-10-04-00 | 000107 - 402 - STATE MATCH DUF | \$.00 | \$440,660.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| | PA-2010-10-05-00 | 000025 - 402 - STATE MATCH P&A | \$.00 | \$64,900.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| | Planning and Administration Total | | \$.00 | \$505,560.00 | \$.00 | \$230,000.00 | \$230,000.00 | \$.00 |
| Alcohol | | | | | | | | |
| | AL-2010-03-01-00 | YTHX - YOUTH SUPPORT | \$.00 | \$.00 | \$.00 | \$49,500.00 | \$49,500.00 | \$49,500.00 |
| | AL-2010-03-03-00 | CMPX - CAMPUS PROGRAMS | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$22,000.00 |
| | AL-2010-03-07-00 | DUCX - DUI COURTS | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$22,000.00 |
| | Alcohol Total | | \$.00 | \$.00 | \$.00 | \$93,500.00 | \$93,500.00 | \$93,500.00 |
| Motorcycle Safety | | | | | | | | |
| | MC-2010-09-01-00 | MCPX - MOTORCYCLE SAFETY PI&E | \$.00 | \$.00 | \$.00 | \$25,200.00 | \$25,200.00 | \$.00 |
| | MC-2010-09-02-00 | MTRX - MOTORCYCLE SAFETY SUPPORT AND ENF | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | Motorcycle Safety Total | | \$.00 | \$.00 | \$.00 | \$47,200.00 | \$47,200.00 | \$.00 |
| Occupant Protection | | | | | | | | |
| | OP-2010-04-02-00 | USKX - UTAH SAFE KIDS CAMPAIGN COORDINAT | \$.00 | \$.00 | \$.00 | \$47,300.00 | \$47,300.00 | \$47,300.00 |
| | OP-2010-04-10-00 | STSX - CLICK IT OR TICKET STEP SUPPORT | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$55,000.00 |
| | Occupant Protection Total | | \$.00 | \$.00 | \$.00 | \$157,300.00 | \$157,300.00 | \$102,300.00 |
| Pedestrian/Bicycle Safety | | | | | | | | |
| | PS-2010-07-01-00 | PEDX - PEDESTRIAN & BICYCLE COORDINATOR | \$.00 | \$.00 | \$.00 | \$95,700.00 | \$95,700.00 | \$95,700.00 |
| | PS-2010-07-02-00 | BSPX - OGDEN CITY BICYCLE SAFETY PROGRAM | \$.00 | \$.00 | \$.00 | \$16,500.00 | \$16,500.00 | \$16,500.00 |

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|-----------------------------------------------|------------------|------------------------------------------|------------------------------|---------------|---------------|-----------------------|-----------------------|---------------------|
| | PS-2010-07-03-00 | SCEX - SALT LAKE CITY BICYCLE ENFORCEMEN | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$11,000.00 |
| Pedestrian/Bicycle Safety Total | | | \$.00 | \$.00 | \$.00 | \$134,200.00 | \$134,200.00 | \$123,200.00 |
| Police Traffic Services | | | | | | | | |
| | PT-2010-01-01-00 | PTSX - PT SERVICES & EQUIPMENT | \$.00 | \$.00 | \$.00 | \$220,000.00 | \$220,000.00 | \$165,000.00 |
| | PT-2010-01-03-00 | MAFX - SL/DAVIS COUNTY MULTI-AGENCY TASK | \$.00 | \$.00 | \$.00 | \$13,200.00 | \$13,200.00 | \$13,200.00 |
| Police Traffic Services Total | | | \$.00 | \$.00 | \$.00 | \$233,200.00 | \$233,200.00 | \$178,200.00 |
| Community Traffic Safety Project | | | | | | | | |
| | CP-2010-02-01-00 | DCSX - DAVIS COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$35,200.00 | \$35,200.00 | \$35,200.00 |
| | CP-2010-02-02-00 | TCCX - TRI-COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$17,600.00 | \$17,600.00 | \$17,600.00 |
| | CP-2010-02-03-00 | WMSX - WEBER/MORGAN SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$39,600.00 | \$39,600.00 | \$39,600.00 |
| | CP-2010-02-04-00 | BCSX - BEAR RIVER SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$24,200.00 | \$24,200.00 | \$24,200.00 |
| | CP-2010-02-05-00 | SUMX - SUMMIT COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$13,200.00 | \$13,200.00 | \$13,200.00 |
| | CP-2010-02-06-00 | TCSX - TOOELE COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$18,700.00 | \$18,700.00 | \$18,700.00 |
| | CP-2010-02-07-00 | USCX - UTAH COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$35,200.00 | \$35,200.00 | \$35,200.00 |
| | CP-2010-02-08-00 | SEUX - SOUTHEASTERN UTAH SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$18,700.00 | \$18,700.00 | \$18,700.00 |
| | CP-2010-02-09-00 | CEUX - CENTRAL UTAH SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$18,700.00 | \$18,700.00 | \$18,700.00 |
| | CP-2010-02-10-00 | WCSX - WASATCH COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$13,200.00 | \$13,200.00 | \$13,200.00 |
| | CP-2010-02-11-00 | SWUX - SOUTHWEST UTAH SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$24,200.00 | \$24,200.00 | \$24,200.00 |
| | CP-2010-02-12-00 | SLVX - SALT LAKE COUNTY SAFE COMMUNITY | \$.00 | \$.00 | \$.00 | \$55,000.00 | \$55,000.00 | \$55,000.00 |
| | CP-2010-02-16-00 | PUBX - PUBLIC INFORMATION & EDUCATION | \$.00 | \$.00 | \$.00 | \$24,200.00 | \$24,200.00 | \$.00 |
| | CP-2010-02-19-00 | PERX - 402 - PERSONNEL | \$.00 | \$.00 | \$.00 | \$528,000.00 | \$528,000.00 | \$.00 |
| | CP-2010-02-20-00 | RTSX - RURAL TRAFFIC SAFETY COORDINATOR | \$.00 | \$.00 | \$.00 | \$35,200.00 | \$35,200.00 | \$35,200.00 |
| | CP-2010-02-23-00 | LCRX - LOCAL COMMUNITY RESOURCES | \$.00 | \$.00 | \$.00 | \$126,600.00 | \$126,600.00 | \$.00 |
| Community Traffic Safety Project Total | | | \$.00 | \$.00 | \$.00 | \$1,027,500.00 | \$1,027,500.00 | \$348,700.00 |

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|--------------------------|--------------------------------------|------------------------------------------|------------------------------|---------------------|---------------|-----------------------|-----------------------|-----------------------|
| Roadway Safety | | | | | | | | |
| | RS-2010-08-01-00 | LFSX - OPERATION LIFESAVER | \$.00 | \$.00 | \$.00 | \$27,500.00 | \$27,500.00 | \$.00 |
| | RS-2010-08-07-00 | DSMX - DAVIS COUNTY SPEED MANAGEMENT PRO | \$.00 | \$.00 | \$.00 | \$192,500.00 | \$192,500.00 | \$187,000.00 |
| | Roadway Safety Total | | \$.00 | \$.00 | \$.00 | \$220,000.00 | \$220,000.00 | \$187,000.00 |
| Paid Advertising | | | | | | | | |
| | PM-2010-11-01-00 | PDMX - 402 - HIGHWAY SAFETY RADIO CAMPAI | \$.00 | \$.00 | \$.00 | \$15,400.00 | \$15,400.00 | \$.00 |
| | PM-2010-11-02-00 | MDCX - CLICK IT OR TICKET MEDIA CAMPAIGN | \$.00 | \$.00 | \$.00 | \$127,600.00 | \$127,600.00 | \$.00 |
| | PM-2010-11-04-00 | STTX - SPOT THE TOT MEDIA CAMPAIGN | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | Paid Advertising Total | | \$.00 | \$.00 | \$.00 | \$165,000.00 | \$165,000.00 | \$.00 |
| | NHTSA 402 Total | | \$.00 | \$505,560.00 | \$.00 | \$2,307,900.00 | \$2,307,900.00 | \$1,032,900.00 |
| 405 OP SAFETEA-LU | | | | | | | | |
| | K2-2010-00-00-00 | FSSX - CPS FITTING STATION SUPPORT | \$.00 | \$.00 | \$.00 | \$55,000.00 | \$55,000.00 | \$.00 |
| | K2-2010-04-03-00 | NETX - UTAH SAFETY COUNCIL TRAFFIC SAFET | \$.00 | \$.00 | \$.00 | \$36,300.00 | \$36,300.00 | \$.00 |
| | K2-2010-04-05-00 | BTCX - BUCKLE TOUGH CAMPAIGN | \$.00 | \$.00 | \$.00 | \$26,400.00 | \$26,400.00 | \$.00 |
| | K2-2010-04-08-00 | BOBX - 405 - PROGRAM MATERIALS & CPS TRA | \$.00 | \$.00 | \$.00 | \$137,500.00 | \$137,500.00 | \$.00 |
| | K2-2010-04-09-00 | SURX - SAFETY BELT OBSERVATIONAL SURVEY | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | K2-2010-10-06-00 | 405 - STATE MATCH UHP PI&E | \$.00 | \$231,000.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| | 405 Occupant Protection Total | | \$.00 | \$231,000.00 | \$.00 | \$277,200.00 | \$277,200.00 | \$.00 |
| 405 Paid Media | | | | | | | | |
| | K2PM-2010-11-01-00 | HSRX - 405 - HIGHWAY SAFETY RADIO CAMPAI | \$.00 | \$.00 | \$.00 | \$15,400.00 | \$15,400.00 | \$.00 |
| | 405 Paid Media Total | | \$.00 | \$.00 | \$.00 | \$15,400.00 | \$15,400.00 | \$.00 |
| | 405 OP SAFETEA-LU Total | | \$.00 | \$231,000.00 | \$.00 | \$292,600.00 | \$292,600.00 | \$.00 |
| NHTSA 406 | | | | | | | | |
| | K4PA-2010-10-01-00 | SBPX - 406 - ADMINISTRATION (FEDERAL) | \$.00 | \$.00 | \$.00 | \$142,500.00 | \$142,500.00 | \$.00 |

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|----------------------------------------|--------------------|------------------------------------------|------------------------------|---------------|---------------|---------------------|---------------------|----------------|
| 406 Planning and Administration | | | \$0.00 | \$0.00 | \$0.00 | \$142,500.00 | \$142,500.00 | \$0.00 |
| | Total | | | | | | | |
| 406 Safety Belts Paid Media | | | | | | | | |
| | K4PM-2010-11-03-00 | MMCX - 406 - MOTORCYCLE SAFETY MEDIA CAM | \$0.00 | \$0.00 | \$0.00 | \$110,000.00 | \$110,000.00 | \$0.00 |
| | K4PM-2010-11-05-00 | SLEX - FATIGUED DRIVING PREVENTION PROGR | \$0.00 | \$0.00 | \$0.00 | \$66,000.00 | \$66,000.00 | \$0.00 |
| | K4PM-2010-11-07-00 | SPMX - SPORTS MARKETING | \$0.00 | \$0.00 | \$0.00 | \$66,000.00 | \$66,000.00 | \$0.00 |
| | K4PM-2010-11-08-00 | MSPX - MOTORSPORTS MEDIA CAMPAIGN | \$0.00 | \$0.00 | \$0.00 | \$33,000.00 | \$33,000.00 | \$0.00 |
| | Total | | \$0.00 | \$0.00 | \$0.00 | \$275,000.00 | \$275,000.00 | \$0.00 |
| 406 Alcohol | | | | | | | | |
| | K4AL-2010-03-10-00 | CDPX - LA CASA DEL PUEBLO HISPANIC OUTRE | \$0.00 | \$0.00 | \$0.00 | \$22,000.00 | \$22,000.00 | \$0.00 |
| | Total | | \$0.00 | \$0.00 | \$0.00 | \$22,000.00 | \$22,000.00 | \$0.00 |
| 406 Occupant Protection | | | | | | | | |
| | K4OP-2010-04-04-00 | UPEX - UHP PI&E | \$0.00 | \$0.00 | \$0.00 | \$22,000.00 | \$22,000.00 | \$0.00 |
| | K4OP-2010-04-11-00 | ALVX - ALIVE AT 25 DEFENSIVE DRIVING COU | \$0.00 | \$0.00 | \$0.00 | \$42,900.00 | \$42,900.00 | \$0.00 |
| | K4OP-2010-04-12-00 | RURX - CLICK IT OR TICKET ENHANCEMENT | \$0.00 | \$0.00 | \$0.00 | \$82,500.00 | \$82,500.00 | \$0.00 |
| | Total | | \$0.00 | \$0.00 | \$0.00 | \$147,400.00 | \$147,400.00 | \$0.00 |
| 406 Traffic Records | | | | | | | | |
| | K4TR-2010-05-07-00 | DATX - DATA PROJECTS | \$0.00 | \$0.00 | \$0.00 | \$55,000.00 | \$55,000.00 | \$0.00 |
| | Total | | \$0.00 | \$0.00 | \$0.00 | \$55,000.00 | \$55,000.00 | \$0.00 |
| 406 Roadway Safety | | | | | | | | |
| | K4RS-2010-08-02-00 | TSMX - TOOELE COUNTY SPEED MANAGEMENT PR | \$0.00 | \$0.00 | \$0.00 | \$55,000.00 | \$55,000.00 | \$0.00 |
| | K4RS-2010-08-03-00 | TEEX - TEEN DRIVING EDUCATION AND OUTREA | \$0.00 | \$0.00 | \$0.00 | \$82,500.00 | \$82,500.00 | \$0.00 |
| | K4RS-2010-08-04-00 | DRFX - DRIVE FRIENDLY | \$0.00 | \$0.00 | \$0.00 | \$38,500.00 | \$38,500.00 | \$0.00 |
| | K4RS-2010-08-06-00 | SRCX - STREET RACING CRACKDOWN | \$0.00 | \$0.00 | \$0.00 | \$27,500.00 | \$27,500.00 | \$0.00 |
| | K4RS-2010-08-08-00 | UTFX - UTAH TRAFFIC FATALITY REPORT | \$0.00 | \$0.00 | \$0.00 | \$44,000.00 | \$44,000.00 | \$0.00 |

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|--------------|------------------------------------------|-------------------------------------------|------------------------------|---------------|---------------|-----------------------|-----------------------|----------------|
| | K4RS-2010-10-03-00 | EGTX - ELECTRONIC GRANT TRACKING SYSTEM | \$.00 | \$.00 | \$.00 | \$220,000.00 | \$220,000.00 | \$.00 |
| | 406 Roadway Safety Total | | \$.00 | \$.00 | \$.00 | \$467,500.00 | \$467,500.00 | \$.00 |
| | 406 Safe Communities | | | | | | | |
| | K4CP-2010-02-13-00 | UMCX - BEAR RIVER HISPANIC OUTREACH | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | K4CP-2010-02-14-00 | UCHX - UTAH COUNTY HISPANIC OUTREACH | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | K4CP-2010-02-15-00 | SLHX - SALT LAKE COUNTY HISPANIC OUTREACH | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | K4CP-2010-02-18-00 | NATX - SAN JUAN SAFETY COALITION | \$.00 | \$.00 | \$.00 | \$62,700.00 | \$62,700.00 | \$.00 |
| | K4CP-2010-02-21-00 | TTRX - TECHNOLOGY TRANSFER | \$.00 | \$.00 | \$.00 | \$165,000.00 | \$165,000.00 | \$.00 |
| | K4CP-2010-02-22-00 | TSSX - TRAFFIC SAFETY SUMMIT | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | 406 Safe Communities Total | | \$.00 | \$.00 | \$.00 | \$315,700.00 | \$315,700.00 | \$.00 |
| | NHTSA 406 Total | | \$.00 | \$.00 | \$.00 | \$1,425,100.00 | \$1,425,100.00 | \$.00 |
| | 408 Data Program SAFETEA-LU | | | | | | | |
| | K9-2010-05-02-00 | CENX - CENTRALIZED CRASH REPOSITORY | \$.00 | \$.00 | \$.00 | \$66,000.00 | \$66,000.00 | \$.00 |
| | K9-2010-05-03-00 | CSMX - CRASH INFORMATION SYSTEM MANAGEMEN | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | K9-2010-05-04-00 | GSAX - GEOCODING SVC WITH ACCURATE ROADS | \$.00 | \$.00 | \$.00 | \$33,000.00 | \$33,000.00 | \$.00 |
| | K9-2010-05-05-00 | RACX - UTRAC COORDINATOR | \$.00 | \$.00 | \$.00 | \$104,500.00 | \$104,500.00 | \$.00 |
| | K9-2010-05-06-00 | PHDX - EMS PRE-HOSPITAL DATA REPORTING | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | K9-2010-10-07-00 | 408 - STATE MATCH MIS/DTS | \$.00 | \$.00 | \$.00 | \$121,000.00 | \$121,000.00 | \$.00 |
| | 408 Data Program Incentive Total | | \$.00 | \$.00 | \$.00 | \$544,500.00 | \$544,500.00 | \$.00 |
| | 408 Data Program SAFETEA-LU Total | | \$.00 | \$.00 | \$.00 | \$544,500.00 | \$544,500.00 | \$.00 |
| | 410 Alcohol SAFETEA-LU | | | | | | | |
| | K8-2010-02-19-00 | AMNX - 410 - PERSONNEL | \$.00 | \$.00 | \$.00 | \$291,500.00 | \$291,500.00 | \$.00 |
| | K8-2010-03-02-00 | ACPX - ALCOHOL PROGRAMS PI & E | \$.00 | \$.00 | \$.00 | \$49,500.00 | \$49,500.00 | \$.00 |
| | K8-2010-03-04-00 | DRTX - STATEWIDE DRUG RECOGNITION, ALCOH | \$.00 | \$.00 | \$.00 | \$55,000.00 | \$55,000.00 | \$.00 |

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|--------------|------------------------------------------------------|------------------------------------------|------------------------------|---------------------|---------------|-----------------------|-----------------------|----------------|
| | K8-2010-03-05-00 | CCDX - SERVING INTOXICATED PERSONS | \$.00 | \$.00 | \$.00 | \$38,500.00 | \$38,500.00 | \$.00 |
| | K8-2010-03-06-00 | AECX - DUI ENFORCEMENT, CHECKPOINTS, AND | \$.00 | \$.00 | \$.00 | \$275,000.00 | \$275,000.00 | \$.00 |
| | K8-2010-03-07-00 | DCTX - 410 - DUI COURTS | \$.00 | \$.00 | \$.00 | \$49,500.00 | \$49,500.00 | \$.00 |
| | K8-2010-03-08-00 | TSRX - TRAFFIC SAFETY RESOURCE PROSECUTO | \$.00 | \$.00 | \$.00 | \$49,500.00 | \$49,500.00 | \$.00 |
| | K8-2010-03-09-00 | TRAX - TRACE | \$.00 | \$.00 | \$.00 | \$5,500.00 | \$5,500.00 | \$.00 |
| | 410 Alcohol SAFETEA-LU Total | | \$.00 | \$.00 | \$.00 | \$814,000.00 | \$814,000.00 | \$.00 |
| | 410 Alcohol Planning and Administration | | | | | | | |
| | K8PA-2010-10-08-00 | 410 - STATE MATCH PER SE HEARINGS | \$.00 | \$792,000.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| | 410 Alcohol Planning and Administration Total | | \$.00 | \$792,000.00 | \$.00 | \$.00 | \$.00 | \$.00 |
| | 410 Alcohol SAFETEA-LU Paid Media | | | | | | | |
| | K8PM-2010-11-06-00 | DMCX - IMPAIRED DRIVING MEDIA CAMPAIGN | \$.00 | \$.00 | \$.00 | \$264,000.00 | \$264,000.00 | \$.00 |
| | 410 Alcohol SAFETEA-LU Paid Media Total | | \$.00 | \$.00 | \$.00 | \$264,000.00 | \$264,000.00 | \$.00 |
| | 410 Alcohol SAFETEA-LU Total | | \$.00 | \$792,000.00 | \$.00 | \$1,078,000.00 | \$1,078,000.00 | \$.00 |
| | 2010 Motorcycle Safety | | | | | | | |
| | K6-2010-11-03-00 | MMEX - 2010 - MOTORCYCLE SAFETY MEDIA CA | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | 2010 Motorcycle Safety Incentive Total | | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | 2010 Motorcycle Safety Total | | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | 2011 Child Seats | | | | | | | |
| | K3-2010-02-17-00 | LTMX - LATINO TRAFFIC MEDIA CAMPAIGN | \$.00 | \$.00 | \$.00 | \$55,000.00 | \$55,000.00 | \$.00 |
| | K3-2010-04-06-00 | PCMX - PCMC SPECIAL NEEDS CPS | \$.00 | \$.00 | \$.00 | \$51,200.00 | \$51,200.00 | \$.00 |
| | K3-2010-04-07-00 | CRSX - CHILD RESTRAINT USE STUDY | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | K3-2010-04-08-00 | KKRX - 2011 - PROGRAM MATERIALS & CPS TR | \$.00 | \$.00 | \$.00 | \$22,000.00 | \$22,000.00 | \$.00 |
| | K3-2010-10-01-00 | BSSX - 2011 - ADMINISTRATION (FEDERAL) | \$.00 | \$.00 | \$.00 | \$27,500.00 | \$27,500.00 | \$.00 |
| | K3-2010-10-10-00 | 2011 - STATE MATCH UHP PI&E | \$.00 | \$71,500.00 | \$.00 | \$.00 | \$.00 | \$.00 |

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|--------------|---------------------------------------------|------------------------------------------|------------------------------|----------------|---------------|----------------|-----------------|----------------|
| | 2011 Child Seat Incentive Total | | \$.00 | \$71,500.00 | \$.00 | \$265,700.00 | \$265,700.00 | \$.00 |
| | 2011 Child Seats Total | | \$.00 | \$71,500.00 | \$.00 | \$265,700.00 | \$265,700.00 | \$.00 |
| | 1906 Prohibit Racial Profiling | | | | | | | |
| | K10-2010-05-01-00 | EWCX - ENHANCE/EXPAND WEB-BASED CITATION | \$.00 | \$.00 | \$.00 | \$152,900.00 | \$152,900.00 | \$.00 |
| | K10-2010-05-03-00 | CRMX - 1906 - CRASH INFORMATION SYSTEM M | \$.00 | \$.00 | \$.00 | \$247,500.00 | \$247,500.00 | \$.00 |
| | K10-2010-08-05-00 | DVTX - DIVERSITY TRAINING | \$.00 | \$.00 | \$.00 | \$165,000.00 | \$165,000.00 | \$.00 |
| | K10-2010-10-09-00 | 1906 - STATE MATCH MIS/DTS | \$.00 | \$.00 | \$.00 | \$110,000.00 | \$110,000.00 | \$.00 |
| | 1906 Prohibit Racial Profiling Total | | \$.00 | \$.00 | \$.00 | \$675,400.00 | \$675,400.00 | \$.00 |
| | NHTSA Total | | \$.00 | \$1,600,060.00 | \$.00 | \$6,699,200.00 | \$6,699,200.00 | \$1,032,900.00 |
| | Total | | \$.00 | \$1,600,060.00 | \$.00 | \$6,699,200.00 | \$6,699,200.00 | \$1,032,900.00 |