Utah
Annual Grant Application
FY 2026

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Utah FY26 Annual Application

Section One: Updates to the Utah Triennial HSP - 1300.12(b)(1)

1- Highway Safety Planning Process - No updates

2- Public Participation and Engagement - No updates

3 - Performance Plan - No updates

4- Countermeasure Strategies

This section is divided into two parts. The updated countermeasure strategy changes as provided in the FY24 report are listed first, then any funding updates to the countermeasure strategies are listed below under the specific program areas.

Updated Targets:

Although no new strategies have been identified, Utah will continue to utilize the identified strategies in the most effective ways to try and meet the targets.

Utah's performance target for C-1 Number of Utah Traffic Fatalities is 278.4 by 2026. The benchmark for FY24 is 284.1. The most current FARS data through October 24, 2024, shows that Utah is not on track to meet the goal, reporting 287.4 (using a five-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: The UHSO will continue with the communications and outreach strategies identified with emphasis on targeting safety messaging utilizing paid and earned media to identified demographic groups overrepresented in the data in an effort to reduce traffic fatalities. Additionally, identified community traffic safety projects will focus outreach efforts on male drivers who make up 85% of fatal crash statistics and young drivers aged 13 to 29 who are most frequently associated with fatal crashes.

Utah's performance target for C-2 Number of serious injuries in Utah Traffic is 1335.7 by 2026 with a one-year benchmark of 1363.2 by 2024. The most current UTAPS data through October 24, 2024, shows that Utah is not on track to meet the goal with 1625.4 (using a five-year rolling average).
*(*C-2 The target set for this measure was entered incorrectly in the 2024-2026 3HSP. It should have been 1541, however, because it can't be changed until the next 3HSP, we will leave it as is but note the corrected information here. Based on a 1% decrease for FY24, the benchmark would be 1525.)*

STATUS: 2024 performance target not met.

ADJUSTMENTS: The UHSO will continue to emphasize outreach and education strategies with planned activities in community traffic safety projects and the teen-driving outreach project. Based on the data,

male drivers and teen drivers are involved in a substantially higher percentage of crashes than other drivers. Adjustments will be made to focus on these groups with increased emphasis on HVE enforcement and paid media messaging.

Utah's performance target for C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) is 58.4 with a one-year benchmark of 59.6 by 2024. The most current FARS data through October 24, 2024, shows that Utah is not on track to meet the goal, reporting 66 (using a five-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: Utah will continue utilizing the identified countermeasure strategies in the 3HSP and focus on addressing the populations over-represented in the crash data. Efforts will include working with local rural communities on messaging and enforcement campaigns to reach hard-core non seat belt users. Crash Data reports that male drivers (71%) in pickup trucks are the leading demographic for unrestrained fatalities, with teens also a concern, as 42% of teenage fatalities were unrestrained.

Utah's performance target for C-5 Number of Fatalities in Crashes Involving a Driver or a Motorcycle Operator with a BAC of .08 and above is 39.4 with a one-year benchmark of 40.2. The most current FARS data through October 24, 2024, shows that Utah is not on track to meet the goal, reporting 42.6 (using a five-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: In effort to reach this performance target, Utah plans to increase messaging, education, and enforcement addressing the dangers of impaired driving and will emphasize the additional risks for impaired drivers and motorcycle operators. While media campaigns have been effective in reaching our target audience, feedback suggests clearer messaging on sober ride options and a more realistic portrayal of moderate impairment could improve engagement, particularly among high-risk groups. Ongoing support and expansion of successful programs like the 24/7 Sobriety Program, DRE, and Sip/Trace projects, along with continued impaired driving training, will strengthen efforts to reduce DUI-related crashes and fatalities throughout Utah. Further, strengthening partnerships with the Utah Highway Patrol, who hired 80 additional Troopers statewide in 2024, contributed to more overtime shifts being worked and thus an increase in arrests made. Such efforts will continue in FY2026.

In FY25, adjustments were made to address higher costs resulting from statewide increases in law enforcement pay rates, with additional funds allocated to support high-visibility DUI enforcement shifts in the upcoming grant year. Additionally, updating the High Visibility Enforcement (HVE) guidelines will be key to ensuring law enforcement agencies use data to strategically schedule officers during peak DUI periods where efforts will be most effective.

Utah's performance target for C-6 Number of Speeding-Related Fatalities is 82.3 with a one-year benchmark of 84.0 by 2024. The most current FARS data through October 24, 2024, shows that Utah is not on track to meet the goal, reporting 88.8 (using a five-year rolling average).

STATUS: 2024 target measure not met.

ADJUSTMENTS: While the Utah Highway Safety Office (UHSO) didn't achieve its 2024 goal of 84.0 speed-related fatal crashes, it successfully reduced these numbers by 18.44% compared to 2022.

Recognizing that speeding is a driver choice, the UHSO plans to adjust its strategy in Fiscal Year 2026 by increasing efforts such as High Visibility Enforcement (HVE), education, and media campaigns. These intensified efforts will target areas with the highest incidence of speed-related fatal crashes, specifically Salt Lake, Davis/Weber, and Utah Counties. The ultimate goal is a commitment to a larger initiative aimed at changing driver behavior and reducing speeds. Currently, the demographic with the highest percentage of speed-related fatal crashes is males aged 13 to 39. Increased efforts on education and media messaging will focus on this demographic.

Utah's performance target for C-7 Number of Motorcycle Fatalities is 41.7 with a one-year benchmark of 42.6 by 2024. The most current FARS data through October 24, 2024, shows that Utah is not on track to meet this measure with 44 (using a five-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: Motorcycle fatalities continue to be a challenge in Utah. The UHSO plans to continue implementing the strategies identified in the 3HSP, with an emphasis on collaborating with traffic safety partners. This collaboration will aim to enhance education through social media and the motorcycle rider program. Adjustments to this strategy include promoting the Motorcycle Safety Foundation's rider skills course and associated discounts earlier in the year, to encourage riders of all skill levels to participate.

Utah's performance target for C-9 Number of Drivers Age 20 or Younger involved in fatal crashes is 23.7 with a one-year benchmark of 24.2 by 2024. The most current FARS data through October 24, 2024, shows that Utah is not on track to meet this goal, reporting 35.4 (using a five-year rolling average).

STATUS: 2024 performance measure not met.

ADJUSTMENTS: Given the significant gap between the target and the current data, UHSO will thoroughly analyze the existing data to gather additional insights, such as the time of day, the age of the teen driver, and other relevant factors. Based on the findings, the messaging will be adjusted accordingly to enhance effectiveness in the implementation of the communications and outreach countermeasure strategy.

Utah's performance target for C-11 Number of Bicycle Fatalities is 7.2 with a one-year benchmark of 7.3 by 2024. The most current FARS data through October 24, 2024, shows that Utah will not meet this goal with 9 fatalities reported (using a five-year rolling average).

STATUS: 2024 target measure not met.

ADJUSTMENTS: Bicycle fatalities continue to be a growing concern in Utah. The UHSO plans to persist with its current countermeasure strategies within the bicycle safety program. To effectively meet the three-year target, the UHSO will analyze crash and survey data to identify key demographic groups. This analysis will inform targeted safety messaging delivered through both paid and earned media channels. Feedback from recent survey data highlights the need for updated campaigns featuring a clearer message of sharing the road. Utah plans to increase messaging and education efforts to address both driver and bicyclist

behavior and responsibilities in sharing the road, visibility, and adherence to traffic safety laws. The UHSO will also actively seek out partnerships with local bike safety advocates and organizations willing to amplify these safety messages. For example, increasing the frequency of bike rodeos and other bicycle safety events will allow our partners to take a hands-on approach to educating cyclists of all ages.

Utah's performance target for B-1 Observed Seat Belt Use is 91.8%. Using the most current Seat Belt Survey in 2024 shows that Utah will not meet this goal with the current rate of 90.7%, according to the 2024 Seat Belt Survey.

STATUS: 2024 performance target not met.

ADJUSTMENTS: To reduce the number of unrestrained passenger vehicle occupant fatalities in all seating positions and increase Utah's observed seat belt use, the UHSO will implement several key adjustments including targeted messaging, leveraging social influence, rural outreach, and increased enforcement and education. The UHSO will analyze unrestrained fatality data and survey data to identify key demographic groups to target with safety messaging on paid and earned media to reduce unrestrained fatalities. Based on feedback from the Zero Fatalities survey , the UHSO plans to explore messaging that targets the loved ones of individuals who report only wearing their seat belt when prompted by family or friends. Supplementary funding has been earmarked for media targeted to rural Utah as well. Furthermore, increased funding for enforcement and public information and education has been allocated in 2026.

Utah Performance Measures

Utah's performance target for U-1 Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes is 66.9, with a one-year benchmark of 65.5% by 2024. The most current FARS/UTAPS data through October 24, 2024, shows that Utah did not meet this goal with 62.40% (using a three-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: Utah will continue outreach efforts focusing on its CPS program to increase child safety seat usage, especially for children aged 5-8 who are the least buckled for this age group. After evaluating the strategies for the CPS program, it is clear that they will remain highly effective with a few adjustments. Moving forward, the UHSO will focus on strengthening communication with diverse partners to ensure that all key partners contribute to improving child passenger safety. Planned efforts include updating the booster seat brochure by simplifying the messaging, making it more accessible, and distributing all CPS materials to local Safe Kids Coalitions. The UHSO will maintain its media initiatives for CPS Week, adjusting timelines to ensure local partners receive materials a month ahead of time. As new individuals become certified, the CPS Program Manager will provide targeted training to equip them with the tools needed to serve the public more efficiently and set up inspection stations. To enhance child safety seat usage for children aged 0-8, the UHSO will carefully analyze data to pinpoint the demographics that need CPS messaging most, allowing UHSO to refine the approach to meet objectives effectively. These changes also line up with the new strategies in Utah's new Occupant Protection Strategic Plan.

Utah's performance target for U-5 Pedestrians in Utah Crashes per 10,000 Population is 2.35 with a one-year benchmark of 2.4 by 2024. The most current FARS/UTAPS data through October 24, 2024, shows that Utah did not meet its goal with the current rate of 2.63 (using a three-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: The Utah Highway Safety Office (UHSO) will actively seek out new partners to bolster pedestrian safety initiatives. To mitigate the rising number of pedestrian crashes and fatalities, the UHSO will analyze crash and survey data to identify key demographic groups. This analysis will inform targeted safety messaging delivered through both paid and earned media channels. Further adjustments to the strategy include expanding pedestrian enforcement efforts to encompass school bus stops, in addition to existing focus on crosswalks.

Utah's performance target for U-6 Bicyclists in Utah Crashes per 10,000 Population is 1.38 with a one-year benchmark of 1.37 by 2024. The most current FARS/UTAPS data through October 24, 2024, shows that Utah did not meet its goal of 1.37 reporting 1.54 bicyclist crashes (using a three-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: Utah will continue with the current countermeasure strategies for FY26. The UHSO will continue to focus on bicyclist safety, outreach, and education and review the crash data to concentrate efforts in communities with high crash and fatality rates. Utah will also continue to create updated media campaigns informed by qualitative survey data. Surveys conducted in FY24 revealed key barriers to safe behaviors, including cyclists' misunderstanding of risks, unfamiliarity with laws, or the belief that safety gear is unnecessary for short rides. The UHSO will leverage media campaigns to directly address these attitudes.

Utah's performance target for U-8 Utah Traffic Fatalities Involving a Distracted Driver is 15.8 with a one-year benchmark of 16.1 by 2024. The most current FARS/UTAPS data through October 24, 2024, shows that Utah did not meet its goal, reporting 19.33 (using a three-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: To meet its distracted driving targets, Utah will continue its High Visibility Enforcement (HVE) countermeasure strategy, with an intensified focus on both education and enforcement.

For 2026, the Distracted Driving Program has increased its 405e budget, which will enable the UHSO to support more educational community overtime shifts and expand paid and earned media campaigns addressing the dangers of distracted driving. The UHSO will actively collaborate with affected communities, providing comprehensive resources such as community events and enhanced education in schools, specifically targeting early-age drivers, to reduce distracted driving crashes.

The UHSO will also emphasize National Distracted Driving Month during April, allocating dedicated funding for HVE shifts and paid media to further reduce fatalities caused by distracted driving. Additionally, in Fiscal Year 2026, the UHSO will increase the budget for HVE Distracted Driving shifts to be conducted year-round. A data-driven approach will be consistently applied when granting HVE funds to participating agencies, ensuring strategic deployment of resources for maximum impact.

Utah's performance target for U-10 Teen Speed-Related Driver Fatal and Serious Crash Rate per 1,000 Licensed Driver is 26.6 with a one-year benchmark of 27.2 by 2024. The most current FARS/UTAPS data through October 24, 2024, shows that Utah did not meet the goal, reporting 27.59 (using a three-year rolling average).

STATUS: 2024 performance target not met.

ADJUSTMENTS: To reduce fatal crashes and serious injuries among drivers under 20, UHSO is adjusting its strategy by evaluating existing data and continuing current outreach methods to target high-risk teen drivers and their parents. This effort will include utilizing recently completed social media content, like short videos on the dangers of speeding. These materials will be shared with the Teen Driving Task Force to amplify the message to both parents and teens. The UHSO aims to maintain consistent, year-round messaging, not just during Teen Driving Week.

Additionally, the UHSO will expand its partnership with Zero Fatalities to enhance the pre-driver program, aiming to reach more middle schools in the coming year. By working closely with Driver Education instructors, specific teens will be selected to attend the Teen Driving Challenge (TDC). The UHSO, in collaboration with the State Department of Education and the Utah Highway Patrol, will explore holding the Teen Driving Challenge on a weekday to increase attendance. This program is designed to build confidence and refine young drivers' skills. The UHP will also partner with Salt Lake Community College to address drivers 18-20 years old, which according to crash data is the age group over-represented in teen-involved fatal crashes. The UHSO will also prioritize the Occupant Protection Strategic Plan as a core framework for reducing fatalities and ensuring safer roads for all.

Funding updates to Program Strategies

Community Traffic Safety Programs

- **Strategy: Community Education Outreach for PI&E**
  - Funding: Adding $114,000 (405i), new total $459,000 (405i)
- **Strategy: Community Education and Outreach** - Public Information and Education - Zero Fatalities Safety Summit
  - Funding: Adding $10,000 state pass-through, new total = $10,000 state pass-through

Occupant Protection (including CPS)

- **Strategy: Communication Campaign**
  - Funding: Adding $575,500 (402), new total = $631,750 (402)
  - Funding: Adding $200,000 (405e converted), new total = $200,000
- **Strategy: Short-term, High Visibility Seat Belt Law Enforcement**
  - Funding: Adding $185,000 (402), new total = $785,000 (402)
- **Strategy: CPS Inspection Stations**
  - Funding: Adding $247,000 (405b), new total = $289,000 (405b)
- **Strategy: Training and Education**
  - Funding: Adding $58,000 (405b), new total = $91,000 (405b)

Impaired Driving

- **Strategy: Deterrence/ Enforcement**
  - Funding: Adding $280,000 (402), new total = $1,030,000 (402)

- **Strategy: Deterrence/ DUI Offender Monitoring/ 24-7 Sobriety Program**
  - Funding: Adding $23,000 (405d 24/7), new total = $164,318 (405d 24/7)
- **Strategy: Communications and Outreach**
  - Funding: Adding $5,000 state pass-through, new total = $5,000
- **Strategy: Deterrence/ Prosecution and Adjudication/ TSRP**
  - Funding: Adding $15,000, new total = 637,320 (405d)
- **Strategy: Drug Impaired Driving/ DRE, ARIDE and Phlebotomy**
  - Funding: Adding $90,000 (405d), new total = $420,000 (405d)
- **Strategy: Underage Drinking and Drinking/ Sip-TRACE**
  - Funding: Adding $40,000 (405d), new total $220,000 (405d)

Police Traffic Services

- **Strategy: High Visibility Enforcement -Speed and Distracted Driving**
  - Funding: Adding $381,000 (405e), new total $581,000 (405e)
- **Strategy: Law Enforcement Support, Training, and Equipment**
  - Funding: Adding $635,500 (402), new total $1,366,731(402)
- **Strategy: Outreach, Education, and Media**
  - Funding: Adding $71,000 (405h), new total $146,000 (405h)
  - Funding: Adding $531,00(405e), new total $581,000 (405e)

Vulnerable Roadway Programs

- **Strategy: Public Information and Education (Ped/Bike)**
  - Funding: Adding $40,000 (402), new total $539,929 (402)
  - Funding: Adding $28,108 (405e converted), new total $28,108 (405e converted)
- **Strategy: HVE/Law Enforcement Training (Ped)**
  - Funding: Adding $225,000 (402), new total $435,000 (402)
  - Funding Adding $41,892 (405e converted), new total $41,892 (405e converted)
- **Strategy: Communication Campaign (Ped/Bike)**
  - Funding: $370,000 (405g), new total $701,575 (405g)
  - Funding: $30,000 (405e converted), new total $30,000 (405e converted)
- **Strategy: Motorcycle Rider Training (Motorcycle)**
  - Funding: $20,690 (405e converted), new total $20,690 (405e converted)
- **Strategy: Communication Campaign (Motorcycle)**
  - Funding: $229,310 (405e converted), new total $229,310 (405e converted)
- **Strategy: Public Information and Education (Older Driver)**
  - Funding: Adding $44,000 (402), new total $200,717 (402)

Section Two: Project and Subrecipient Information

Program Administration and Support	
Project Name	**Planning and Administration**
Project Description	*(list activities, locations and affected communities)*
This project provides essential administrative support to the Utah Highway Safety Office (HSO), enabling its core functions and strategic initiatives. It directly facilitates the HSO staff in gathering data, strategic program planning, and fostering partnerships with various state and local agencies. A significant component of this project involves partial funding for key HSO personnel, including the Director, Deputy Director, and Support Services Coordinator. Beyond staffing, the project also covers crucial operational expenses such as office space and staff vehicles directly utilized for HSO activities. Additionally, this project supports vital activities like public participation and engagement efforts, various membership fees, and the HSO's involvement in developing the State's Strategic Highway Safety Plan (SHSP). It also contributes to departmental administrative costs. Day-to-day operational needs, including technology services, phones, mail, travel, office supplies, and related office equipment, are either partially or fully funded.	
Federal Funding Source(s)	402
Project Agreement #	PA261001
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$570,866
Eligible Use of Funds	P&A
P&A - yes or no	Yes - $570,866
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Planning and Administration 23 CFR 1300.4 State highway safety agency - authority and functions
Project Name	**Personnel/Program Management**
Project Description	*(list activities, locations and affected communities)*

This project provides essential funding for UHSO personnel, enabling them to manage, coordinate, and support community-based programs and special highway safety projects. The team, either fully or partially funded, includes the Director, Deputy Director, Fiscal Analyst, seven program managers, a law enforcement liaison, two program coordinators, a communications manager, and a support services coordinator.

Federal Funding Source(s)	402 405c 405d
Project Agreement #	CP260201, TRP260201, (B3TRP), IDC260201 (FDLIDC)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$1,058,801 (402) $147,472 (405c) $108,793 (405d)
Eligible Use of Funds	Personnel Costs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Staffing 23 CFR 1300.4 State highway safety agency - authority and functions
Project Name	**Administrative Support**
Project Description	*(list activities, locations and affected communities)*

This project provides essential administrative support to the Utah Highway Safety Office (UHSO), enabling its data-driven approach to improving road safety. The UHSO continuously analyzes current and historical state and national crash data to identify trends to pinpoint emerging problem areas and assess the effectiveness of past initiatives. This analysis directly informs how to strategically allocate state and federal funding to address identified issues most effectively.

The insights gathered are crucial to our Highway Safety Planning and Annual Reporting processes for Utah. Beyond data analysis, this project also supports project development through technical assistance, resource allocation, ongoing monitoring, and comprehensive reporting.

This project covers a wide range of operational costs, including communications, program evaluation, staff training, workshops, and necessary travel. It also funds contractual services and the development and distribution of vital educational materials. Additionally, it provides full or partial funding for the ongoing support and maintenance of our electronic grant management system (GEARS), Numetric, technology services, phones, and office equipment. These resources,

along with other costs associated with the standard support of office staff, are supported by this project.

Federal Funding Source(s)	405d converted
Project Agreement #	CP260205 (FDL*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$400,000 (405d converted funds)
Eligible Use of Funds	Program Support/Community Programs
P&A - yes or no	Yes
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Administrative Support 23 CFR 1300.4 State highway safety agency - authority and functions

Community Traffic Safety Projects	
Project Name	**Community Outreach Project**
Project Description	*(list activities, locations and affected communities)*

The Community Outreach Project is dedicated to enhancing the capacity of local political subdivisions to address traffic safety concerns within their communities. This initiative provides a multi-faceted approach to supporting local efforts.

The project offers overtime shifts to law enforcement agencies based on identified needs and problem areas. It also provides project opportunities for local entities. To foster greater awareness, the project supports the development and printing of educational materials aimed at increasing traffic safety knowledge among identified communities. The project also provides sponsorships to help with community events, media campaigns, printing costs, and other outreach materials, all with the goal of improving traffic safety.

Federal Funding Source(s)	402
Project Agreement #	CP260212
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$165,367 (402)
Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Community Education and Outreach- Public Information & Education High Visibility Enforcement Community Education and Outreach and Sponsorships
Project Name	**Enhancing Road Safety and Cultural Integration for New Americans**
Project Description	*(list activities, locations and affected communities)*

This non-profit agency project focuses on enhancing bicycle safety knowledge by developing educational resources specifically designed for immigrants and refugees in Cache County. In partnership with local organizations, it will provide donated bicycles. The project also provides education on road safety and traffic laws to underserved community members, to help them obtain a driver's license and promote overall public safety. A key element of this project is translating educational materials to ensure information is accessible to the primary client demographic groups in Cache County.

Federal Funding Source(s)	402
Project Agreement #	CP260213
Subrecipient	Cache Refugee and Immigrant Connection
Amount of Federal Funds	$13,299 (402)
Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Community Education, Outreach and Sponsorships
Project Name	**Highway 6 Safety Project**
Project Description	*(list activities, locations and affected communities)*

Building upon existing efforts, this project targets the reduction of severe crashes and fatalities on Highway 6 in Utah County, achieved through collaborative partnerships. These partnerships include Zero Fatalities, Utah County Sheriff's Office, Utah Highway Patrol, UDOT, Spanish Fork and Payson Hospitals, and other local organizations. The goal is to educate both local residents and travelers about driving behaviors that contribute to lower crash rates, ultimately promoting safer driving along Highway 6. The approach centers on a multifaceted strategy encompassing public outreach, education, enforcement, and media campaigns.

Federal Funding Source(s)	402
Project Agreement #	CP26250214
Subrecipient	Utah County Health Department
Amount of Federal Funds	$21,334 (402)
Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Community Education, Outreach and Sponsorships
Project Name	**Zero Fatalities Safety Summit**
Project Description	*(list activities, locations and affected communities)*

The eleventh Zero Fatalities Traffic Safety Summit, co-sponsored by the Utah Department of Transportation and Utah Department of Public Safety, will be held in April 2027. This project aims to enhance awareness of traffic safety issues in Utah and offer education, resources, and tools to

partners working to reduce death and injury on the state's roadways. The summit serves as a forum for traffic safety professionals to exchange knowledge, resources, and best practices, and to gain insights into the future of traffic safety in Utah. Funds will cover conference expenses incurred in FY2026, primarily a deposit for the facility. The conference planning committee will convene monthly to organize the 2027 Safety Summit.

Federal Funding Source(s)	405e converted
Project Agreement #	CP260211 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$25,000 (405 e converted)
Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Community Education and Outreach- Public Information & Education- Zero Fatalities Safety Summit
Project Name	**Operation Lifesaver**
Project Description	*(list activities, locations and affected communities)*

Utah Operation Lifesaver non-profit project is dedicated to improving safety at highway-rail grade crossings through proactive public outreach and education initiatives. They provide targeted presentations and educational resources to key groups throughout Utah, including driver's education students, school bus drivers, and professional truck drivers. In addition to these primary audiences, local volunteers extend outreach efforts to a wide range of community members, such as school-aged students, bicyclists, pedestrians, commercial and transit bus drivers, law enforcement personnel, emergency medical technicians, paramedics/firefighters, and the general adult population – essentially anyone who can benefit from learning more about safety around railroad crossings.
Grant funds will be used for training, travel, educational materials, media and supplies, and operating costs.

Federal Funding Source(s)	402 (state pass-through)
Project Agreement #	CP260203
Subrecipient	Utah Operation Lifesaver
Amount of Federal Funds	$20,000 (402) $50,000 (state pass-through)
Eligible Use of Funds	Community Programs

P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education- Operation Lifesaver
Project Name	**Utah Safety Council**
Project Description	*(list activities, locations and affected communities)*

The Utah Safety Council's Non-profit Traffic Safety and Child Passenger Safety (CPS) Programs focus on education, training, and outreach to improve road safety. Child Passenger Safety (CPS) for underserved communities will be expanded to offer free car seat checks to more outlying areas in Utah including counties further north and south, in addition to their main office and familiar locations (such as Guadalupe and OWCAP), providing accurate CPS information and follow-up surveys. The goal is to conduct at least 5 car seat checks in these outlying areas, in addition to a minimum of 10 free checks at their Sandy office and other familiar locations. They will also feature a dedicated NETS section in their newsletter for traffic and child passenger safety resources. Additionally, they will continue the Occupational Seat Belt Award, recognizing at least 10 companies with 100% seat belt usage at their annual awards ceremony on October 3, 2025, covering the costs for awards, venue, catering, and production.

Federal Funding Source(s)	402
Project Agreement #	CP260207
Subrecipient	Utah Safety Council
Amount of Federal Funds	$24,948 (402)
Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education- Utah Safety Council
Project Name	**Utah Highway Patrol Community Outreach and Education Program (PI&E)**
Project Description	*(list activities, locations and affected communities)*

The Utah Highway Patrol will provide education through presentations, engagement activities, workshops, sporting events, safety fairs, and in schools throughout Utah. Funding will cover overtime education shifts and personnel costs in this grant. The project will utilize funds to develop and implement educational resources to provide new and refresher training for teens, adults, and law enforcement officers regarding the role and responsibilities of law enforcement officers, the legal rights of citizens, best practices during a law enforcement encounter, and other

pertinent and related areas. Added focus will be on educating drivers on law enforcement practices during traffic stops.

During the 2025-2026 school year, State Troopers will engage monthly with high school students. This will include assemblies, classes and other events designed to educate teenagers on safe driving behaviors. Project funding will cover the cost of educational materials, tools and equipment for these school activities. The top three schools demonstrating the most significant increase in seat belt use and the best overall safety program will receive awards.

The UHP Community Outreach and Education program will support the Utah Highway Safety Office's year-round initiatives. UHP road sections are encouraged to work with community partners to promote safe driving in their local areas. Troopers will participate in community events to share traffic safety messages and build new relationships with local businesses, religious groups, and other organizations to expand their outreach. The project will supply Public Information & Education (PI&E) troopers with necessary equipment including seat belt convincers, A/V systems, educational materials, fatal vision goggles, and pedal carts.

All program equipment will be maintained and kept in operating condition for use by program troopers at educational events. Trooper's monthly activities will be recorded to track success, measure impact, and identify areas needing more attention. Additionally, Troopers will be recognized for their public education efforts through department newsletters and plaques.

Federal Funding Source(s)	402, 405i
Project Agreement #	CP260204; TR260401 (*M13BTR)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$100,000 (402), $285,953 (405i)
Eligible Use of Funds	Community Programs; Education and Training
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Community Outreach and Education Program (PI&E)

Occupant Protection Projects	
Project Name	**Click it or Ticket Step Support**
Project Description	*(list activities, locations and affected communities)*

Utah's 2024 seat belt usage rate is 90.7%, down from 92.4% in 2023. Crash data shows that while only 7.3% of crash-involved individuals were unrestrained, 30% of fatalities fell into this category (2017-2021). NHTSA indicates seat belts reduce injury and death risk by roughly 50% when used correctly. Given the proven effectiveness of high-visibility enforcement in increasing seat belt use, this project aims to continue the integration of enforcement and media into a high-visibility enforcement model. This will involve sustained enforcement during year-round campaigns to boost motorist seat belt usage.

Several countermeasures are planned for 2026, including short-term, high-visibility seat belt enforcement campaigns, combined enforcement initiatives, nighttime enforcement, and sustained efforts. Two high-visibility enforcement mobilizations will align with the national Click It or Ticket campaign in November 2025 and May 2026, targeting young males and pickup truck drivers. A nighttime enforcement campaign will be conducted in March 2026, focusing on communities with high nighttime unbuckled fatality rates. A rural mobilization is planned for August or September 2025, possibly coinciding with Labor Day. Crash data for unrestrained rural fatalities and the six rural health departments with grants for the fiscal year will inform the enforcement focus.

These initiatives will prioritize enforcing seat belt and child safety seat laws across Utah. UHSO's law enforcement liaisons will continue to collaborate with state agencies to reinforce established CIOT seat belt enforcement guidelines. Additionally, they will encourage consistent, regular enforcement of the state's seat belt law.

Federal Funding Source(s)	402
Project Agreement #	OP260401
Subrecipient	Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$300,000 (402)
Eligible Use of Funds	Safety Belts
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Short-term High Visibility Seat Belt Law Enforcement
Project Name	**Occupant Protection Media, Materials & Support**
Project Description	*(list activities, locations and affected communities)*

The Occupant Protection Media, Materials & Support project aims to increase Utah's seat belt usage and decrease traffic fatalities and injuries through a comprehensive media and public information plan. This includes communications and outreach supporting enforcement, strategies for low-belt-use groups, and strategies for older children and booster seat use.

Annually, the project will fund two high-visibility Click It or Ticket enforcement campaigns, at least two additional enforcement-based educational efforts, and up to three campaigns targeting high-risk groups. Support and promotion of national, state, and local traffic safety campaigns, programs, and activities will continue statewide by providing educational materials to key stakeholders and those who request them. Focus will remain on high-risk populations such as counties with low seat belt use rates, cities with high nighttime unrestrained fatality rates, pickup truck drivers and passengers, male hard-core non-users, targeted groups, and children in booster seats. Grant funding will support outreach to priority and overrepresented populations. This includes providing materials in multiple languages to effectively engage Utah's diverse and evolving population.

Work will continue on the media contract specifically designed for rural communities, supporting a communications plan tailored to rural communities with high unrestrained fatalities as well as the rural seat belt projects with Bear River, Central, Tooele, TriCounty, Southwest Utah and Summit County Health Departments.

Quarterly meetings of the Occupant Protection Advisory Committee will address strategies from the new strategic plan, focusing on the emerging traffic safety culture and the rise in risky driving and decline in seat belt use.

An Occupant Protection Program Assessment, potentially virtual with national and local experts, will occur if the 2025 seat belt survey shows that the seat belt use rate continues to drop rather than increase.

An existing advertising agency contract will assist with campaigns, media, and public information. Funds will also support strategic plan development, public relations, campaign development and production, and media placement. This grant will cover conferences, travel, training, and educational materials to inform the public about proper restraint use. Campaigns will partner with Zero Fatalities, and messaging and media efforts will be coordinated with NHTSA as needed.

Federal Funding Source(s)	405b; 405e converted; state pass-through
Project Agreement #	PE260402 (M1PE), OP260810 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$250,000 (405b), $119,000 (405e converted funds), $126,400 (state pass-through)
Eligible Use of Funds	Public Education; Safety Belts
P&A - yes or no	No
Is this a Promised Project?	No

Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection
Project Name	**Statewide Child Passenger Safety Program**
Project Description	*(list activities, locations and affected communities)*

The statewide Child Passenger Safety (CPS) program remains dedicated to fostering the proper and consistent use of car seats and booster seats throughout Utah. Motor vehicle crashes stand as the leading cause of death for children aged four and younger, showing the critical need for consistent use of correctly installed, age- and size-appropriate child restraints and seat belts. In addition, over the past decade, Utah's demographic profile has shifted, and traffic crashes remain one of the leading causes of death among targeted populations, including Hispanics, Native Americans, and Refugees. This project involves collaboration with child passenger safety technicians within these communities and supports targeted interventions and evidence-based injury prevention strategies aimed at increasing child safety seat use and reducing crashes, injuries, and fatalities.

This project aims to educate parents on how to optimize safety in passenger vehicles through the correct installation of child restraints. Specifically, it emphasizes the vital importance of protecting a child's neck and spine by advocating for rear-facing car seat use for as long as possible, followed by forward-facing use until the child reaches the seat's maximum height and weight limits. The program then promotes the transition to booster seats once the child outgrows the forward-facing seat and can be properly secured by the vehicle's seat belt. While Utah law mandates protection through age eight, the program champions best practices, which stress the importance of not prematurely advancing children to the next restraint stage.

The program works to increase the number of children properly secured in safety restraints and prevent crash-related injuries by making car seat inspections readily available to families across Utah. It also continues to develop educational social media messages and strengthen partnerships with CPS technicians and inspection stations statewide, offering them vital resources. These partners include local health departments, hospitals, law enforcement agencies, and non-profit organizations. Throughout National CPS Week and the rest of the year, funding will be utilized to equip the state's car seat inspection stations with essential educational tools and child restraints. The overarching goal is to ensure that CPS technicians and inspection stations possess the necessary resources to thrive and effectively serve all communities within Utah. The program specifically prioritizes assisting underserved and low-income populations, allocating funds for the purchase of car seats for distribution at inspection stations and checkpoint events, where CPS technicians guide installation and educate the public.

To further disseminate crucial safety information, the project continues to distribute the CPS educational pocket card to law enforcement personnel. This card conveniently lists basic age and stage guidelines for child restraints on one side and common misuse scenarios on the other. It directs both law enforcement and the public to the clickit.utah.gov website, where they can easily locate a nearby car seat inspection station. Additionally, educational magnets are distributed to local hospitals as a valuable resource for new parents, while other brochures and resources are made available to inspection stations and digitally on the program's website.

In partnership with Safe Kids Utah, the program facilitates certification classes and other CPS and update training courses. These initiatives are designed to train certified child passenger safety technicians and enhance CPS education for Utah families. The project actively supports both new

and current CPS technicians by serving as a comprehensive educational resource and offering opportunities for re-certification. Furthermore, an annual CPS Conference is planned for 2026, providing a valuable forum for technicians to gather and further enhance their skills.

The "Click It Club" Elementary School-Based Program continues to reach elementary schools across the state. This program instills the importance of traffic safety, leading to a higher likelihood of participants using appropriate car seats, boosters, and correctly fastened seat belts. The engaging and enjoyable educational experience positively influences students, faculty, and family members. Funding supports the provision of educational materials and resources to schools, and state pass-through funds will be utilized to further expand the reach of the Click It Club elementary school-based program. All these concerted efforts collectively support the program's goal of increasing the number of children properly secured in child restraints and significantly decreasing injuries in motor vehicle crashes.

Federal Funding Source(s)	402; 405b; 405e converted funds; state pass-through
Project Agreement #	CR260401; CPS260403 (M1CPS); CR260811 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$12,082 (402); $88,801 (405b); $13,000 (405e converted funds); $80,600 (state pass-through)
Eligible Use of Funds	Child Restraint; Community CPS Services
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Communication and Education- Child Passenger Safety
Project Name	**Safe Kids Utah**
Project Description	*(list activities, locations and affected communities)*

Safe Kids Utah is committed to significantly advancing child passenger safety across the state through robust training and extensive community outreach. The organization plans to support a minimum of four Child Passenger Safety (CPS) National Certification Trainings, aiming to certify approximately 60 new technicians throughout Utah. This grant will provide essential resources, covering instructor travel when necessary, and helping with training sessions, community checkpoints, and annual coordination meetings. Funds will be allocated for catering, lodging, class materials, car seats, LATCH manuals, and other necessary items to effectively administer certification courses. Safe Kids Utah will also maintain its active participation in various coalitions, conferences, and groups dedicated to child passenger safety education.

In a concerted effort to expand access to crucial safety services, Safe Kids Utah will manage child passenger safety agreements (Memorandum of Agreement) to support car seat inspection stations and CPS educational programs across Utah's local health districts. These districts serve communities statewide, ensuring the public can access essential car seat checks and receive

proper safety education. Grant funds will support local activities designed to provide instruction to parents, caregivers, and children on the critical importance of correctly using child restraints and seat belts. This initiative also includes supporting local technicians, collaborating with the Highway Safety Office (HSO) in planning a statewide CPS Conference, and facilitating CPS update training courses. Local health departments will prioritize community education and actively support statewide occupant protection and CPS activities.

The grant will specifically fund traffic safety education initiatives through the health departments in Utah, Salt Lake, and Weber Counties, with a targeted focus on the Hispanic community. These counties were selected due to their high Hispanic populations in Utah. The program aims to promote safe driving behaviors, emphasizing increased seat belt and child restraint use within this demographic. Efforts across these three counties will encompass diverse strategies, including media campaigns, community-based education, school-based initiatives, and outreach campaigns leveraging both new and existing community partners.

Federal Funding Source(s)	402; state pass-through
Project Agreement #	CR260404
Subrecipient	Safe Kids Utah - Utah Department of Health; sub-recipient local health departments
Amount of Federal Funds	$206,000 (402); $110,000 (state pass-through)
Eligible Use of Funds	Child Restraint
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Program Training and Support- OP
Project Name	**Shriners Hospital**
Project Description	*(list activities, locations and affected communities)*

The misuse rate of child safety restraints for children with special healthcare needs is notably higher when compared to their typically developing counterparts. Furthermore, the substantial cost associated with specialized medical car seats frequently receives inadequate coverage from Utah's private insurance providers and insufficient reimbursement from Utah Medicaid. In response to these critical challenges, Shriners Children's, Salt Lake City (SLC) remains a vital resource committed to ensuring safe travel solutions for children requiring specialized healthcare.

Shriners Children's will conduct a minimum of 20 dedicated car seat clinics. These clinics are designed to serve both new patients entering the Shriners Children's system and existing patients, providing essential guidance and support. A key component of this initiative involves assisting children with special needs in acquiring adaptive car seats, which are often unavailable in the commercial market. This process necessitates a comprehensive evaluation performed by a physical therapist possessing Child Passenger Safety Technician/Instructor (CPST/I) training, specifically augmented with special needs car seat expertise. The Shriners CPST team will

collaboratively assess each child's requirements to determine which adaptive seat will best meet their individual needs. Specifically, Shriners Children's will provide targeted assistance to those with orthopedic and global developmental delays, who often present with increased support requirements necessitating an adaptive child restraint or a conventional car seat to ensure their safety. Each identified need will be addressed with child restraints that fully adhere to federal safety standards.

Beyond direct patient services, the allocated grant funding will bolster the education, recruitment, and professional enrichment of Shriners' CPS technicians and instructors. Two instructors from Shriners Children's will actively contribute to the creation of updated educational resources for fellow technicians. Shriners will also proactively promote the significance of child passenger safety through various communication and media outlets, alongside participating in community outreach events and checkpoints. Additionally, Shriners will champion the "Safe Seats, Save Lives" pediatrician education program, delivering presentations at pediatrician offices across the state and distributing informative posters and brochures to enhance medical professionals' knowledge and awareness regarding proper car seat usage.

Federal Funding Source(s)	405b; state pass-through
Project Agreement #	CPS260402 (M1CPS)
Subrecipient	Shriners Children's
Amount of Federal Funds	$16,000 (405b), $19,000 (state pass-through)
Eligible Use of Funds	Community CPS Services
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Communication and Education - Child Passenger Safety
Project Name	**Primary Children's Hospital - SLC and Lehi**
Project Description	*(list activities, locations and affected communities)*

Primary Children's Hospital continues its mission to educate the public and serve as the foremost resource for families, dedicated to ensuring that children are correctly and safely restrained in vehicles. The hospital extends a comprehensive array of resources to both its own patients and the wider community. These resources include vital educational programs, personalized car seat inspection checks, and specialized assistance with transportation assistance tailored for families caring for children with unique needs.

To further enhance accessibility and support, Primary Children's Hospital diligently maintains Child Passenger Safety Inspection Stations at both its Salt Lake City and Lehi Hospital locations. These stations not only provide critical inspection services but also offer families in need access to car seats. Recognizing the diverse geographical needs within the region, the hospital's educational initiatives now incorporate virtual car seat checks. This innovative approach allows for crucial support and guidance to be extended to rural hospitals located throughout the vast Intermountain

Health system. Additionally, a dedicated child passenger safety hotline is maintained at both hospital sites, offering follow-up consultations to assist families with all passenger safety-related inquiries or concerns, reinforcing a continuous line of support.

The hospital's commitment extends beyond direct public interaction, as its dedicated staff actively assists the Highway Safety Office with various occupant protection projects and activities. Primary Children's Hospital remains devoted to the continuous in-service training and professional development of its own Child Passenger Safety (CPS) technicians, ensuring they possess the most current knowledge and skills. Furthermore, the hospital actively encourages and supports the training of CPS technicians in other healthcare facilities, fostering a broader network of expertise. Through the "Safe Seats Save Lives" Program, Primary Children's Hospital undertakes the vital task of educating physicians across the entire state regarding the proper and safe utilization of car seats. To disseminate key safety messages even further, child passenger safety education magnets are distributed to birthing hospitals throughout the Intermountain Healthcare system. Finally, Primary Children's Hospital's "Never Leave" program provides critical education to both the general community and hospital personnel, raising awareness about the severe dangers of hot car deaths resulting from unattended child passengers.
Primary Children's Hospital remains dedicated to educating the public and serving as a primary resource for families, ensuring children are correctly secured in safety restraints. They offer comprehensive resources for both our hospital patients and community members, including educational programs, individual car seat checks, and specialized assistance for families with children who have unique needs.

Federal Funding Source(s)	402; 405b; state pass-through
Project Agreement #	UP260201 (UNATTD); CPS250202 (M1CPS)
Subrecipient	Primary Children's Hospital
Amount of Federal Funds	$10,000 (402); $42,500 (405b); $42,500 (state pass-through)
Eligible Use of Funds	Heatstroke/Unattended passenger education Community CPS Services
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Communication and Education - Child Passenger Safety
Project Name	**McKay Dee Hospital**
Project Description	*(list activities, locations and affected communities)*

McKay-Dee Hospital (MKD) Car Seat Program is dedicated to Child Passenger Safety and is an invaluable resource, consistently educating the community and families of newborns on safe child transportation. The public frequently relies on the MKD Program for trustworthy child passenger safety information and expert car seat inspections. Its primary goal is to increase the number of children properly secured in safety restraints. To achieve this, MKD has expanded its program, reaching out to more Intermountain facilities and various community partners.

MKD actively collaborates with other hospital departments like Pediatrics and Family Practice. The program also strengthens its community presence by assisting nearby inspection stations and providing free or low-cost car seats to those who need them. Its Child Passenger Safety Technicians (CPSTs) regularly attend advanced training and conferences. Furthermore, the program is establishing a network of Intermountain Health CPSTs to offer mutual support, training, and continuing education. This network will help other Intermountain Health facilities set up their own car seat programs using MKD's proven model.

The department works closely with OB and NICU units to conduct a minimum 90-minute test for every high-risk infant, ensuring the correct restraint is chosen for safe transport home. The program also purchases specialized car beds and low-weight seats for high-risk infants who are too small or underdeveloped for standard car seats, making these crucial devices available for check-out. The McKay-Dee Hospital Car Seat Program is committed to providing these essential car beds and addressing the unique needs of this vulnerable infant population.
Overall, McKay-Dee Hospital is dedicated to ensuring the proper protection of its youngest passengers. The hospital aims to enhance child passenger safety education across the entire Intermountain Health System, among community partners, and throughout Utah.

Federal Funding Source(s)	405b, state pass-through
Project Agreement #	CPS260405 (M1CPS)
Subrecipient	McKay Dee Hospital
Amount of Federal Funds	$11,500 (405b) $11,500 (state pass-through)
Eligible Use of Funds	Community CPS Services
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Communication and Education - Child Passenger Safety
Project Name	**Bear River Health District Community Traffic Safety Program**
Project Description	*(list activities, locations and affected communities)*

The Bear River Health Department (BRHD) will implement evidence-based programs to increase seat belt usage and educate vulnerable roadway users. This involves shifting community perceptions through various tools, partnerships with law enforcement, schools, worksites, and community organizations, and targeted outreach. Efforts will strengthen local coalitions to improve traffic safety, focusing on pedestrians, bike, seat belt, and child restraint use. BRHD staff will continue to support coalitions despite limited grant-funded personnel time.

A comprehensive communication strategy, aligned with UHSO, will deploy localized messaging to

increase awareness and promote safer driving behaviors, focusing on restraint use and Utah's Primary Seat Belt Law. Messaging will target diverse audiences, including pedestrians and cyclists, through multiple media channels (radio ads, social media, banners, billboards, community events) with at least six public outreach efforts. Traffic safety for vulnerable roadway users will be promoted during key times like Bike Week. At least three events in the health district will focus on Occupant Restraint or Vulnerable Roadway users (e.g., Bike Week, Walk to School, All Abilities Jam, Car Seat Check events). Funding will provide educational materials like pedestrian flags, helmets, and UHSO materials. Funds will also be used for travel for in-state and out-of-state conferences, such as Connect to Protect and Lifesavers.

Federal Funding Source(s)	402
Project Agreement #	CP260215
Subrecipient	Bear River Health Department
Amount of Federal Funds	$25,000 (402)
Eligible Use of Funds	Community Traffic Safety Program
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection Public Communication and Education - CPS Public Information and Education (Ped/Bike)
Project Name	**Central Utah Community Traffic Safety Program**
Project Description	*(list activities, locations and affected communities)*

The Central Utah Health Department (CUHD) aims to increase roadway safety by improving seat belt use throughout Piute, Sanpete, Wayne, Sevier, Juab and Millard counties. This initiative will utilize the Positive Community Norms (PCN) approach to shift perceptions, attitudes, and behaviors surrounding seat belt use. Other goals of this project are to increase bike safety and helmet use, and educate older drivers

Key Strategies include:
- Raising awareness of seat belt and booster seat laws through community events, social media campaigns, and educational outreach.
- Providing car seat education and hosting car seat checkpoints to ensure proper use and installation.
- Encouraging families to establish seat belt rules at home and empowering individuals to ask others to buckle up, reinforcing seat belt use as a community norm.
- Promoting bicycle safety through events offering bike maintenance support and helmet use education.
- Offering mature driving education to help older adults.

Federal Funding Source(s)	402
Project Agreement #	CP260218
Subrecipient	Central Utah Health Department
Amount of Federal Funds	$54,257 (402)
Eligible Use of Funds	Community Traffic Safety Program
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection Public Communication and Education - CPS Public Information and Education (Ped/Bike) Public Information and Education- Older Driver
Project Name	**Tooele Community Traffic Safety Project**
Project Description	*(list activities, locations and affected communities)*

The Tooele County Health Department aims to increase seat belt usage and reduce distracted driving among rural drivers in Tooele County. This will be achieved by implementing comprehensive programs based on a Positive Community Norms (PCN) approach, shifting traffic safety culture through changes in values and perceptions. The project involves coalition building, community outreach, earned media, and strategic tools, collaborating with law enforcement, local communities, schools, workplaces, and key leaders. Key activities include participating in a local prevention coalition, promoting UHSO resources, seeking media placement (at least 2 messages/year or poster campaign, 2 social media messages/quarter, ads in Tooele Transcript Bulletin and Spring Sports Guide), conducting awareness campaigns for seat belts, car seats, and distracted driving (at least two activities per focus area), promoting Utah's primary seat belt law, attending conferences for Child Passenger Safety Technicians (Kidz in Motion and Connect to Protect), sponsoring county-wide events, working with elected officials and stakeholders, and collaborating with law enforcement to increase referrals to car seat classes.

Federal Funding Source(s)	402
Project Agreement #	CP260217
Subrecipient	Tooele County Health Department
Amount of Federal Funds	$25,943 (402)
Eligible Use of Funds	Community Traffic Safety Program
P&A - yes or no	No
Is this a Promised Project?	No

Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection Public Communication and Education - CPS Outreach Education and Media - Distracted Driving
Project Name	**Southwest Community Traffic Safety**
Project Description	*(list activities, locations and affected communities)*

This project aims to reduce car seat misuse, increase seat belt use in teens and adults, and decrease bicycle and pedestrian crashes across Washington, Iron, Beaver, Garfield, and Kane counties, the five counties served by Southwest Utah Public Health Department. Key activities include offering free car seat checks, providing driver and child passenger safety education to over 3000 adults, and distributing approximately 150 car seats annually based on need. The project will also expand its media campaign through billboards, radio ads, and social media, and collaborate with local coalitions, law enforcement, and community partners like Zero Fatalities and Safe Kids to promote safety programs in schools and communities. Additionally, it will implement the Safe Routes to School program, conduct bike and walk to school days, distribute educational materials, and perform walk audits. Funds will also be used for in-state travel for conferences such as Connect to Protect and Bike Safety.

Federal Funding Source(s)	402
Project Agreement #	CP260216
Subrecipient	Southwest Utah Health Department
Amount of Federal Funds	$47,479 (402)
Eligible Use of Funds	Community Traffic Safety Program
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection Public Communication and Education - CPS Public Information and Education (Ped/Bike)
Project Name	**Safe Roadways in the TriCounty Utah Area**
Project Description	*(list activities, locations and affected communities)*

The goal of this project is to increase awareness of the life-saving benefits of seat belts and proper car seat use among residents in TriCounty through targeted outreach and public education.

Key Strategies:
- Conduct community outreach events like health fairs, town halls, and school presentations across Uintah, Daggett, and Duchesne Counties, emphasizing seat belt importance to rural communities.
- Implement educational campaigns and peer-led programs in collaboration with local high

schools to decrease teen-involved unrestrained vehicle incidents.
- Maintain the TriCounty Seat Belt Safety Coalition, engaging local stakeholders (educators, health experts, law enforcement, youth) to consistently develop and refine seat belt usage strategies for lasting behavior change.
- Team up with law enforcement for high-visibility "Click It or Ticket" campaigns, aiming to improve seat belt compliance rates.
- Continue targeted car passenger safety (CPS) educational outreach at Head Start to reach a specific population.

Federal Funding Source(s)	402
Project Agreement #	OP260419
Subrecipient	TriCounty Health Department
Amount of Federal Funds	$44,036 (402)
Eligible Use of Funds	Safety Belts
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection Public Communication and Education - CPS
Project Name	**Summit County Rural Seat Belt and Distracted Driving Program**
Project Description	*(list activities, locations and affected communities)*

The Summit County Health Department, in collaboration with local law enforcement, school districts, and community partners, aims to reduce traffic fatalities and injuries in rural Coalville and Kamas by addressing distracted driving and low seatbelt usage through education, awareness, and enforcement. They will actively participate in a local prevention coalition focused on restraint use and traffic safety, ensuring strategies from UHSO are implemented and shared. Their media and social media plan includes earned media, paid ads, and regular posts. They will also conduct quarterly outreach campaigns in schools, workplaces, and community organizations, promote UHSO materials at local events, and collaborate with law enforcement to distribute educational materials and reinforce key safety messages.

Federal Funding Source(s)	402
Project Agreement #	CP260219
Subrecipient	Summit County Health Department
Amount of Federal Funds	$19,984 (402)
Eligible Use of Funds	Community Traffic Safety Program

P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication Campaign - Occupant Protection Public Communication and Education - CPS Outreach Education and Media - Distracted Driving
Project Name	**Occupant Protection Program Evaluation**
Project Description	*(list activities, locations and affected communities)*

The Utah Highway Safety Office (UHSO) prioritizes the annual Utah Safety Belt Observational survey, a crucial component of the state's Highway Safety Plan impacting potential federal funding for Occupant Protection Programs. This survey, mandatory for state Highway Safety Plans and reported to the National Highway Traffic Safety Administration (NHTSA), assesses seat belt usage by drivers and front seat passengers across 18 counties. Since 1986, the survey has been tailored to meet both NHTSA's probability requirements outlined in the Federal Register and state-specific needs. Sites selected in FY2023 will remain in use until FY2028. Survey results are shared with NHTSA, the public, and traffic safety partners. Funding supports contracting a Statistician/survey coordinator and transcriptionist, hiring surveyors for data collection, covering surveyor travel, and conducting necessary training.

To inform the occupant protection program's direction and monitor its progress, a public awareness survey will be conducted. This survey will gather insights into driver awareness of seat belt campaigns, attitudes towards and knowledge of seat belt laws, perceptions of enforcement, and self-reported behaviors. The survey outcomes will serve to evaluate program effectiveness and messaging strategies.

Federal Funding Source(s)	405e converted
Project Agreement #	OP260812 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$43,000 (405e converted)
Eligible Use of Funds	Safety Belts
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Evaluation - OP Observational Studies

Teen Driving Projects	
Project Name	**Teen Driving Outreach**
Project Description	*(list activities, locations and affected communities)*

The Teen Driving Education and Outreach Program is dedicated to making young drivers safer and reducing crashes. Our goal is to better prepare new drivers for the road by getting parents more involved and boosting awareness of their child's driving education and experience. This focus is critical because from 2017 to 2021, teen drivers were involved in 21% of all crashes and 22.7% of all injuries in Utah. During that time, 1,389 people died on Utah roads, with 179 of those fatalities occurring in crashes involving a teen driver, and 103 of the victims being teenagers themselves. These numbers highlight the urgent need for our program as new groups of young drivers hit the road each year.

The project directly supports the Utah Highway Patrol in conducting the Teen Driving Challenge, a course typically held 3-4 times a year during the fall and spring. This program is designed to significantly enhance the skills of young drivers. It focuses on critical areas like hazard recognition, proficient vehicle handling, effective space management, and raising awareness about the dangers of distracted and impaired driving.

The Zero Fatalities Pre-Driver Program aims to increase seat belt use among pre-teens and prepare them for driving. This is done in two ways: by providing a traffic safety curriculum to middle schoolers and by funding Zero Fatalities outreach workers who deliver "Pre-Driver" presentations in schools across Utah. Our expanding partnership with Zero Fatalities allows us to reach more middle school students with presentations promoting safe driving habits.

Each October, our program dedicates significant effort to National Teen Driver Safety Week, leveraging it as a crucial opportunity to educate the public. During this week, we strategically deploy a range of media and educational resources designed to reach both parents and teen drivers. The core message focuses on the importance of safe driving practices and the profound responsibilities that come with driving on the road. The Highway Safety Office actively collaborates with Zero Fatalities to amplify these messages and to jointly support the Teen Memoriam press event held during this week. This event serves as a powerful reminder of the lives tragically lost in teen-involved crashes, reinforcing the vital need for continued vigilance and education to prevent future tragedies.

Our project supports the Teen Driving Task Force, a group of dedicated traffic safety advocates. This task force regularly convenes to coordinate activities and events at both local and statewide levels, ensuring a unified approach. They also play a crucial role in sharing resources and actively seeking support from a diverse range of traffic safety partners, including public and private organizations. The Teen Driving Outreach Program, supported by these collaborative efforts aims to provide essential education and awareness to pre-drivers, teen drivers, and parents. It also works to share knowledge and foster better communication between parents and students, all with the goal of teaching safe driving habits for life.

Federal Funding Source(s)	402; state pass-through
Project Agreement #	TSP260401

Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$67,000 (402) $25,000 (state pass-through)
Eligible Use of Funds	Teen Safety Program
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication and Outreach Teen School Programs

Impaired Driving Projects	
Project Name	**DUI ENFORCEMENT, PARTNERSHIPS AND SUPPORT**
Project Description	*(list activities, locations and affected communities)*

This project aims to decrease alcohol and drug-related incidents in Utah, advocating zero tolerance for impaired driving. To tackle the issue of alcohol and drug impairment, law enforcement will receive resources for DUI overtime, enabling high-visibility enforcement activities including targeted holiday DUI enforcement, saturation patrols, blitzes, and sobriety checkpoints.

A significant portion of resources will target the Wasatch Front but given recent data showing rural Utah is over-represented in DUI-related arrests relative to the population, resources will continue to be equitably distributed to rural areas throughout the state. Participating agencies will be encouraged to adopt an integrated enforcement strategy to effectively enforce all traffic safety laws. Additionally, the project will provide support for necessary supplies such as approved food and beverages, generator fuel, ice, vests, and other essentials to be utilized during checkpoints, blitzes, and high-visibility enforcement saturation patrols.

Funding allocated for this project will supply law enforcement with essential resources, including materials, supplies, education, and training, to bolster initiatives focused on education, prevention, intervention, communication, and outreach. These efforts will equip law enforcement officers with the expertise needed to detect and remove impaired drivers from Utah's roads, while also promoting responsible behaviors such as using alternative transportation, designated drivers, and responsible beverage service. Additionally, the funds will support the sustainability of the DUI trailer and facilitate law enforcement community education and outreach efforts. This includes providing essential supplies such as impaired driving goggles, portable breath testers (PBTs), and other necessary materials for public education, as well as for the identification, apprehension, and prosecution of impaired drivers.

The project will continue to encourage community engagement by working closely with HSO program managers, Law Enforcement Liaisons (LELs), and regional LELs. This collaborative strategy will facilitate connections with law enforcement agencies across the state, promote resource sharing, and strengthen relationships with both new and established traffic safety partners. By establishing these partnerships, the project will increase efforts to discover new and innovative approaches to supporting law enforcement agencies and other relevant stakeholders. These collaborative efforts aim to reduce impaired driving crashes and fatalities in Utah.

Funds will be utilized for DUI overtime shifts, in-state travel to attend relevant training, meetings, and conferences, as well as out-of-state travel for NHTSA-endorsed training and conferences. The project will also support in-state travel for the UHSO Law Enforcement Liaison and regional LELs to assist with training, DUI checkpoints, and saturation patrols. Additionally, funds will be used to sponsor conferences, training sessions, and other educational events, including symposiums and meetings. These initiatives aim to educate, inform, and train law enforcement officers and other individuals involved in the DUI process.

Due to the continued rise in drug-impaired driving, efforts will continue to improve the reporting of toxicology data. The Highway Safety Office will continue its commitment to supporting the

Utah Public Health Laboratory by funding an additional toxicologist through a Memorandum of Agreement (MOA). In February 2023, the UHSO and the Utah Public Health Laboratory renewed this agreement for another five years. This toxicologist position specifically focuses on DUI arrest cases, implementing a no-stop-limit testing policy where DUI cases are tested for drugs regardless of whether the alcohol testing threshold has been met. The project will be assessed annually, and objectives will be adjusted as necessary.

Federal Funding Source(s)	402; 405d
Project Agreement #	AL260301 HVE260301 (FDLHVE)
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	$400,000 (402) $314,000 (405d)
Eligible Use of Funds	Impaired Driving Low HVE Low BAC Testing/Reporting Low ID training/Enforcement Related
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Deterrence/ Enforcement Training, Partnerships and Support Drug Impaired Driving/Toxicology Lab Partnerships
Project Name	**STATEWIDE DRE, ARIDE AND PHLEBOTOMY PROGRAM**
Project Description	*(list activities, locations and affected communities)*

To combat Utah's significant drug-impaired driving problem, this project will provide law enforcement with the specialized training and tools needed to overcome a critical challenge: proving that a driver is truly *impaired* by drugs, not just that a substance is present in their system. These legal and scientific difficulties make arrests and court convictions challenging. The goal is to improve arrest rates, strengthen court testimony, and increase convictions by training officers to detect and document drug-impaired drivers accurately.

This project strengthens enforcement efforts by providing officers with a multi-level system of advanced, specialized training and operational support. Key project objectives include providing Advanced Roadside Impaired Driving Enforcement (ARIDE) Training to equip officers with skills in addition to basic SFST sobriety tests, offering Drug Recognition Expert (DRE) School and Certification to train a select group of officers as Drug Recognition Experts, and supporting Phlebotomy Training to streamline the evidence collection process. Additionally, the project is working towards resolving a major record-keeping problem by providing new, simpler software

for DREs to accurately track and report their evaluations, ensuring every case is properly logged and reviewed.

To accomplish these goals, grant funds will be specifically allocated to cover essential costs. This includes expenses for DRE school and certification, including travel for officers (both in and out-of-state); the cost for officers to become certified in phlebotomy; funding for the new data management software; instructor overtime and DRE callout overtime shifts when an expert is needed on a case.

By increasing the number of highly trained officers and improving data integrity, this project will significantly strengthen the enforcement of impaired driving laws and enhance the safety of Utah's roadways.

Federal Funding Source(s)	405d
Project Agreement #	PEM260302 (B6PEM)
Subrecipient	Utah Department of Public Safety, UHP
Amount of Federal Funds	$170,000 (405d)
Eligible Use of Funds	Low Media/ID training/Enf Related exp.
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Drug Impaired Driving/DRE, ARIDE AND Phlebotomy
Project Name	**IMPAIRED DRIVING EDUCATION AND MEDIA CAMPAIGN**
Project Description	*(list activities, locations and affected communities)*

The Utah Highway Safety Office will partner with a local media provider to develop and execute a comprehensive communication plan designed to support high-visibility enforcement efforts focused on impaired driving. This plan will utilize direct messaging to highlight the significant risks and consequences associated with impaired driving. Campaign messaging will specifically target our key demographic, males aged 21-39, a group often at higher risk of driving impaired, less aware of the dangers and consequences of driving impaired, or unfamiliar with available options for a sober ride home. This targeted approach is supported by findings from a September 2024 Instapanel survey. Findings revealed the most effective deterrents for this audience are clear messages about the consequences, a more specific list of sober ride choices, and a more realistic portrayal of social drinking.

The campaign is designed to achieve several key objectives: to increase public awareness of the dangers of impaired driving, promote the active presence of law enforcement on Utah's roads,

and ultimately reduce impaired driving-related incidents and fatalities. A core goal is to shift societal attitudes and challenge the belief that one can drive impaired without consequence. To accomplish this, the UHSO will expand its outreach across Utah's diverse communities by creating social media toolkits with campaign materials available in both English and Spanish. These resources will be disseminated to law enforcement agencies statewide for broad community engagement through organic social media content.

Toxicology data reveals a rise in drug-impaired driving, prompting the media campaign to continue strengthening its messaging on this critical issue. Campaign messaging will align with and support the national initiatives, including "Drive Sober or Get Pulled Over" and "If You Feel Different, You Drive Different," reinforcing these messages alongside high-visibility enforcement periods. A fundamental component of the project is to foster collaboration among law enforcement, media, local businesses, and community leaders, uniting them to address alcohol and drug-impaired driving and strengthen community partnerships.

To support these strategic initiatives, project funding will be allocated to cover costs for essential research, the development and creation of new campaign materials, and all associated media expenses, including placement and distribution.

Federal Funding Source(s)	405d; state pass-through
Project Agreement #	PEM260304 (B6PEM)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$495,000 (405d), $5,000 (state pass-through)
Eligible Use of Funds	Low Media/ID training/Enf Related exp.
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communications and Outreach
Project Name	**TRAFFIC SAFETY RESOURCE PROSECUTOR**
Project Description	*(list activities, locations and affected communities)*

Utah's Traffic Safety Resource Prosecutor (TSRP) is an expert specializing in impaired driving cases. The TSRP's primary role is to strengthen the prosecution of these crimes statewide by providing training, education, and technical support to other prosecutors, law enforcement, and traffic safety partners within the state. Given the constantly changing landscape of impaired driving laws and court decisions in Utah and across the country, the TSRP must remain current on issues both locally and nationally. This involves attending relevant training courses, participating

in national TSRP and NAPC forums, serving on state and regional committees and coalitions, and collaborating with traffic safety partners.

The overall goal of this project is to reduce the number of serious injuries and fatalities involving impaired drivers and increase impaired driving conviction rates around the state, resulting in fewer cases being dismissed or resulting in not guilty verdicts, and eventually reducing the number of impaired drivers on Utah's roadways.

Law enforcement and prosecutors in Utah face several evolving challenges. The expansion of the state's medical marijuana program, the constant development of new defense strategies, the emergence of new drugs, and high staff turnover in public safety agencies all complicate efforts to combat impaired driving.

To address these issues, the TSRP provides comprehensive training on impaired driving issues to prosecutors, law enforcement agencies, and other traffic safety partners on impaired driving issues. This includes developing a multi-disciplinary training program on emerging trends, which will be delivered to agencies statewide. Training topics may include countering common DUI defenses, standardized field sobriety testing (SFST), updates on case law and legislation, report writing, courtroom testimony, and assisting in law enforcement training such as ARIDE and DRE School. The TSRP will contribute to the establishment or revision of guidelines for sobriety checkpoints, saturation patrols, and other enforcement techniques. In addition to prosecutors and law enforcement officers, critical partners such as the Toxicology Lab, Driver License Division, community coalitions, and other relevant agencies also play essential roles in reducing impaired driving. The TSRP will offer training and support to these agencies as required or requested.

The TSRP also provides technical assistance and serves as a consultant to prosecutors, law enforcement agencies, and traffic safety partners. This includes summarizing new laws and legislative updates, maintaining legal materials, and publishing a traffic safety blog for real-time updates.

Funding for this project supports personnel costs, in and out of state travel expenses, expert witnesses, data processing, training materials, and equipment.

Federal Funding Source(s)	405d
Project Agreement #	CS260305 (B6CS)
Subrecipient	Utah Attorney General's Office - Utah Prosecution Council
Amount of Federal Funds	$235,249 (405d)
Eligible Use of Funds	Low Court Support
P&A - yes or no	No

Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Deterrence/Prosecution and Adjudication/ TSRP
Project Name	**SIP/TRACE AND YOUTH ALCOHOL SUPPRESSION**
Project Description	*(list activities, locations and affected communities)*

Utah's success in maintaining a low rate of alcohol-related fatalities is attributed to its strong emphasis on the enforcement of DUI laws and proactive stance against underage drinking. The primary goal of this project is to further enhance public safety by supporting the specialized operations of the Utah Department of Public Safety's Alcohol Enforcement Team (AET) in reducing impaired driving fatalities and liquor law violations.

The AET implements two targeted programs to achieve its objectives:

- **Serving Intoxicated Persons (SIP) Program:** This initiative involves conducting on-premise compliance checks at establishments that serve alcohol. The aim is to proactively prevent the over-serving of alcohol to patrons and to stop illegal alcohol sales to underage individuals.
- **Targeting Responsibility for Alcohol Connected Emergencies (TRACE) Program:** This program focuses on investigating reported violations of state liquor laws or specific terms of an establishment's liquor license agreement.

The AET strategically focuses its SIP/TRACE program in restaurants, bars, and at large-scale events such as concerts and raves, where the risks of over-service and alcohol sales to minors are particularly high. These programs are integral to the AET's comprehensive approach to preventing liquor offenses, which includes education, deterrence, apprehension, and prosecution.

A crucial component of the AET's work involves providing support and technical assistance to local law enforcement agencies (LEAs) throughout Utah. This includes offering cross-jurisdictional assistance in investigating complex cases of alcohol over-service, especially for agencies that may lack specialized training or resources. The AET also conducts vital training for local law enforcement officers on effectively detecting and addressing issues related to youth alcohol consumption and emerging trends.

Funding for this project will support AET operations, including officer overtime for SIP/Youth Alcohol Suppression and TRACE operations. Through undercover operations and the use of Covert Underage Buyers (CUBS), the AET targets impaired driving and underage drinking to reduce impaired driving incidents.

Federal Funding Source(s)	405d
Project Agreement #	6OT260306 (M6OT)

Subrecipient	Utah Department of Public Safety - State Bureau of Investigations - Alcohol Enforcement Team
Amount of Federal Funds	$80,000 (405d)
Eligible Use of Funds	Low Other based on Problem ID
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Underage Drinking and Driving/SIP-TRACE
Project Name	**24/7 SOBRIETY PROGRAM**
Project Description	*(list activities, locations and affected communities)*

Driving while under the influence of alcohol or drugs is a frequently committed and dangerous crime that often leads to fatalities. To combat this, Utah implemented the 24/7 Sobriety Program, aiming to encourage sobriety and reduce DUI recidivism, along with alcohol and drug-related crashes and fatalities.

Utah's 24/7 Sobriety program is active in 20 counties, with an additional nine counties that can court-order participants to enroll in the program in adjacent counties. This program ensures accountability through twice-daily alcohol testing and random drug tests. In areas where this isn't feasible, CAM bracelets that monitor alcohol consumption every 30 minutes are used.

The primary goals of this program are to reduce DUI offences and associated costs, lower recidivism rates, and offer an alternative to incarceration or license revocation. The program encourages participants to modify their behavior, promoting sobriety and reducing the risk of recidivism, all while allowing them to maintain their family and work responsibilities. The program will continue to concentrate on annual expansion into additional counties, encompassing both urban and rural areas. To facilitate this effort, the program coordinator will conduct training sessions on the 24/7 program's procedures and guidelines, SCRAM equipment and software, and the evaluation process for determining the offender's eligibility to participate in the program via the driver's license division.

Funding will support sponsorships, necessary travel for program support and training, testing equipment, data management system costs, supplies, printing, and media expenses.

Federal Funding Source(s)	405d; 405d - 24/7
Project Agreement #	SP260309 (FDLSP); SP260310 (F24SP)
Subrecipient	Utah Department of Public Safety - Highway Safety Office

Amount of Federal Funds	$50,000 (405d); $58,619 (405d - 24/7)
Eligible Use of Funds	Low 24-7 Sobriety Program 24-7 Sobriety Program
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Deterrence/DUI Offender Monitoring/ 24-7 Sobriety Program

Vulnerable Roadway Users Projects	
Project Name	**Bicycle Safety Media and Outreach**
Project Description	*(list activities, locations and affected communities)*

This project aims to increase bicycle safety awareness, promote greater use of bicycle helmets, and educate the public on Utah's bicycle laws. Priority will be given to counties with the highest rates of bicycle-motor vehicle accidents (Salt Lake, Utah, Weber, Davis, Cache, and Washington). The focus will be on providing bicycle education for children, recreational cyclists, and commuters, with a particular emphasis on bike rodeos where traffic rules are reinforced. Educational materials, helmets, and other resources will be distributed to local health departments, law enforcement agencies, and other relevant partners involved in bicycle safety initiatives.

The program will collaborate with a contracted advertising agency on media campaigns and public information efforts. Funding may also be allocated to support campaign development and production costs, public relations activities, and media placement. Additionally, funds will be used to acquire and/or create suitable bicycle safety and educational materials for public information and education. The campaigns will partner with the Zero Fatalities program, and messaging and media activities will be shared and coordinated with NHTSA as appropriate.

Federal Funding Source(s)	402, 405g, 405e converted, state pass-through
Project Agreement #	PS260702; PE260403 (BGPE); PS260814 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$13,335 (402) $116,856 (405g), $36,665 (405e converted) $14,000 (state pass-through)
Eligible Use of Funds	Pedestrian/Bicycle Safety Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Ped/Bike) Communications Campaign (Ped/Bike)
Project Name	**Pedestrian Safety Media, Education, and Enforcement**
Project Description	*(list activities, locations and affected communities)*

This Program aims to decrease serious injuries and fatalities among pedestrians by implementing evidence-based countermeasures. The focus will be on the densely populated Wasatch Front

counties, including Salt Lake, Utah, Davis, and Weber, where a significant number of pedestrian fatalities occur.

The program will continue to support the Pedestrian Task Force Committee and work with the Utah Department of Transportation to unify pedestrian safety initiatives, including implementing the Utah Pedestrian Safety Action Plan. These efforts will concentrate on increasing both driver and pedestrian awareness of safety concerns, such as ensuring pedestrians are visible to drivers. Educational materials and resources will be made available to local health departments, law enforcement agencies, and other relevant partners involved in community-based pedestrian programs. A key aspect of this project is providing law enforcement with the necessary training for high-visibility pedestrian enforcement and allocating more funding for crosswalk overtime enforcement. Project funds may be used to support conferences, travel, training, and sponsorships.

The program will collaborate with a contracted advertising agency on media campaigns and public information efforts. Funds may also be used to support campaign development and production costs, public relations activities, and media placement. Additionally, funds will be used to acquire and/or create appropriate pedestrian safety and educational materials for public information and education. The campaigns will partner with the Zero Fatalities program, and messaging and media activities will be shared and coordinated with NHTSA as appropriate.

Federal Funding Source(s)	402, 405g, 405e converted, state pass-through
Project Agreement #	PS260701; PE260401 (BGPE); PS260813 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$100,000 (402), $165,000 (405g), $63,335(405e Converted) $16,000 (state pass-through)
Eligible Use of Funds	Pedestrian/Bicycle Safety Law Enforcement Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Ped/Bike) HVE/Law Enforcement Training (Ped) Communications Campaign (Ped/Bike)
Project Name	**Motorcycle Safety Media, Education and Outreach**
Project Description	*(list activities, locations and affected communities)*

This project aims to increase drivers' awareness of motorcycle riders and their safety. It will utilize communication and outreach tools to promote rider training courses, proper licensing, protective gear, visibility, and helmet use, and establish a group of motorcycle safety advocates.

Media efforts will include highlighting Motorcycle Safety Awareness Month and Utah's Rider Education Program for both new and experienced riders. Educational materials and supplies will be made available to local law enforcement agencies and other relevant partners involved in community-based motorcycle programs. Grant funds will be used to support sponsorships for events and activities focused on motorcycle safety, as well as to support or attend conferences or training.

The program will collaborate with a contracted advertising agency on media campaigns and public information efforts. Funds may also be allocated to support campaign development and production costs, public relations activities, and media placement. Additionally, funds will be used to acquire and/or create appropriate motorcycle safety and educational materials for public information and education. The campaigns will partner with the Zero Fatalities program, and messaging and media activities will be shared and coordinated with NHTSA as appropriate.

Federal Funding Source(s)	402; 405f; 405e converted, state pass-through
Project Agreement #	MC260901, MP260903; (M9MA) MC260902 (B8A*)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$149,494 (402), $54,310 (405f), $250,000 (405e converted) $50,000 (state pass-through)
Eligible Use of Funds	Motorcycle Safety Motorcycle Awareness Motorcycle Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Motorcycle) Motorcycle Rider Training Communications Campaign - Motorcycle
Project Name	**Older Adult Driving Safety**
Project Description	*(list activities, locations and affected communities)*

The Older Adult Driving Safety Program, managed by the Trauma Program at University of Utah Health, addresses the daily presence of senior drivers on Utah roads. This initiative focuses on the safety of individuals aged 65 and older across several areas, particularly in Salt Lake, Tooele, Davis, Cache, Utah, Wasatch, and Washington Counties. One of their four state-wide driver rehabilitation programs assesses the driving abilities of aging individuals, aiming to safely return them to the road whenever feasible. A CarFit-certified Injury Prevention Coordinator assists older drivers in understanding their vehicle's features and collaborates with organizations like the Utah Highway Safety Office and Zero Fatalities to enhance senior driver safety. Potential future

collaborations with the Utah Driver License Division's Medical Review Board are also being explored.

Additionally, University of Utah Health supports the Yellow Dot Program by educating the public at various events, supplying materials to county libraries, and fulfilling requests for mailed resources. They are committed to expanding partnerships to further promote Yellow Dot.

Grant funding will cover expenses related to personnel, travel, conferences, training, health fairs, printing and postage, website maintenance, safety equipment, and CarFit event materials.

Federal Funding Source(s)	402
Project Agreement #	OD260201
Subrecipient	University of Utah Health
Amount of Federal Funds	$68,382 (402)
Eligible Use of Funds	Older Driver Safety
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Older Driver)
Project Name	**Bicycle Education and Safety Training (BEST)**
Project Description	*(list activities, locations and affected communities)*

The non-profit Bike Utah BEST Program utilizes active strategies to engage communities in preventing crashes and injuries, promoting wellness, and providing road safety education.

The alarming rise in crashes, injuries, and fatalities on Utah roads amplifies the urgent need for comprehensive safety education, public engagement, and awareness initiatives throughout the state. Bike Utah works to enhance awareness and improve safety outcomes via education, outreach, and planning. They recognize that fostering safe roadway practices among children, adults, and businesses is critical to achieving overall road safety. Historically, there has been an imbalance, with an excessive emphasis on the behavior and risk factors of cyclists. While Bike Utah remains committed to prioritizing safety education for cyclists and pedestrians, they also plan to broaden their outreach and community engagement to raise driver awareness, thereby addressing the entire spectrum of roadway safety concerns.

Bike Utah will organize and support at least 20 communities with 60 bike safety training sessions or presentations in both urban and rural areas. Tailored to the unique needs of each community, Bike Utah's efforts will include a minimum of two days of safety-related programming. Grant funding will support personnel costs and provide supplies for education events and classes.

Additionally, educational materials, helmets, and other supplies will be provided to adults and children participating in these outreach events.

Federal Funding Source(s)	402; state pass-through
Project Agreement #	PS260705
Subrecipient	Bike Utah
Amount of Federal Funds	$50,000 (402), $100,000 (state pass-through)
Eligible Use of Funds	Pedestrian/Bicycle Safety
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Ped/Bike) Communications Campaign (Ped/Bike)
Project Name	**Ogden Bicycle and Pedestrian Safety**
Project Description	*(list activities, locations and affected communities)*

Ogden City faces a growing demand for bicycle helmets, crosswalk safety equipment, and educational resources, evidenced by increased attendance at safety programs and activities. The police department plans to acquire additional bicycle helmets for distribution to children at outreach and educational events. Trained staff will ensure proper helmet fitting and provide instructions to children and parents on correct helmet usage. Safety education materials, focusing on bicycle and crosswalk safety, will be distributed at these events. Following an incident where a crossing guard was struck by a vehicle in a crosswalk, the necessity for high-visibility safety equipment became apparent. Consequently, grant funding will be allocated to procure highly reflective and durable school crosswalk pedestrian safety cones, as well as lighted, hand-held stop signs for school crossing guards.

Federal Funding Source(s)	402
Project Agreement #	PS260707
Subrecipient	Ogden Police Department
Amount of Federal Funds	$14,774 (402)
Eligible Use of Funds	Pedestrian/Bicycle Safety
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for	Public Information and Education (Ped/Bike)

Programming Funds	Communications Campaign (Ped/Bike)
Project Name	**Weber Morgan Health Department Bike/Pedestrian Program**
Project Description	*(list activities, locations and affected communities)*

The Weber-Morgan Health Department aims to lower morbidity and mortality rates among vulnerable roadway users in Weber and Morgan Counties by increasing awareness for pedestrians, bicyclists, motorcyclists, and senior drivers. Project funding will support personnel, travel to conferences and training, printing supplies, safety items, and the implementation of social media messaging to educate all vulnerable roadway users about how conspicuity impacts their safety. The messaging and educational efforts will offer older adult drivers strategies to maintain safe driving practices or explore alternative transportation options, increase motorcycle safety awareness for both drivers and riders, promote helmet usage, and advocate for "share the road" campaigns.

Federal Funding Source(s)	402
Project Agreement #	CP260220
Subrecipient	Weber Morgan Health Department
Amount of Federal Funds	$61,925 (402)
Eligible Use of Funds	Community Traffic Safety Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education Communications Campaign (Ped/Bike) Public Information and Education (Older Driver) Public Information and Education (Motorcycle) Motorcycle Rider Training Communications Campaign - Motorcycle
Project Name	**Cedar City Active Transportation Safety Program**
Project Description	*(list activities, locations and affected communities)*

Cedar City faces numerous challenges related to accessibility and a growing population. Cedar City Active Transportation is committed to addressing the needs of this rapidly growing city, with a primary focus on ensuring traffic safety for its residents. The Active Transportation Council has identified several areas within the inner city where safe walking and bicycling are significant concerns. UDOT, the Department of Public Safety, and other regional partners will collaborate to analyze existing data and develop solutions for these problem areas.

Cedar City will intensify its efforts to gain support from elected officials and those who can influence planning and policy decisions regarding the importance of active transportation. Additionally, the city will expand and secure "Neighborhood Slow Rolls," a fun and family-oriented biking activity designed to encourage a walkable, pedestrian-friendly community and promote bike and walk-to-school initiatives. This project will emphasize engagement with community partners to implement a logical and visionary active transportation plan, ensuring that its planning, design, and maintenance cater to the needs of all roadway users. Funding for this program will support professional workshops and training for active transportation committee members, the provision of helmets and educational materials, and provide portable street signs and banners for events.

Federal Funding Source(s)	402
Project Agreement #	PS260706
Subrecipient	Cedar City Corporation
Amount of Federal Funds	$9,200 (402)
Eligible Use of Funds	Pedestrian/Bicycle Safety
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Ped/Bike) Communications Campaign (Ped/Bike)

Project Name	**Salt Lake County Health Department - Bike/Ped and Older Driver Safety Programs**
Project Description	*(list activities, locations and affected communities)*

The goal of the Salt Lake County Health Department is to educate parents, caregivers, and children in the importance of bike and pedestrian safety. Using a means of active transportation is a healthy choice for the individual and the environment. Making this healthy choice should not come with increased risks of injury or death. Educating families on how to properly and safely cross the street and to wear a helmet while riding a bike are just two examples of how to stay safe while walking or biking. Salt Lake County is among the highest counties in Utah with injuries and deaths for pedestrians and bicyclists. 97% of pedestrians involved in crashes are injured or killed. Similarly, with bicyclists 92% were injured in a crash with 29 fatalities in the state between 2017-2021.

The Salt Lake County Health Department along with Safe Kids Worldwide has identified bike and pedestrian safety as a priority for our injury prevention efforts. The Safe Kids Salt Lake County Coalition will be the lead in this effort to help residents be safer in regards to bike and pedestrian safety.

Another goal for the SLCoHD is for older adults to be able to age with dignity and maintain their independence as long as possible. Part of maintaining that independence is being able to drive and

to do it safely.

Older Drivers make up over 17% of traffic fatalities in the United States and in Utah it is over 22%. Salt Lake County is among the leading counties for fatal crashes. The SLCoHD would like to take a more active role in educating older drivers on how to keep themselves safe and independent as they age through the CarFit Program.

Federal Funding Source(s)	402
Project Agreement #	CP260221
Subrecipient	Salt Lake County Health Department
Amount of Federal Funds	$20,000 (402)
Eligible Use of Funds	Community Traffic Safety Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Public Information and Education (Ped/Bike) Communications Campaign (Ped/Bike) Public Information and Education (Older Driver)

Police Traffic Services Projects	
Project Name	**Police Traffic Services and Equipment**
Project Description	*(list activities, locations and affected communities)*

This project serves to leverage the UHSO's resources and coordinates with law enforcement agencies throughout the state to plan and implement various activities to reduce injury and fatal crashes. This project will involve partnering with law enforcement agencies to educate drivers on speed-related traffic safety issues during traffic stops, including the move-over law, and aggressive driving. High visibility enforcement overtime shifts will be offered based on crash data and input from local agencies. Additionally, the allocated funds will provide assistance to law enforcement agencies for speed-related equipment and training. Traffic safety education and messaging will be created and placed using state contracts.

According to the 2020 Census data, the Hispanic population is the second largest demographic in Utah at almost 19% and growing. Focused efforts on creating media, printed materials, and outreach programs to reach this demographic will be done. Printed materials and social media will support the program and remind the public about the importance of safe driving habits.

In addition, funding will be used to support statewide travel to expand outreach efforts to outlying areas and for training, especially in rural, underserved, and overrepresented populations.

Federal Funding Source(s)	402, 405h
Project Agreement #	PT260101; PE260104 (M12BPE)
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	$403,252 (402); $68,045 (405h)
Eligible Use of Funds	Traffic Enforcement Services Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Law Enforcement Support, Training, and Equipment High Visibility Enforcement- Speed and Distracted Driving
Project Name	**Distracted Driving**
Project Description	*(list activities, locations and affected communities)*

This project's primary goal is to educate drivers about the risks of distracted driving to reduce crashes, fatalities, and injuries. This will be done through enforcement, education, and media outreach to the identified target audience. Raising awareness about the dangers of distracted driving and educating the public on Utah laws is critical to ensure the safety of all roadway users.

To effectively reach diverse populations, especially the Spanish-speaking community, Utah's second-highest population group, it is important to create impactful content that resonates with them. Funds used to create media in Spanish will undoubtedly aid in achieving this goal. Establishing trust and fostering a deeper connection with this community by providing relevant and relatable content is essential. The Summit County Health Department, in collaboration with local law enforcement, school districts, and community partners, aims to reduce traffic-related fatalities and serious injuries in the rural areas of Coalville and Kamas by addressing distracted driving and low seatbelt usage. This will be achieved through comprehensive education and awareness campaigns, coupled with enhanced enforcement efforts. The initiative aligns with the Utah Highway Safety Plan's emphasis on improving safety restraint usage and reducing distracted driving incidents, particularly in rural communities.

Crash data will be analyzed at a state and local level to identify community hot spots. Funds will be provided to law enforcement agencies in defined areas in support of high visibility enforcement and educational overtime shifts. This project will support NHTSA's National Distracted Driving Month as well as other times throughout the year as identified or requested.

Federal Funding Source(s)	402; 405e
Project Agreement #	DD260808; PE260809 (B8APE)
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$199,022 (402), 395,696 (405e)
Eligible Use of Funds	Distracted Driving Public Education DD Law Enforcement
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	High Visibility Enforcement- Distracted Driving Outreach, Education, and Media
Project Name	**Law Enforcement Liaison**
Project Description	*(list activities, locations and affected communities)*

Risky driving behaviors in Utah over the past five years have led to an increase in fatal and serious injury crashes. From 2020 – 2024 there have been 1,374 fatal crashes and 89,143 injury crashes.

This project will partner with local, county, and state law enforcement agencies to address traffic safety challenges and reduce fatal and serious injury crashes. Additionally, this project will look for opportunities to partner with local community organizations, schools, businesses, etc. to increase public education and awareness regarding traffic safety. This project also provides training and speed-related supplies to agencies to conduct speed enforcement. Grant funds may also be used to support travel, training and conferences.

The HSO LEL strives to partner with agencies statewide who are either unaware of our programs or do not participate. The LEL continues to expand partnerships and include local and county law enforcement agencies in mobilizations, messaging, and resource distributions, with a focus on rural and non-overtime funded agencies. To address these challenges and recommendations, the UHSO divided the state into six regions with a liaison in each area, with overtime available to the regional LELs for when they are working in the LEL role.   The HSO LEL oversees this statewide project.

Federal Funding Source(s)	402
Project Agreement #	PT260103
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$70,045 (402)
Eligible Use of Funds	Traffic Enforcement Services
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Law Enforcement Support, Training, Equipment
Project Name	**Multi Agency Task Force (MATF)**
Project Description	*(list activities, locations and affected communities)*

Meetings with law enforcement agencies are supported by the UHSO and held in Davis and Weber, Salt Lake, and Utah counties 7 months out of the year. Funds will be used to support agencies by providing training by HSO Staff and outside presenters/trainers, educational and outreach materials for distribution by law enforcement partners; in-state travel to attend task force meetings (including working lunches) and law enforcement conferences; and support for rural task forces. Plans to expand these meetings and enhance collaborations and resource sharing among other law enforcement agencies will be examined. Additional outreach will be conducted with law enforcement agencies throughout the state.

Enforcement of traffic safety laws is known to curb risky behaviors, creating safer roads for all users. The task force members are committed to sustained evidence-based enforcement efforts and the support of national traffic safety campaigns, as demonstrated by their active participation. Participating agencies support efforts to decrease motor vehicle traffic crash deaths.

Training and education are also essential components of traffic safety and officer professional development. Training and education at task force meetings will bring opportunities to focus on traffic safety and the practical application of enforcement and resources. Topics such as DUI enforcement and field sobriety testing, traffic laws (with an emphasis on any legislative changes

occurring throughout the year), occupant protection, distracted driving, commercial vehicle safety, crash investigation, and other topics as they arise will be presented.

Federal Funding Source(s)	402
Project Agreement #	PT260102
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	$18,000 (402)
Eligible Use of Funds	Traffic Enforcement Services
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Law Enforcement Support, Training, Equipment

Traffic Records Projects	
Project Name	**Crash Management Information System**
Project Description	*(list activities, locations, and affected communities)*

The goal of the Crash Management Information System (UTAPS) is to improve the performance attributes of accuracy, integration, accessibility, timeliness, and completeness of traffic records. Additionally, this will also decrease the average number of days between submission and occurrence for Utah motor vehicle crashes. The traffic records team will focus on the timeliness, accuracy, and completeness of all traffic records and data integration into UTAPS.

One of our Traffic Records goals within the UTRCC group and UTAPS is to provide a system in which Utah can integrate other traffic safety data into the crash data. There are still improvements to be made in crash data and integration, beginning with Roadway, EMS, Citation, Adjudication, and Vehicle data.

The team will continue to work with law enforcement agencies throughout the state to train them on implementing the changes that have been made to the crash report.

The UTRCC group finalized the crash report updates. UHSO is currently working with all vendors to finalize updating their crash report software for all law enforcement agencies.

The Utah Traffic Records Coordinating Committee (UTRCC) meets quarterly to discuss data improvements, data integration, and goals that have been set in our Traffic Records Strategic Plan.

Analysis of Utah's current crash file database shows the need to continue working on improving data compliance with the crash report. A gap analysis of the crash repository system will be conducted to identify the needs and challenges and provide a more effective set of validation rules. HSO's Law Enforcement Liaison (LEL) will provide technical outreach and education during and after this process.

Funding will be provided to the University of Utah's Transportation and Public Safety – Crash Data Initiative (UTAPS-CDI) and DTS for programming the crash repository. It will also support in-state and out-of-state travel for conferences and training for the traffic records team. Additional funding may be provided to law enforcement agencies to assist in updating crash-reporting software and to other agencies upon request for data integration.

Federal Funding Source(s)	405c
Project Agreement #	SA260501 (B3SA)
Subrecipient	Utah Department of Public Safety- Highway Safety Office
Amount of Federal Funds	$251,150 (405c)
Eligible Use of Funds	Software or applications Data Program

P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy or Strategies for Programming Funds	Crash Data & Integration Improvement into Crash Management Information System Data Characteristics Improvement
Project Name	**EMS Prehospital and Trauma Data Reporting**
Project Description	*(list activities, locations and affected communities)*

The goal of the EMS Prehospital and Trauma Data Reporting Systems is to improve the performance attributes of timeliness, completeness, accuracy, uniformity, and integration between prehospital and trauma records, and prehospital and motor vehicle crash records in conjunction with our Utah Highway Safety Office.

EMS and Trauma Records will not be limited to injury-related transportation of motor vehicle crash data but include all 'minor' motor vehicle crash data. Integration efforts will consist of integration between prehospital and trauma registries, as well as prehospital and motor vehicle crash data. The EMS and Trauma team will make integrated data available to stakeholders and the public for analysis, reporting, and research.

The State of Utah will continue to implement prehospital and trauma data system improvements and accessibility upgrades to ensure incoming data complies with current and future national standards this effort will also assist in improving data timeliness and NEMSIS requirements

Funding will be provided to the Utah Department of Public Safety, Bureau of Emergency Medical Service (EMS) to assist in data integration, system upgrades and out of state training.

Federal Funding Source(s)	405C
Project Agreement #	SA260505 (B3SA)
Subrecipient	Utah Department of Public Safety, Bureau of Emergency Medical Services (EMS)
Amount of Federal Funds	$150,000 405C
Eligible Use of Funds	Software or applications
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Crash Data & Integration Improvement into Crash Management Information System Data Characteristics Improvement

Section Three: 405 Grant Applications

405b ATTACHMENTS FOR 1300.21 OCCUPANT PROTECTION
PLANNED ACTIVITIES AND COUNTERMEASURE STRATEGIES

Planned activities are located in Utah's Annual Grant Application on pages 17-29

Vision

Utah – the state where all motor vehicle occupants buckle up every ride, every trip.

Mission

Educating all Utahns about the lifesaving value of seat belts and child safety seats, so they're motivated to take action to protect themselves and their loved ones.

clickit.utah.gov

The Process

Our Approach

Occupant protection is a priority area of the Utah Highway Safety Office (UHSO), which is committed to keeping motorists safe through proper and consistent use of seat belts and child safety restraints. The UHSO and its partners are committed to a zero fatalities goal that requires all motorists to buckle up 100% of the time. Seat belts are the single most effective traffic safety device for preventing death and serious injury in motor vehicle crashes, yet over 290,000 Utahns still choose to ride unrestrained.

In 2023, the UHSO contracted with the Governors Highway Safety Association (GHSA) to facilitate the development of this updated Occupant Protection Program Strategic Plan (OPSP). The OPSP is a statewide plan; it belongs to everyone working to advance occupant protection in the state as well as all Utahns. Together, we can achieve the plan's vision and mission agreed upon by the Occupant Protection Advisory Committee (OPAC). The members of the OPAC are tasked with implementing this plan and commit to encouraging innovation; promoting transparency; fostering fairness, variety, and integration; and celebrating success. While achieving a 100% seat belt and child restraint use rate will take time and effort, the OPAC members are passionate about saving lives and are motivated to advance this plan.

Our History

Utah's occupant protection program began nearly 50 years ago when the federal Highway Safety Act of 1966 established an organizational structure and funding stream to create highway safety offices in each state. The following year, the UHSO was formed under the Utah Department of Public Safety umbrella and began its work to promote safe driving. Soon after, in 1968, the federal government required seat belts to be installed in all new passenger cars which, ultimately, helped give birth to the state and national occupant protection program we know today.

Nearly 20 years after the UHSO opened its doors, Utah enacted the Safety Belt Use Law in 1986; only two years after New York passed the first state law requiring the use of seat belts. It remained a secondary law until 2015 when the Utah Legislature passed a primary seat belt law that required all motorists to use appropriate safety restraints in all seating positions, with a fine of $45 for noncompliance.

Utah's primary seat belt law, while effective in increasing the number of people who buckle up, must be supported by a comprehensive education and enforcement initiative. State, local, private and nonprofit partners have developed strategies and implemented countermeasures that have helped increase seat belt use from 18% in 1986 to 92.4% in 2023. The good news is that between 2017 and 2021, unrestrained people accounted for only 2% of all occupants involved in crashes. However, that 2% accounted for nearly 30% of all fatalities and 27% of all driver fatalities. Additionally, during this same period, it is estimated that at least 323 lives would have been saved if they had made the choice to buckle up.

Our Successes

During the past five years, we've accomplished the following to help advance occupant protection in Utah:
- Instituted virtual seat checks, which are helping to reach parents/caregivers in rural areas.
- Initiated use of the digital seat check form by approximately 60% of technicians.
- Implemented "Together for Life," which has bolstered rural seat belt use by 20%.
- Continued to build a passionate cadre of educators who are fostering partnership and teamwork.
- Partners (including schools) are adopting a Zero Fatalities focus.

- Attendance at a parent/teen program is mandatory for teen drivers, with all presenters certified Child Passenger Safety (CPS) Technicians.
- Enacted a primary seat belt law that sparked a small lift in belt use and high visibility enforcement (analysis of the latter showed a reduction in fatalities).
- Initiated a Hispanic grant.
- Built and implemented the research based Click It Club and clickit.utah.gov website.
- Car seat classes are conducted by public health and law enforcement officials through the statewide Safe Kids Coalition (reciprocity programs with NV, HI and CA are bringing attendees to these classes).

Work in Progress

OPAC members and other stakeholders are continuing to do the following to advance this strategic plan:
- Building public awareness of and support for Zero Fatalities.
- Growing the middle school program.
- Conducting more seat belt enforcement.
- Advocating for increasing the fine for no/improper restraint (currently $45).
- Ensuring outreach is equitable, culturally relevant and delivered by community representatives.
- Evaluating resources and programs.
- Strengthening the Graduate Driver License (GDL) law, particularly the driver education and training component.
- Making CPS a priority.
- Identifying and working with survivor advocates to share their seat belt stories.

Roadblocks to Success

The OPAC members identified the following as impediments to plan success:
- Utah's GDL law is weak; there are no points or penalties for non-compliance and driver education and training are not fully leveraged.
- Messages and activities aren't generating understanding of the lifesaving value of seat belts/child safety seats and/or compliance with the state OP law.
- The importance of seat belt use isn't understood by law enforcement and the public.
- High level support/leadership dissipates, and other partners are needed.
- Competing priorities are pulling funds from occupant protection.
- There's a lack of evaluation tied to behavioral objectives.
- Outreach is needed to educate immigrants about Utah's occupant protection law.

Our Dreams for Occupant Protection in Utah

The OPAC members identified the following as aspirational:
- There is unlimited funding for occupant protection with no restrictions on its use.
- The public cares about occupant protection like the OPAC does and buckles up 100%.
- Occupant protection is a top priority for law enforcement and officers receive training.
- Technology that requires proper restraint before the driver can start the vehicle is standard equipment.
- More stringent legal penalties for failure to comply with Utah's occupant protection law (i.e., larger fines, violator training classes) are enacted.
- Utah has bilingual CPS Technicians and resources available in multiple languages.
- Car seats are affordable and available to all.
- All counties have public information and education officers focused on occupant protection.

- More people power is dedicated to occupant protection and it's inclusive -- all are welcome.
- There is less red tape.
- Traffic safety priorities are synchronized rather than competing for resources.

OPSP Updates

Planning will be ongoing. The OPAC will conduct quarterly or bi-annual (every six months) strategy course correction meetings during which members will report on progress to date, celebrate wins and make plan adjustments as needed. While the UHSO will organize these meetings, all OPAC members are expected to be at the table and contribute to the discussion and decision-making. Remember, the OPPSP belongs to everyone!

The OPAC will continuously plan and adjust strategies. To this end, quarterly or semi-annual (every six months) strategy course correction meetings will be held. Members will report on progress, highlight successes, and modify the plan as necessary. The UHSO will facilitate these meetings, however, active participation from all OPAC members is expected. It's crucial to remember the OP Strategic Plan is a collaborative effort for everyone.

Our Strategies

Strategic Initiative 1: Build capacity so there are more active parties (people, organizations) implementing the OPPSP and monitoring progress.

Goal	Action Item	Expected Outcomes	Status
Identify and engage the key officials from at least five new organizations that are representative of sectors critical to moving the OPPSP forward.	Identify sectors to engage.	Balanced group of engaged participants representative of the occupant protection community.	🟡
	Develop a guidance document.	Bylaws Increased participation and buy-in.	🔴

Red – Has not started, Yellow – In process, Green – On track

Strategic Initiative 2: Increase compliance with Utah's seat belt and child passenger safety law.

Goal	Action Item	Expected Outcomes	Status
Increase enforcement contacts by 5% per year.	Educate all law enforcement agencies about the importance of enforcing Utah's seat belt and child safety seat laws.	Get buy-in and support of effort, evaluate data and share baseline & outcome .	🟡

Amend the law to include progressive penalties for repeat offenders.	Identify the magnitude of the multiple offender problem and inform and educate the legislature.	Sponsor(s) identified, legislation introduced and ultimately enacted.	🔴
Recruit and train law enforcement officials and other first responders in every county/section to serve as child passenger safety resources/experts.	Provide *CPS for Law Enforcement* training program. Dedicate up to two trainings/year for law enforcement and first responders.	Law enforcement is regarded as a resource for safety issues, including child passenger safety.	🟡

Strategic Initiative 3: Increase and retain active child passenger safety technicians and instructors, so all counties are served.

Goal	*Action Item*	*Expected Outcomes*	*Status ***
Offer and promote four certification training classes annually.	Hold a minimum of two in Salt Lake County and a minimum of one outside the Wasatch Front. Look into increasing cost of courses. Find sponsors for food/hotel.	CPSTs in every county Fitting stations in every county Increased partnerships	🟡
Increase the number of CPSTs that recertify by 5%.	At least 5 CEUs will be offered each year. Online CEUs - 3 additional per year. Traveling tour - visit entire state and offer at least 2 CEUs per year.	More experienced CPSTs	🟡
Bolster virtual seat checks by 3% in rural areas to reach underserved populations.	Work with rural hospitals to make seat checks available to families.	Expanded access to seat checks among underserved populations.	🟡
Develop a cadre of child passenger safety liaisons.	Instructor team will meet to discuss potential members.	CPSTs recruited and retained.	🔴

Strategic Initiative 4: Conduct impactful outreach to change the culture about seat belts and child safety seats among non- and improper users.

Goal	Action Item	Expected Outcomes	Status
Reduce the number of drivers aged 20 and younger involved in fatal crashes by 3%.	Increase Adopt-A-High School, peer to peer, parent night and community events. Ensure the seat belt convincer is conveying the right message to the public. Reactivate the Teen Driver Challenge.	Increased behavioral and educational impacts.	🟡
Increase seat belt use among rural road users by 3%.	Fund rural seat belt projects. Identify rural areas that need additional education and outreach. Develop and conduct targeted media campaigns tailored to rural road users.	Better coordination among program providers Streamline messaging	🟠
Increase seat belt use among male drivers aged 25 to 45 by 3%.	Educate law enforcement agencies about the importance of enforcing Utah's seat belt law. Develop and conduct targeted media campaigns directed at this demographic.	Increased compliance Increased enforcement to help bolster compliance	🟡
Increase seat belt use among pickup truck drivers by 3%.	Educate law enforcement agencies about the importance of enforcing Utah's seat belt law. Fund seat belt projects that target pickup truck drivers. Develop and conduct targeted media campaigns directed at this demographic.	Increased compliance Increased enforcement to help bolster compliance	🟡
Increase child safety seat restraint use by 3% and decrease misuse by 3%.	Targeted media campaigns Car seat check efforts Education and outreach through health departments and hospitals	Availability of funds for car seats and events	🟡

Increase seat belt use among Commercial Driver License holders by 3%.	Increase driver license points for infractions (makes more impact with this group as driving is their livelihood). Add to Utah Occupational Safety & Health code	Increased compliance Increased enforcement to help bolster compliance	🟡

Strategic Initiative 5: Increase awareness of the lifesaving importance of seat belts and child safety seats among people in marginalized communities.

Goal	*Action Item*	*Expected Outcomes*	*Status*
Identify the five most underserved rural communities and populations and engage with their leaders and agencies where they are.	Work with local health departments to reach out to these communities Develop and disseminate culturally relevant resources Engage local LEOs in outreach and education efforts	Marginalized communities have better understanding of child passenger safety laws. Communities see that LEO's are here to help.	🟡
Identify the five most underserved urban communities and populations and engage with their leaders and agencies where they are.	Work with local health departments to reach out to these communities Develop and disseminate culturally relevant resources Engage local LEOs in outreach and education efforts	Culturally relevant resources lead to better understanding of child passenger safety laws Communities see that LEO's are here to help	🔴
Ensure occupant protection and child passenger safety services are accessible, culturally relevant and delivered via the most appropriate channels.	Identify key community leaders to act as traffic safety champions Work with translation services to ensure resources are accurate and culturally sensitive. Engage local LEOs in outreach and education efforts	Increased understanding of and compliance with CPS laws. Communities see that LEO's are here to help	🟡

Occupant Protection Advisory Committee

Name	Agency	Why are you part of the Advisory Committee?	Specialty/Resources you bring to the table
Amy Muhia	Utah Refugee Connection	Refugee assistance	Refugee services/CPS technical knowledge, underserved populations
Amy Dott Harmer	UT Refugee Connection	Refugee assistance	Refugee services/CPS technical knowledge, underserved populations
Amy Winkler	UHSO	OP Program Manager, Chair	State office, NHTSA funds, traffic safety/health promotion/local health department experience
Audra Urie	UT Board of Education	Driver Education Specialist	Contacts with all driver ed (& conference)
Bonnie Hargreaves	Utah County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Brent Peterson	Tooele County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Corryn Wermel	DHHS, Safe Kids UT	Safe Kids Utah Coordinator	State health dept, Safe Kids, health promotion
Elvia Caldera-Soria	UT County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Evelyn Partner	UOSH	Public Sector Safety & Health Consultant	Consultation/Education, Business resources, Traffic safety knowledge
Jamie Troyer	U of U Trauma	Trauma Outreach & Injury Prevention Coordinator	BSN RN, CEN, TCRN, Hospital resources, Trauma network
JanaKaye Smith	Central Utah HD	Health Educator/Injury Prevention Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Jann Fawcett	Weber-Morgan HD	Health Educator/Injury Prevention Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Jared Wright	EMSC	EMSC Program Manager	State office, EMS partners and resources
Jason Mettmann	UHSO	Communications Manager	HSO Communications
Katherine Hemphill	UHSO	Vulnerable Roadway Users Program Manager	State office, NHTSA funds, Bicycle, Pedestrian, Motorcycle and Older driver programs
Keri Fuhr	UHSO	Deputy Director	State office, NHTSA funds, traffic safety/health promotion/local health department experience
Kerilee Burton	UHSO	CPS Program Manager	State office, NHTSA funds, traffic safety/health promotion/CPS technical knowledge, underserved populations
Kevin Larsen	UHSO	Law Enforcement Liaison/Distracted & Aggressive Driving Program Manager	State office, NHTSA funds, Law Enforcement experience
Kristen Hoschouer	UDOT/Zero Fatalities	Zero Fatalities Program Manager	Traffic safety/engineering/CPS technical knowledge

Laurie Huntsman	UDOT/Zero Fatalities	Zero Fatalities Outreach Manager	Traffic safety/engineering/CPS technical knowledge
Linsey Miller	SLCHD	Injury Prevention Program Manager	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Marla Brannum	UT County HD	Injury Prevention Program Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Mark Herrera	BEMS	Director of EMS Education, Licensing, & Specialty Care	State office, EMS partners and resources
Sgt Mark Thompson	UHP/UHSO	Public Information and Education	Law enforcement/traffic safety/CPS technical knowledge
May Romo	SLCHD	Injury Prevention/Safe Kids Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Yvette Steffany	Utah Safety Council	Traffic Safety Program Manager	National Safety Council resources,
Robyn LaLumia	UHSO	Division Director	State office, NHTSA funds, traffic safety experience
Stacy Allen	Penna Powers/Zero Fatalities	Zero Fatalities Account Manager	Marketing, traffic safety/health promotion/local health dept experience

PARTICIPATION IN THE CLICK IT OR TICKET NATIONAL MOBILIZATION

For over 25 years, Utah has participated in the National Click It or Ticket Mobilization. Year after year, law enforcement agencies across the state have strongly supported and actively participated, significantly contributing to the campaign's success and the UHSO's efforts. This highly visible enforcement strategy, alongside educational initiatives, has proven remarkably effective. Seat belt usage has increased by more than 25%, rising from 66.7% in 1998 to 90.7% in 2024.

1. ENFORCEMENT PLAN

In Fiscal Year 2026, Utah will participate in both National Click It or Ticket (CIOT) Mobilizations, scheduled for Thanksgiving 2025 and May 2026. The UHSO will continue to engage its 130 law enforcement agencies to support and participate in these mobilizations. Primary communication will be facilitated through UHSO Law Enforcement Liaisons (LEL), troopers, and officers. The expanded LEL program, with local representatives from various regions, will focus on recruiting areas that have historically been difficult to engage. Engagement efforts will include in-person meetings, phone calls, task force meetings, and participation in the Utah Chiefs of Police and Sheriffs' Conferences.

Additionally, at least one campaign will specifically target nighttime restraint use. UHSO program managers and LELs will pinpoint areas with high rates of nighttime unrestrained fatalities and conditions suitable for nighttime enforcement. Outreach to law enforcement agencies in these identified areas will involve partnering with them to allocate up to 25% of overtime awards for nighttime seat belt enforcement. Participating agencies will receive guidelines for effective nighttime enforcement procedures.

May Mobilization:

Statewide law enforcement agencies will be requested to support the May high-visibility campaign, mirroring the national mobilization effort. This includes the 18 counties involved in the statewide seat belt survey, with a focus on the six most urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber), home to 85% of Utah's population, and high-need areas determined by data analysis.

The six health departments with rural seat belt programs (Box Elder, Central, Southwest, Tooele, TriCounty, and now Summit Health Departments) will urge law enforcement agencies in their jurisdictions to participate. Furthermore, all

agencies in Utah's 23 rural counties will be asked to pledge support and declare a zero-tolerance policy for unbuckled motorists, regardless of overtime shifts.

Approximately 3,000 overtime hours will be allocated to around 74 law enforcement agencies for saturation patrols and traffic stops, which are the preferred enforcement methods (seat belt-only checkpoints are prohibited in Utah). Agencies will be encouraged to implement data-driven enforcement periods. To aid this, the UHSO will provide state and local data indicating peak times for unrestrained fatalities to partnering law enforcement agencies.

Thanksgiving Mobilization:

The Utah Highway Safety Office (UHSO) will once again participate in the National Thanksgiving Click It or Ticket (CIOT) Mobilization. The primary focus will remain on seat belt usage, while also emphasizing all safe driving practices. To increase enforcement during this peak travel period, overtime shifts will be offered to all law enforcement agencies across the state. Enforcement efforts will concentrate on heavily trafficked routes such as Utah's interstates, as well as local areas known for high rates of unrestrained crashes and fatalities. These initiatives will be carried out statewide through partnerships between the Utah Highway Patrol and local law enforcement.

Furthermore, the UHSO's expanded Law Enforcement Liaison (LEL) program will ensure that even agencies not participating in overtime shifts are involved. These agencies will be contacted either in person or via email and asked to formally pledge their support for the initiative by adopting a zero-tolerance approach toward unbuckled motorists during their standard patrols.

2.   CAMPAIGN REACH

Utah has 156 law enforcement agencies, including 21 Utah Highway Patrol sections, 29 county sheriff's offices, 96 local law enforcement agencies, and 10 college campus or state parks agencies. Approximately 130 of these agencies regularly conduct traffic enforcement.

Due to limited overtime funding, the Utah Highway Safety Office (UHSO) will prioritize seat belt use rates, unrestrained fatalities, and traffic enforcement capacity when allocating overtime shift awards. Resource deployment will focus on Utah's urban areas, which contain 85% of the state's population and where at least 90% of law enforcement agencies support the Click It or Ticket mobilization, reaching at least 70% of the state's population.

While urban agencies are key partners, greater emphasis will be placed on recruiting rural law enforcement, where seat belt usage is lowest. UHSO will use regional law enforcement liaisons (LELs) to engage and recruit rural agencies. These LELs will bridge the distance between UHSO in the urban center and rural areas, and address cultural resistance to seat belt enforcement as a perceived personal choice issue. Enhancing the LEL program will improve connection with all agencies and demonstrate the importance of mobilization and focused seat belt enforcement to rural agencies.

Rural and frontier counties, housing only 15% of the population, account for over one-third of occupant fatalities and serious injuries. Rural crashes are three times more likely to be fatal, and occupants are less likely to wear seat belts. The 2024 seat belt observational study found rural males and pickup truck drivers had the lowest use rates, at 87.6% and 83.6%, respectively. Rural agencies will be asked to declare zero tolerance for unbuckled motorists during regular patrols. Public participation and engagement efforts are also expected to increase rural participation.

Ninety-seven past campaign supporters are likely to be supportive of future efforts. Utah's population is 3,337,975 (2021 Census). Of the 88 urban agencies, 58 are anticipated to receive overtime grants or pledge support. Of the 68 rural agencies, at least 39 are expected to participate via overtime or pledge strict seat belt enforcement during regular patrols.

POPULATION SERVED BY 6 URBAN COUNTIES = 2,804,682 (84.7% of State Population - 2021 Census)

Cache Co. (Pop. 132,067)
Cache Co. Sheriff's Office
Logan City Police Dept
North Park Police Dept
Smithfield Police Dept
UHP Section 1

Davis Co. (Pop. 364,241

Bountiful Police Dept
Layton Police Dept
Centerville Police Dept
Clearfield Police Dept
Clinton Police Dept
Davis County Sheriff's Office
Farmington Police Dept
Kaysville Police Dept

Woods Cross Police Dept
North Salt Lake Police Dept
Sunset Police Dept
Syracuse Police Dept
UHP Section 3
West Bountiful Police Dept

Salt Lake (Pop. 1,183,930)
Draper Police Dept
Herriman Police Dept
Murray Police Dept
Salt Lake City Police Dept
Sandy City Police Dept
South Jordan Police Dept
South Salt Lake Police Dept
UHP Section 4
UHP SLCC
UHP Section 16
UHP Section 18
Unified Police Dept
University of Utah Police
West Jordan Police Dept
West Valley City Police Dept

Utah Co. (Pop. 665,665)
Lehi Police Dept
Mapleton Police Dept
American Fork Police Dept
Orem DPS
Payson Police Dept
Pleasant Grove Police Dept
Provo Police Dept
Salem Police Dept
Utah County Sheriff's Office
Santaquin Police Dept
Springville Police Dept
Spanish Fork Police Dept
UHP Section 6

Washington (Pop. 189,534)
Hurricane Police Dept
Santa Clara/Ivins Police Dept
UHP Section
St.George Police Dept
Washington City Police Dept.

Weber Co. (Pop. 269,245)
Riverdale Police Dept
Weber Co. Sheriff's Office
UHP Section 12
Harrisville Police Dept
North Ogden Police Dept
Ogden City Police Dept
Pleasant View Police Dept
Roy Police Dept

POPULATION SERVED BY 23 RURAL COUNTIES = 506,105 (6.5% of State Population)

Brigham City Police Dept
Box Elder Sheriff's Office
Cedar City Police Dept
Centerfield Police Dept
Nephi City Police Dept
UHP Section 7 - Wasatch
Duchesne Co. Sheriff's Office
Ephraim City Police Dept
East Carbon Police Dept
Emery County Sheriff's Office
Grantsville Police Dept
Gunnison Police Dept
Heber City Police Dept

Mantua City Police Dept
Monticello Police Dept
Nephi City Police Dept
Perry City Police Dept
Price Police Dept
Roosevelt Police Dept
Salina Police Dept
San Juan Co. Sheriff's Office
Sanpete Co. Sheriff's Office
Summit Co. Sheriff's Office
Tooele City Police Dept
Tooele Co. Sheriff's Office
Morgan Co. Sheriff's Office

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

3. MEDIA & OUTREACH PLAN

Utah's Occupant Protection Program will employ a multi-faceted media plan, potentially incorporating radio, social media, online advertisements, and NHTSA placements. Due to budget constraints, reliance will be placed on national TV ads and local TV spots through the Zero Fatalities partnership, which already has a media buy in place. This partnership expands media outreach to local news outlets, including Spanish media, and other emerging opportunities. Recognizing the effectiveness of social media in reaching the target demographic, platforms like Facebook, Instagram, and YouTube will be prioritized. While radio ads may still be used, their scale will be reduced. By integrating radio, outdoor, and online advertising with national television, Utah will execute a cohesive campaign across four mediums. Digital online ads, radio, and television will primarily educate and inform, while outdoor messaging will act as a reminder to buckle up. Media placements will target specific demographics, with a primary focus on men 18-34, a secondary focus on adults 18-54, and a tertiary focus on men 45 and older. The aim is to achieve 100-200 GRPs weekly. The state may create original radio, outdoor, and online ads using the Click It or Ticket theme and will provide spots to Spanish radio and television stations. Media matching will be sought from all partners as available.

Funding will also support a paid media campaign during the Thanksgiving mobilization, likely involving radio and online placements targeting men 18-34 primarily, and adults 18-54 secondarily.

The following table outlines the proposed media buy, an estimate based on prior years and subject to confirmation two months before the campaign..

MAY MOBILIZATION					
MEDIUM	**PLACEMENT PERIOD**	**PAID MEDIA**		**BONUS MEDIA**	
		Placement	Paid $	Total	Bonus $
Radio	May 11 - 31 (Paid) May 12 – June 8 (Bonus)	TBD	TBD	TBD	TBD
Online	May 11 - 31	Digital platforms	TBD		
TOTAL		**Paid Media TBD**		**Bonus Media TBD**	
THANKSGIVING MOBILIZATION					
MEDIUM	**PLACEMENT PERIOD**	**PAID MEDIA**		**BONUS MEDIA**	
		Placement	Paid $	Total	Bonus $
Radio	November 23 - 30 (Paid) November 23 - Dec 1 (Bonus)	TBD	TBD	TBD	TBD
Online	November 23 - 30	Digital platforms	TBD		
TOTAL		**Paid Media TBD**		**Bonus Media TBD**	

FFY26 enforcement efforts will be promoted through various earned media channels. This includes television news stories, radio interviews featuring officers and survivors, and print media. Advertisements will be placed on the Utah Department of Public Safety's website, local radio stations, newspapers, high schools, law enforcement agencies, and traffic safety partners' platforms. Press events before enforcement mobilizations are crucial for securing media attention, typically generating at least 20 television news stories, 25 newspaper articles, and numerous radio interviews and announcements. All media outlets and every law enforcement agency in the state will receive campaign materials. Traffic safety partners will be equipped with social media toolkits to disseminate CIOT messages and will be encouraged to contribute articles to local newspapers, participate in radio talk shows, and invite local media to campaign-related events.

Public information and education initiatives will run throughout the year, with focused activities during the May and Thanksgiving mobilizations. These include presentations, media interviews, community traffic safety programs, school presentations, car seat inspection clinics, community safety events, and business outreach. Special emphasis will be placed on reaching young drivers aged 15-24, given their disproportionately high rate of crash fatalities.

Key campaign partners include the Utah Department of Health and Human Services, local health departments, UDOT, Utah Highway Patrol, Safe Communities, Utah Latino Community Information and Education Center, Utah Safety Council, and Utah Student Safety Program (USSP). These partners will all promote the Click It or Ticket message through public information and education activities within their respective communities.

4.   EVALUATION

A statewide seat belt observational survey, following NHTSA's Uniform Criteria, will occur over two weeks in June post-mobilization. This survey will be conducted during daytime hours in accordance with the NHTSA-approved state plan. Additionally, a public awareness telephone survey may be conducted annually, contingent on funding. This survey will question respondents on the media campaign, seat belt use, and related laws. Alternatively, funding constraints may necessitate conducting this survey every other year.

5.   TIMELINE

May 2026 Click It or Ticket Mobilization	Target Dates
Send Campaign Kits	May 1
Conduct PI&E Activities	May 11 - 31
Earned Media	May 4 - June 11
Paid Media	May 11 - 31
Send Press Release *(MM Enforcement & Press Event)*	May 6
Kick-Off Media Event	May 7
Enforcement Period	May 18 - 31
Conduct Post-Surveys (Full NHTSA-Approved Survey)	June 1 - 11
Send Press Release (Report Survey Results)	Sept 15
Thanksgiving 2025 Click It or Ticket Mobilization	**Target Dates**
Media and Education Campaign	November 23 - 30
Enforcement Mobilization	November 26 - 30

UTAH'S ACTIVE NETWORK OF CAR SEAT INSPECTION STATIONS

Utah comprises 29 counties, with a significant concentration of residents in six urban areas: Cache, Davis, Salt Lake, Utah, Washington, and Weber counties, which account for 85% of the population. Four of these counties are situated along the Wasatch Front, a 100-mile corridor. The remaining 23 rural and frontier counties are home to 15% of the state's population.

Currently, 107 car seat inspection stations operate across 22 counties, offering services to families. The seven counties without dedicated stations are small, encompassing only 1% of Utah's population, and receive services from neighboring communities. Based on the 2020 Census Data, this network of inspection stations effectively reaches approximately 99% of the state's population with child passenger safety education and services, with only the small counties (those with an asterisk) as lacking stations.

Of the 107 inspection stations, 52 maintain regular public operating hours, while 55 cater to specific groups like hospital patients, and homeless or refugee families. A list of publicly accessible stations is available on clickit.utah.gov. The remaining stations serve targeted populations, including Indian Health Services, a military base, refugee community centers, Head Start and daycare centers, and local hospitals. A detailed list of all stations and the populations they serve is provided later in this document.

Annual Estimates of the Resident Population for Counties in Utah: April 1, 2020 to July 1, 2021			
Geographic Area	**April 1, 2020 Estimates Base**	**Population Estimate (as of July 1)**	
		2020	**2021**
Utah	3,271,616	3,281,684	3,337,975
Beaver County*, Utah	7,072	7,076	7,249
Box Elder County, Utah	57,666	57,908	59,688
Cache County, Utah	133,154	133,527	137,417
Carbon County, Utah	20,412	20,465	20,372
Daggett County*, Utah	935	952	976
Davis County, Utah	362,679	363,492	367,285
Duchesne County, Utah	19,596	19,581	19,790
Emery County, Utah	9,825	9,837	9,967
Garfield County, Utah	5,083	5,090	5,129
Grand County, Utah	9,669	9,681	9,663
Iron County, Utah	57,289	57,640	60,519
Juab County*, Utah	11,786	11,824	12,155
Kane County*, Utah	7,667	7,673	7,992
Millard County, Utah	12,975	13,015	13,164
Morgan County, Utah	12,295	12,392	12,657
Piute County*, Utah	1,438	1,437	1,487
Rich County*, Utah	2,510	2,504	2,597
Salt Lake County, Utah	1,185,238	1,186,236	1,186,421
San Juan County, Utah	14,518	14,525	14,489
Sanpete County, Utah	28,437	28,508	29,106

Sevier County, Utah	21,522	21,546	21,906
Summit County, Utah	42,357	42,452	43,093
Tooele County, Utah	72,698	73,281	76,640
Uintah County, Utah	35,620	35,618	36,204
Utah County, Utah	659,399	663,143	684,986
Wasatch County, Utah	34,788	35,032	36,173
Washington County, Utah	180,279	181,924	191,226
Wayne County*, Utah	2,486	2,497	2,558
Weber County, Utah	262,223	262,828	267,066

Note: The estimates are developed from a base that incorporates the 2020 Census, Vintage 2020 estimates, and 2020 Demographic Analysis estimates. For population estimates methodology statements, see http://www.census.gov/programs-surveys/popest/technical-documentation/methodology.html. The estimates feature geographic boundaries from the Vintage 2020 estimates series; the geographic boundaries for these 2021 population estimates are as of January 1, 2020.
* counties with an asterisk do not have stations.

Annual Estimates of the Resident Population for Counties in Utah: April 1, 2020 to July 1 2021 (CO-EST2021-POP-49)

CHILD PASSENGER SAFETY TECHNICIAN PROGRAM

Utah has maintained a robust child passenger protection education program since the 1980s. The Utah Highway Safety Office, local health departments, and various state, local, and private organizations have consistently collaborated to promote the use of child safety seats and seat belts. These efforts include education, legislation, enforcement, media campaigns, and providing safety seats to families in need, resulting in a steady increase in child safety restraint use.

Utah comprises 29 counties. As of 2020, 75.5% of the population resides within four counties (Davis, Salt Lake, Utah, and Weber) along the Wasatch Front, while the remaining 25 counties account for 24.4% of the population. Thirteen health departments operate 20 offices statewide which employ 78 certified technicians, strongly supporting Child Passenger Safety (CPS) education and initiatives. Through these local health departments, the state's children's hospitals, and advocacy groups, it's estimated that roughly 99% of Utah's population receives CPS education and materials.

1. TRAINING AND RE-TRAINING

The UHSO spearheads occupant protection training, collaborating with Safe Kids Utah and Safe Kids Worldwide to ensure comprehensive training aligned with national standards. Utah's Child Passenger Safety (CPS) Instructor Team consists of 19 child passenger safety specialists from various fields including law enforcement, health departments, UHSO, hospitals, and retired professionals, united by their dedication to child passenger safety in Utah. All training requests are directed to UHSO, which allocates funding and staff accordingly. Currently, there are 354 certified technicians in the database managed by UHSO, most affiliated with organizations supporting child passenger safety programs statewide. Notably, 28 volunteer technicians across 7 counties generously serve their communities, often leading at checkpoint events, driven by a genuine commitment to children's safety.

FFY 2026 Utah Child Passenger Safety Training Schedule		
Training	Course Dates	# of Participants
Standardized CPS Technician Training	October 2025 – Spanish Fork, UT	20
	March 2026 - West Valley City, UT	20
	May 2026 - West Valley City, UT	20
	September 2025 – West Valley City, UT	20
Renewal Testing Course	March 2026 - West Valley City, UT	5
	May 2026 - West Valley City, UT	5
	September 2026 – West Valley City, UT	5
Technician Update Classes	April 2026 – West Valley City, UT	180
	March 2026 – Four Corners Area	50
Total # of Participants in Training/Retraining Courses		325

Planned events for FY2026 include approximately four Standardized CPS Technician Courses, three Renewal Testing Courses, and statewide CPS Conference. The annual Four Corners Conference is scheduled in Monument Valley, Utah. The CPS conference will feature updates, practical exercises with tether straps and latch systems, skill assessments, and the latest information on checkpoints, installation techniques, new market devices, and other valuable resources. To uphold technicians' capabilities, each local health department will conduct ongoing activities and checkpoints.

2.   TECHNICIAN RECRUITMENT

The UHSO CPS Training Coordinator actively recruits a diversified group of individuals, including advocates, educators, law enforcement, EMS, health providers, and others from various departments and partner organizations. Recruitment efforts involve disseminating information about the training through websites like UHSO and National Safe Kids, as well as during Multi-Agency Task Force meetings and partnerships with hospitals and health departments. Email announcements are also used during meetings and conferences to share training dates. Prospective students are required to complete the National Safety Council's 60-minute Car Seat Basics class beforehand, and with a specialized law enforcement course offered for those in the law enforcement field.

Emphasis remains on developing partnerships with all state hospitals. Educational magnets directing new mothers to clickit.utah.gov are distributed, providing local inspection station information. This has led to increased participation in the course from hospital staff and medical technicians. Utah currently has 76 CPS Technicians in the medical field, alongside 35 law enforcement, 8 fire personnel, 11 retail baby store, and 45 non-profit organization technicians, all trained and certified in car seat safety.

3.   TECHNICIAN RETENTION

Utah works hard to keep its Child Passenger Safety Technicians certified. This involves supporting them at inspection stations and sharing event information through the Highway Safety Office. UHSO ensures an instructor is at major car seat checkpoints, helping technicians with re-certification and connecting them with others. These checkpoints allow newer technicians to learn from experienced ones. Safe Kids Coordinators statewide publicize event dates and urge local technicians to attend checkpoints and CEU opportunities for re-certification. The CPS Conference offers a chance for technicians to pass seats at the checkpoint. The Highway Safety Office emails technicians about CEU opportunities, certification expiration reminders, and sponsorship grants for local health departments and Safe Kids coalitions organizing re-certification events.

4.   COMMUNITY CAR SEAT INSPECTION STATIONS

Utah Highway Safety Office aims to ensure all Utah families have access to local car seat inspection services. Currently, 106 inspection stations operate across the state. Over half are concentrated in the six urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber), home to 85% of Utah's population. These stations are projected to inspect at least 13,000 car seats annually. Regrettably, misuse is frequent among inspected seats.

Utah has 52 public and 55 private or targeted population inspection stations. Additionally, 77 are urban and 30 are rural. This ensures families statewide can access installation help and child passenger safety education. Refer to the comprehensive list, 2026 Utah's Car Seat Inspection Station Stations, with details about each station and the populations they serve in the required attachment below.

Certified Child Passenger Safety technicians serve the public through safety checkup events, inspection stations, and community events. There is currently a waitlist for those wishing to take the certification course.

5.   OUTREACH TO UNDER-SERVED POPULATIONS

Utah's demographic makeup, as reflected in the 2020 Census, shows a predominantly white population (84%). Minority groups include Hispanics (14%), Asians (nearly 2%), Black and American Indian populations (both 1%), and Pacific Islanders (less than 1%). To reach underserved communities, the program focuses outreach on Hispanic, homeless and refugee families, Native Americans, and low-income individuals. It should be noted that the reported percentages may not be precise due to individuals identifying with multiple races.

Hispanic: 107 inspection stations provide Spanish literature and resources, with about half offering a Spanish-speaking technician or interpreter. These stations are strategically located in areas with a high Hispanic population. Furthermore, most stations offer educational materials in various other languages.

Homeless and refugee families: the Salt Lake County Health Department and UHSO collaborate to provide resources and assistance to shelters and agencies serving these groups. This ensures that children receive appropriate car seats regardless of financial status. Specifically, five unpublicized inspection stations in Salt Lake County cater exclusively to refugee and homeless populations, including Catholic Community Services, International Rescue Committee, YWCA, Utah Refugee Connection, and the Road Home.

Native American: inspection stations located in San Juan and Uintah counties serve tribal members. In southeastern Utah's Four Corners area, the Utah Navajo Health System employs eight CPS technicians. Arizona's Kayenta Health Center technicians also travel to serve the area. These dedicated stations, not open to the general public, focus on serving specific tribes as an underserved population. Uintah County has seven technicians and three stations: Indian Health Services, Ute Indian Tribe Emergency Management, and the BIA-OJS Police Department. The San Juan Public Health Department serves the Ute Tribe and works with Indian Health Services. One CPS instructor is based on the Four Corners reservation. Currently, 15 certified technicians serve the tribes in Utah.

Low-income: families are supported through low-cost car seats provided by the state's children's hospital and local health departments. These locations employ certified CPS technicians for education and car seat installation. Forty-four inspection stations assist low-income families with car seats and education. Partnerships with organizations like the Junior League of Salt Lake City, which donates 200+ car seats annually, and AAA Insurance, which also donates seats, further support these efforts. UHSO provides car seats to organizations serving low-income populations and employing certified technicians.

Detailed information on inspection stations, including technician numbers by county and station, rural or urban status, and public or targeted population designations, can be found in the attached document, "2026 Utah's Car Seat Inspection Stations." The majority of Utah's inspection stations support underserved populations.

6.   CAR SEAT INSPECTION STATIONS

Across 22 counties, Utah operates 107 car seat inspection stations, staffed by 354 Certified Child Passenger Safety Technicians. The remaining seven counties are covered by services from nearby counties or mobile technicians. Various methods, including emails, radio, online platforms, flyers, and social media, are used to promote these stations and related events. The number of technicians at a station ranges from one to twenty. Inspections involve certified personnel utilizing standardized tools such as checkpoint forms (both physical and digital), manufacturer's instructions, vehicle owner's manuals, and the LATCH Manual, among others. Educational resources are provided to parents at these events or stations, covering proper child positioning, airbag safety, and seat belt usage. Child restraints are also available for families who require them or need to replace unsafe seats.

7.   CHILD PASSENGER SAFETY EDUCATION CLASSES

Child safety seat education is expected to be offered in 2026, primarily through health departments. Weekly or monthly community classes will instruct parents on proper seat usage, addressing concerns and providing seats to those in need. Many Utah organizations and partners consistently offer car seat education. Instructors will cover seat types, proper placement, common misuses, and proper restraint use for the entire family. Low-income families often receive seats at no or reduced cost. Virtual classes remain an option alongside in-person installation, although in-person checks are encouraged at inspection stations. Primary Children's Hospital will conduct virtual car seat checks to serve rural hospitals who need educational support for child passenger safety. Some health departments use videos to prepare caregivers for appointments.

Refer to the attachment below for details about each station and the populations they serve.

8.   ATTACHMENTS

2026 Utah's Car Seat Inspection Stations

Facts About Utah's Car Seat Inspection Stations 2026			
County	**Agency Name**	**# Techs**	**Inspection Station Detail**
BOX ELDER	**Rural - Targeted**	**4 Techs**	**3 Inspection Stations**
	KLD Associates	2 Techs	Private
	Northview Fire District	1 Tech	Public
	Bear River Health Department	1 Tech	Public
CACHE	**Urban - Targeted**	**18 Techs**	**4 Inspection Stations**
	Bear River Head Start	9 Techs	Private
	Bear River Health Department	3 Techs	Public
	Cache County School District	2 Techs	Private
	Logan Regional Hospital	2 Techs	Private
	Volunteers	2 Techs	
CARBON	**Rural - Targeted**	**4 Techs**	**1 Inspection Station**
	Southeast Utah Health Department	4 Techs	Public
DAVIS	**Urban - Targeted**	**31 Techs**	**9 Inspection Stations**
	Davis County Health Department	11 Techs	Public
	Davis Hospital	3 Techs	Private
	Davis Head Start	3 Techs	Private
	Health Choice Utah	1 Tech	Public

	Hill Air Force Base	1 Tech	Private
	Holy Cross Hospital - Davis	1 Tech	Private
	Intermountain - Layton Hospital	3 Techs	Private
	Northview Fire District	1 Tech	Public
	Sterling Quality Point S	1 Tech	Private
	Volunteers	6 Techs	
DUCHESNE	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Tricounty Health Department	1 Tech	Public
EMERY	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Southeastern Health Department	1 Tech	Public
GARFIELD	**Rural - Targeted**	**2 Techs**	**2 Inspection Stations**
	Garfield Memorial Hospital	1 Tech	Private
	Southwest Utah Public Health Department	1 Tech	Public
GRAND	**Rural - Targeted**	**5 Techs**	**3 Inspection Stations**
	Four Corners Community Behavioral Health	1 Tech	Private
	Utah Highway Patrol	2 Techs	Public
	Southeast Utah Health Department	2 Techs	Public
IRON	**Rural - Targeted**	**2 Techs**	**1 Inspection Station**
	Southwest Utah Public Health Department	2 Techs	Public
MILLARD	**Rural - Targeted**	**3 Techs**	**3 Inspection Stations**
	Central Utah Health Department	1 Tech	Public
	Intermountain Health Care-Fillmore	1 Tech	Private
	Intermountain Health Care-Garfield Memorial	1 Tech	Private
MORGAN	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Weber Morgan Health Department	1 Tech	Public
SALT LAKE	**Urban - Targeted**	**134 Techs**	**35 Inspection Stations**
	Am All Services And Consultants LLC	1 Tech	Private
	Catholic Community Services	1 Tech	Private
	Commonspirit	1 Tech	Private
	Comunidad Materna En Utah	3 Techs	Private
	DDI Vantage Early Head Start	2 Techs	Private
	Health Choice Utah	1 Tech	Private
	Intermountain Health	1 Tech	Private
	Intermountain - Primary Children's Hospital	10 Techs	Public
	Intermountain Healthcare-Riverton Hospital	3 Techs	Public
	Jayhawks House	2 Techs	Private
	LDS Hospital	1 Tech	Private
	Neurorestorative	1 Tech	Private
	Odyssey House Of Utah	3 Techs	Private
	Penna Powers	11 Techs	Private
	Promise South Salt Lake	1 Tech	Public

	Salt Lake County Health Department	20 Techs	Public
	Shriners Hospital for Children	6 Techs	Private
	South Jordan Fire Dept.	1 Tech	Public
	South Salt Lake Police Department	2 Techs	Public
	St Marks Hospital	1 Tech	Private
	The Baby Cubby	2 Techs	Private
	The Road Home	1 Tech	Private
	University Of Utah Hospital	7 Techs	Private
	Utah Department Of Transportation	2 Techs	Public
	Utah Highway Patrol	14 Techs	Public
	Utah Highway Safety Office	4 Techs	Public
	Utah Pacific Islander Health Coalition	2 Techs	Private
	Utah Refugee Connection	2 Techs	Private
	Utah Safety Council	7 Techs	Public
	Wasatch Midwifery and Wellness	1 Tech	Private
	Wasatch Pediatrics Willow Creek	1 Tech	Private
	West Jordan City Fire Department	1 Tech	Public
	West Valley City Police	6 Techs	Public
	YWCA	2 Techs	Private
	Volunteers of America	1 Tech	Private
	Volunteer Technician	9 Techs	
SAN JUAN	**Rural - Targeted**	**16 Techs**	**2 Inspection Stations**
	San Juan Health Dept	2 Techs	Public
	Utah Navajo Health System, Inc	14 Techs	Private
SANPETE	**Rural - Targeted**	**3 Techs**	**2 Inspection Stations**
	Intermountain - Sanpete Valley	1 Tech	Private
	Central Utah Health Department	1 Tech	Public
	Volunteers	1 Tech	
SEVIER	**Rural - Targeted**	**5 Techs**	**4 Inspection Stations**
	Utah Department Of Transportation	1 Tech	Public
	Intermountain Health	1 Tech	Private
	Central Utah Public Health Department	1 Tech	Public
	Sevier County Sheriff	1 Tech	Public
	Volunteers	1 Tech	
SUMMIT	**Rural - Targeted**	**7 Techs**	**2 Inspection Stations**
	Summit County Health Department	6Techs	Public
	Intermountain Health--Park City	1 Tech	Private
TOOELE	**Rural - Targeted**	**8 Techs**	**2 Inspection Stations**
	Tooele County Health Department	7 Techs	Public
	UHP	1 Tech	Public
UINTAH	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**

	Uintah Basin Medical Center	1 Tech	Public
UTAH	**Urban - Targeted**	**47 Techs**	**13 Inspection Stations**
	American Fork Fire and Rescue	2 Techs	Public
	Best Practice Quality	1 Tech	Private
	Comunidad Materna De Utah	2 Techs	Private
	Intermountain Health-UVH	6 Techs	Private
	Intermountain - Primary Childrens Hospital	3 Techs	Public
	Lehi Fire Department	2 Techs	Public
	Lou Lou And Company	1 Tech	Private
	Nebo School District	1 Tech	Private
	Orem Police Department	1 Tech	Public
	Saratoga Springs Police Department	1 Tech	Public
	The Baby Cubby	8 Techs	Private
	Utah County Health Department	12 Techs	Public
	Utah Highway Patrol	2 Techs	Public
	Volunteers	5 Techs	
WASATCH	**Rural - Targeted**	**2 Techs**	**1 Inspection Station**
	Wasatch County Health Department	2 Techs	Public
WASHINGTON	**Urban - Targeted**	**11 Techs**	**6 Inspection Stations**
	Root For Kids	3 Techs	Private
	Santa Clara-Ivins Public Safety	1 Tech	Public
	Southwest Utah Public Health Department	3 Techs	Public
	St. George City	1 Tech	Public
	Suu Head Start	1 Tech	Private
	St. George Regional Intermountain Health	2 Techs	Private
WEBER	**Urban - Targeted**	**43 Techs**	**10 Inspection Stations**
	Fresenius Medical Care	1 Tech	Private
	Intermountain - McKay Dee Hospital	15 Techs	Public
	North Ogden Police	1 Tech	Public
	Ogden City Police Department	3 Techs	Public
	Ogden Regional Medical Center	5 Techs	Private
	Ogden Weber Community Action Partnership	1 Tech	Private
	Prevent Child Abuse Utah	2 Techs	Private
	Weber Fire District	1 Tech	Public
	Weber Morgan Health Department	8 Techs	Public
	Weber State University	2 Techs	Private
	Volunteers	4 Techs	

405c ATTACHMENTS FOR 1300.22 – TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS

Quantitative Improvement

Performance Measures #1 Crash Timeliness – Received within 30 days

Utah will improve the Timeliness of the Crash system as measured in terms of:

The percentage of crash reports entered into the database within 30 days after the crash.

Baseline Value: (04/01/2022-03/31/2023): 97.06%

Current Value: (04/01/2023-03/31/2024): 98.52%

Improvement: 1.46 Days

How Obtained:

This metric is obtained by identifying the number and proportion of crash records received by the Department of Public Safety where the record is received electronically within a time period shorter than 30 days from the date/time of occurrence of the crash event. The database is filtered by the date of the crash to identify the total number of records, and the electronic timestamp of receipt from the first version of the crash event report is used in the calculation.

Start Date	End Date	% Received within 30 days	Target (%)
January 1, 2015	December 31, 2015	96.35%	Not set
January 1, 2016	December 31, 2016	97.40%	Not set
January 1, 2017	December 31, 2017	97.40%	Not set
January 1, 2018	December 31, 2018	97.3%	Not set
April 1, 2019	March 31, 2020	90.68%	98%
April 1, 2020	March 31, 2021	91.78%	98%
April 1, 2021	March 31, 2022	89.09%	98%
April 1, 2022	March 31, 2023	97.00%	98%
April 1, 2023	March 31, 2024	97.06%	98%
April 1, 2024	March 31, 2025	98.52%	98%

Supporting Materials (Backup)

Current

```
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = 1)
and (cast(Date_of_Crash as date))>='2024-04-01' and (cast(Date_of_Crash as date)) <='2025-03-31'
and datediff(day,(cast(Date_of_Crash as date)),cast(Submitted as date)) <= 30
```

Baseline

```
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = 1)
and (cast(Date_of_Crash as date))>='2023-04-01' and (cast(Date_of_Crash as date))
<='2024-03-31'
and datediff(day,(cast(Date_of_Crash as date)),cast(Submitted as date)) <= 30
```

Performance Measures #2 Crash Completeness – Crash Severity (Unknown/Blanks)

Utah will improve the Completeness of crash records as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Baseline Value: (04/01/2023-03/31/2024): 0.03%

Current Value: (04/01/2024-03/31/2025): 0.02%

Improvement: 0.01%

How Obtained:

To obtain the stats, we searched through the comprehensive list of every record submitted through DTS for crashes that occurred between the given dates. Then, we selected only the unknown/blanks on every report and filtered duplicates out. Finally, for every record, we calculated the difference between unknowns/blanks in the reports and reports that have been submitted with no unknown/blanks.

Supporting Materials (Backup)

Current

```
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash, Crash_Severity
from [Daily_Download].dbo.udot_main um
```

WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case HAVING um.Version_ID = MAX(Version_ID))
and (cast(Date_of_Crash as date))>='2024-04-01' and   (cast(Date_of_Crash as date)) <='2025-03-31'
and Crash_Severity in ('89',NULL,'')

Total records: 65,803
Records with crash severity missing (value of '89', NULL, or ' '): 15
% of records with missing crash severity: 0.02%
<u>Baseline</u>

```
2022-2023
SELECT count(distinct activity_idx) FROM TRAFFIC.CRASH
WHERE VERSION = '1'
and REPORT_COMPLETED_DTTIME < '01-APRIL-2023'
AND REPORT_COMPLETED_DTTIME > '31-MARCH-2022'
AND SEVERITY_CODE = '89'
=40 of 68,849 = 0.06%
```

Performance Measures #3 Crash Completeness – Manner of Collision (Unknown/Blanks)

Utah will improve the Completeness of crash records as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Baseline Value: (04/01/2022-03/31/2023): 0.98%

Current Value: (04/01/2023-03/31/2024): 0.92%

Improvement: 0.05% Records

How Obtained:

To obtain the stats, we searched through the comprehensive list of every record submitted through DTS for crashes that occurred between the given dates. Then, we selected only the manner of collision on every report and filtered duplicates out. Finally, for every record, we calculated the difference between unknowns/blanks in the reports and reports that had a manner of collision event entered in the report.

Start Date	End Date	Percent Unknown/Blank	Target (Percent)
April 1, 2014	March 31, 2015	0.24%	Not set
April 1, 2015	March 31, 2016	0.08%	Not set
April 1, 2016	March 31, 2017	0.06%	Not set
April 1, 2017	March 31, 2018	0.06%	Not set
April 1, 2018	March 31, 2019	0.05%	Not set
April 1, 2019	March 31, 2020	12.26%	Not set
April 1, 2020	March 31, 2021	56.05%	Not set
April 1, 2021	March 31, 2022	69%	58%
April 1, 2022	March 31, 2023	12.67%	11%
April 1, 2023	March 31, 2024	0.98%	0.60%
April 1, 2024	March 31, 2025	0.92%	0.05%

Supporting Materials (Backup)

<u>Current</u>
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash, Manner_Of_Collision
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = MAX(Version_ID))
and (cast(Date_of_Crash as date))>='2024-04-01' and (cast(Date_of_Crash as date)) <='2025-03-31'
and Manner_Of_Collision in ('89','99',NULL,'')

Total records: 65,803
Records with manner of collision missing (value of '89', '99', NULL, or ' '): 605
% of records with missing manner of collision: 0.92%

<u>Baseline</u>

```
use [Daily Download]
select Ps Case, Submitted, Date of Crash, Manner Of Collision
from [Daily Download].dbo.udot main um
WHERE Ps Case IN (SELECT Ps Case FROM Daily Download.dbo.udot main GROUP BY Ps Case
HAVING um.Version ID = MAX(Version ID))
and (cast(Date of Crash as date))>='2023-04-01' and (cast(Date of Crash as date))
<='2024-03-31'
and Manner Of Collision in ('89','99',NULL,'')
```

405e ATTACHMENTS FOR 1300.24 – DISTRACTED DRIVING AWARENESS

The State provides sample distracted driving questions from the State's driver's license examination.

Sample Distracted Driving Questions from the State's Driver License Examination

1) In 2024, distracted driving crashes resulted in how many deaths?
   a. 28
   b. 8
   c. 22
   d. 200

2) What age of drivers had the highest total crash rates?
   a. 15-16 years old
   b. 16-17 years old
   c. 13-20 years old
   d. Over 21 years old

3) What are the 2 most common driving distractions?
   a. Cell phone use and passengers
   b. Food and cell phones
   c. Passengers and music
   d. Loud music and food

4) True or False A few of the most deadly driving behaviors include speeding, distracted driving & not wearing a seat belt. True

5) True or False Anything that takes your attention off the road is a distraction? True

405f ATTACHMENTS FOR 1300.25 – MOTORCYCLE SAFETY

(e) Motorcycle Rider Training Course

(1) Certification of head of designated State authority over motorcyclist safety issues.

---------- Forwarded message ---------
From: **Kamie Bell** kamiebell@utah.gov
Date: Tue, Jun 10,2025 11:36 AM
Subject: Motorcycle Certifications
To: Katherine Hemphill <khemphill@utah.gov>

Utah Motorcycle Training Program Curriculum, Instructor and Quality Control Information

As the Motorcycle Rider Training program coordinator for the State of Utah, I would like to provide information about Utah's Motorcycle Rider Training program.

The Motorcycle Rider Training courses taught in Utah adhere to State of Utah standards, including following an approved Motorcycle Safety Foundation (MSF) curriculum. All instructors are certified by MSF. Chief instructors assist instructors in training and other guidelines established by the MSF curriculum, including team-teaching to keep student-to-teacher ratio small for increased student-teacher interaction.

As the Motorcycle Rider Training program coordinator for Utah, I ensure that all standards are met through several different channels. I conduct site visits at the various schools and remain in active contact with the instructors throughout the year. I conduct a biennial update to ensure all instructors meet MSF and state requirements.

In addition to these quality control measures, student feedback is collected for each class, and is reviewed with the instructors and schools to address any issues and to improve the programs. At the end of the MSF student guidebook, there is a class survey the students can fill out and send to MSF. About twice a year, MSF will send them to the motorcycle program coordinators. We take the comments seriously. After I read them, I make a copy to send to the school. Most comments from the students are positive and sometimes we do receive a negative comment. Some comments may be along the lines of that the instructor likes to talk about his/her riding experience, or the class was too long, or the motorcycles didn't run as well as they should. When I send the comments to the school, I make a note so the school can correct the instructor. We have had many very good instructors and very few negative comments, but all comments are acted on.

If you would like any additional information, please feel free to contact me.

(2) A list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year and the number of the registered motorcycles in these areas.

Complete List of Counties In Utah	2024 Motorcycle Registration Data by County — Yes, there is a training site in the County	No, there is not a training site in county	2024-2025 Training Site by County — Yes, there is a training site in county	No, there is not a training site in county	Jul-24	Aug-24	Sept -24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Beaver		155		1												
Box Elder		2,153		1												
Cache		4,118		1												
Carbon		703		1												
Daggett		54		1												
Davis		10,315		1												
Duchesne		700		1												
Emery	255		1		x	x	x	x					x	x	x	
Garfield	172			1												
Grand	743		1		x	x	x	x					x	x	x	x
Iron		1,810		1												
Juab		410		1												
Kane		372		1												
Millard		357		1												
Morgan		443		1												
Piute		58		1												
Rich		130		1												
Salt Lake	27,691		11		x	x	x	x	x			x	x	x	x	x
San Juan		317		1												
Sanpete		827		1												
SEvier		718		1												
Summit	2,020		2		x	x	x	x	x				x	x	x	x
Tooele		2,642		1												
Uintah		1,295		1												
Utah	15,247		2		x		x	x	x			x				x
Wasatch		1,580		1												
Washington	7,173		5		x	x	x	x	x	x	x	x	x	x	x	x
Wayne		115		1												
Weber	8,372		2		x	x	x	x				x	x	x	x	x
Totals	**61,673**	**29,272**	**24**	**22**												

Certification showing the State Authority has adopted one of the official Rider Training courses.

53-3-903 Motorcycle Rider Education Program.
(1)
  (a) The division shall develop standards for and administer the Motorcycle Rider Education Program.
  (b) The division shall make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement this chapter.
(2) The program shall include:
  (a) a novice rider training course;
  (b) a rider training course for experienced riders; and
  (c) an instructor training course.
(3) The division may expand the program to include:

(a) enhancing public awareness of motorcycle riders;
(b) increasing the awareness of motorcycle riders of the effects of alcohol
and drugs; (c) motorcycle rider skills improvement;
(d) program and other motorcycle safety promotion; and
(e) improvement of motorcycle licensing efforts.
(4)
  (a) Subject to the restriction in Subsection (4)(b), rider training courses shall be
      open to all residents of the state who:
    (i) are at least 15 years 6 months of age; and
    (ii) either hold a valid learner permit or driver license for any classification or are
       eligible for a motorcycle learner permit.
  (b) A person who has been issued a learner permit may enroll in and complete a
     rider training course if the course is conducted on a closed course that:
    (i) is not conducted on a public highway;
    (ii) is approved by the division; and
    (iii) meets or exceeds established national standards for motorcycle rider
       training courses prescribed by the Motorcycle Safety Foundation.
  (c) An adequate number of novice rider training courses shall be provided to meet the
     reasonably anticipated needs of all persons in the state who are eligible and who
     desire to participate in the program.
  (d) Program delivery may be phased in over a reasonable period of time.
(5)
  (a) The division may enter into contracts with either public or private institutions to
     provide a rider training course approved by the division.
  (b) The institution shall issue certificates of completion in the manner and form
prescribed by the director to persons who satisfactorily complete the requirements of
the course. (c) An institution conducting a rider training course may charge a
reasonable tuition fee to cover the cost of offering the course.
  (d)
    (i) The division may use program funds to defray its own expenses in
      administering the program.
    (ii) The division may reimburse entities that offer approved courses for actual
      expenses incurred in offering the courses, up to a limit established by the
      division based upon available program funds.
    (iii) Any reimbursement paid to an entity must be entirely reflected by the entity
      in reduced course enrollment fees for students.
(6)

  (a) Standards for the motorcycle rider training courses, including standards for course
     curriculum, materials, and student evaluation, and standards for the training and
     approval of instructors shall meet or exceed established national standards for
     motorcycle rider training courses prescribed by the Motorcycle Safety Foundation.
  (b) Motorcycle rider training courses shall be taught only by instructors approved
     under Section 53-3-904.
  (c) Motorcycle rider training courses for novices shall include at least eight hours
     of practice riding.

(7) The commissioner shall appoint a full-time program coordinator to oversee and direct the program.

Amended by Chapter 252, 2009 General Session

(k) Use of fees collected from motorcycles for motorcyclist programs.

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs

53-3-905 Dedication of fees.
(1) The following shall be deposited as dedicated credits in the Transportation Fund to be used by the division for the program:
  (a) $5 of the annual registration fee imposed for each registered motorcycle under Subsection 41-1a-1206(1)(a);
  (b) $4 of the six-month registration fee imposed for each registered motorcycle under Subsection 41-1a-1206(2)(a); and
  (c) $2.50 of the fee imposed under Section 53-3-105 for an original, renewal, or extension of a motorcycle endorsement.
(2) Appropriations to the program are nonlapsing.
(3) Appropriations may not be used for assistance to, advocacy of, or lobbying for any legislation unless the legislation would enhance or affect the financial status of the program or the program's continuation.

Amended by Chapter 397, 2012 General Session

405h ATTACHMENTS FOR 1300.27 – PREVENTING ROADSIDE DEATHS

Problem Identification

According to the Utah Department of Transportation's Annual Statistical Summary for 2022, there are a total of 48,908 centerline miles in Utah. Of that, 66.3% is considered urban and 33.7% is not urban. The top five counties are Utah, Salt Lake, Davis, Weber, and Box Elder. Local road classifications account for just about 36,000 miles. Both the State and Federal agencies own almost 12,000 miles, 24.5% of Utah's roads. Utah's interstates, freeways, expressways, and other main arterials make up a relatively small amount of centerline miles statewide. However, interstate vehicle miles traveled (VMT) make up 53.5% of travel in the State.

The Move Over Law (41-6a-904), amended in May 2023, requires motorists to reduce speed and make as much space as practical and if possible, change lanes into a lane not adjacent to the stationary vehicle:

(3)(a) The operator of a vehicle, upon approaching a stationary tow truck or highway maintenance vehicle that is displaying flashing amber lights, shall:

(i) reduce the speed of the vehicle;

(ii) provide as much space as practical to the stationary tow truck or highway maintenance vehicle; and

(iii) if traveling in a lane adjacent to the stationary tow truck or highway maintenance vehicle, if practical and with due regard to safety and traffic conditions, make a lane change into a lane not adjacent to the tow truck or highway maintenance vehicle.

(b) (i) If the operator of a vehicle is traveling in an HOV lane, upon approaching a stationary tow truck or highway maintenance vehicle that is displaying flashing amber lights, the requirements in Subsection (3)(a) apply.

(ii) The operator of a vehicle traveling in an HOV lane, upon approaching a stationary tow truck or highway maintenance vehicle that is displaying flashing amber lights, shall, if practical, with due regard to safety and traffic conditions, make a lane change out of the HOV lane into a lane not adjacent to the tow truck or highway maintenance vehicle.

(4)(a) The operator of a vehicle, upon approaching a stationary vehicle adjacent to a highway that is not parked in an apparent legal parking area that has flashing hazard lights illuminated, shall:

(i) reduce the speed of the vehicle;

(ii) provide as much space as practical to the stationary vehicle; and

(iii) if traveling in a lane adjacent to the stationary vehicle, if practical and with due regard to safety and traffic conditions, make a lane change into a lane not adjacent to the stationary vehicle.

(b)(i) If the operator of a vehicle is traveling in an HOV lane, upon approaching a stationary vehicle as described in Subsection (4)(a), the requirements in Subsection (4)(a) apply.

(ii) The operator of a vehicle traveling in an HOV lane, upon approaching a stationary vehicle as described in Subsection (4)(a), shall, if practical, with due regard to safety and traffic conditions, make a lane change out of the HOV lane into a lane not adjacent to the stationary vehicle.

Utah's crash data from 2019-2023 identified 350 crashes involving first responders on the side of the road. For this same time period, the Utah Highway Patrol was involved in 152 (43.4%) on highways. The local agencies were involved in 198 (56.6%) on local streets. The time of day in which the crashes occurred for UHP, was between 12:00 pm and 9:00 pm, and for local agencies, the crashes occurred between 9:00 am and 3:00 pm. The Utah Highway Patrol was involved in these crashes more in January and July. The local agencies were involved in these crashes mostly in January, September, and December. The days of the week differed slightly between the two groups, with the Utah Highway Patrol being involved in more on Thursday and Friday and the local agencies on Fridays, Saturdays, and Sundays.

Counties with the Highest Number of Crashes involving Stationary First Responders

Utah Highway Patrol	Local Agencies
Salt Lake (28)	Salt Lake (67)
Weber (12)	Utah (31)
Summit (12)	Weber (12)
Utah (12)	Washington (10)

It is important to educate the public about the need and requirement to slow down and move over when approaching stationary vehicles on the roadside with hazard lights illuminated. The third year of funding will continue to build awareness of stationary emergency responders with their lights flashing. With this funding, the Utah Highway Safety Office will create social media, messaging, and education opportunities that can be shared with jurisdictions statewide to increase awareness of Utah's Move Over Law.

Countermeasure Strategy

Strategy	Outreach, Education, and Media
Problem (link to strategy)	In order to prevent road crashes and injuries, it is important to use outreach, education, and media strategies that effectively reach our target audience. This approach will help spread program-specific messages to the intended audience.
Countermeasures (and justification)	Communications and Outreach Supporting Enforcement ***CTW 2020

	Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement, and Communication Program Traffic Incident Management Quick Clearance Laws (Move Over laws)
Target (link to strategy) Give an explanation of the link between the effectiveness of the countermeasure strategy and the performance target, e.g. for ped/bike:	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 U-14 Reduce overall roadside crashes involving emergency response vehicles This strategy is part of a successful outreach program to urge drivers to behave courteously. It is tied to vigorous education by involving community partners to leverage resources and achieve a wider reach, reducing fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$178,090 (405h)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As noted in the Communications and Outreach Supporting Enforcement section of NHTSA's Countermeasures That Work, successful programs are comprised of high-visibility communications and outreach. The information provided through this strategy should include expected safety benefits and persuade motorists that detection and punishment for violations are expected.

Performance Measure

U-14	Reduce overall roadside crashes involving emergency response vehicles	97	2024	2026	94.09
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2024 - 2026). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					

Project

Police Traffic Services Projects	
Project Name	**Police Traffic Services and Equipment**
Project Description	*(list activities, locations and affected communities)*

This project serves to leverage the UHSO's resources and coordinates with law enforcement agencies throughout the state to plan and implement various activities to reduce injury and fatal crashes. This project will involve partnering with law enforcement agencies to educate drivers on speed-related traffic safety issues during traffic stops, including the move-over law, and aggressive driving. High visibility enforcement overtime shifts will be offered based on crash data and input from local agencies. Additionally, the allocated funds will provide assistance to law enforcement agencies for speed-related equipment and training. Traffic safety education and messaging will be created and placed using state contracts.

According to the 2020 Census data, the Hispanic population is the second largest demographic in Utah at almost 19% and growing. Focused efforts on creating media, printed materials, and outreach programs to reach this demographic will be done. Printed materials and social media will support the program and remind the public about the importance of safe driving habits.

In addition, funding will be used to support statewide travel to expand outreach efforts to outlying areas and for training, especially in rural, underserved, and overrepresented populations.

Federal Funding Source(s)	402, 405h
Project Agreement #	PT260101; PE260104 (M12BPE)
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	$403,252 (402); $68,045 (405h)
Eligible Use of Funds	Traffic Enforcement Services Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Law Enforcement Support, Training, and Equipment High Visibility Enforcement- Speed and Distracted Driving

405i ATTACHMENTS FOR 1300.28 – DRIVER AND OFFICER SAFETY

Peace Officer Training Program

Division of Peace Officer Standards and Training Mission Statement

In concert with the Peace Officer Standards and Training Council, our mission is to provide professional standards and training, leadership, and certification for peace officers and dispatchers as we work to protect the rights and privileges of Utah's citizens while elevating the integrity of the profession.

Basic Training Mission Statement

The mission of the Basic Training Bureau is to provide professional law enforcement training utilizing progressive adult learning concepts, innovative technology and research to meet the needs of Utah's law enforcement community and the citizens they serve.

Indeed we realize that our customers are not only the Chief Administrators of the law enforcement community and the cadets, but also every member of this great State. We believe that it is imperative to make the cadet's experience a positive one that will leave positive, valuable memories with them for the rest of their lives. We hope that they will carry our professionalism with them throughout their careers. The Basic Training Bureau is committed to providing the best and most updated training that is possible.

Peace Officer and Standards Training (POST) Required Courses

Utah's POST curriculum requires that ALL cadets complete the following three courses related to respect and proper interaction with the public during traffic-related stops. Additionally, cadets must also complete the course on conflict management, which teaches skills needed to resolve conflict and how to treat people.

- ETH.2010 Procedural Justice and Police Legitimacy 1
- ETH.2030 Procedural Justice and Police Legitimacy II
- ETH.1050 Serving Diverse Communities
- PTRL.2020 Pedestrian Vehicle Stop and Approach
- PTRL.2025 Pedestrian/Vehicle Stop and Approach (Practical)

ETH.2010 Procedural Justice and Police Legitimacy I

Goal

The goal of this course is for the cadet to understand and employ the core concepts of police legitimacy and procedural justice to build better relationships with the communities they serve. By course completion, cadets will be adept at defining and understanding the profound impact of legitimacy on the efficacy of law enforcement. They will also define and articulate the concept of procedural justice as a means to bolster legitimacy by building the basic tenets of giving the citizen a voice, neutrality, respect for persons and rights, and trustworthiness through a transparent process.

Outcomes

At the end of this course, the cadet will...
- Define legitimacy and how legitimacy affects the effectiveness of law enforcement
- Define procedural justice and how it is the process to increase legitimacy
- Critically reflect on the negative aspects of law enforcement and how it can affect police legitimacy
- Recognize the value of strengthening police legitimacy through procedural justice

Course Direction

This course is part of a series that will culminate with a law enforcement capstone course at the end of the law enforcement officer (LEO) certification program. The instructor for this course should be someone who has experience in procedural justice, either from a law enforcement background, academia, or a community leader.

This course should be taught towards the beginning of the law enforcement officer program so the cadet can utilize the core competency of procedural justice in the scenario course. This course should not be taught on the same day as Community Policing or Procedural Justice and Police Legitimacy II course. The cadet will be given an assignment to complete before the Procedural Justice and Police Legitimacy II course.

Prerequisites

There are no prerequisites for this course.

Competency Measured

Social Competence

The peace officer will promote the treatment of all people with dignity and respect in building relationships of trust in diverse communities. This is accomplished through demonstrating compassion in a fair, impartial, bias-free, and objective manner, and through active engagement with the community as a partner in problem-solving. As a result, the

peace officers' conduct will increase legitimacy through transparency to sustain and strengthen trust in the community.

Assessment

The cadet will be expected to apply the core competency of social competence as part of the scenario course. This course will be evaluated through academic assessments, scenario evaluations, and cadet performance reviews.

Learning Objectives

ETH.2010-101 Police Legitimacy (FK)

The cadet will define legitimacy and how legitimacy affects the effectiveness of law enforcement.

.001	Legitimacy: *"The public view the police as entitled to exercise their authority in order to maintain social order, manage conflicts, and solve problems in the community."*
.002	Understanding expectations ● What the community expects from law enforcement ○ Protection ○ Lawfulness ○ Fairness ○ Partnership ○ Trust ● What law enforcement expects from the community ○ Acceptance of authority ○ Compliance ○ Cooperation ○ Information

ETH.2010-102 Procedural Justice (FK)

The cadet will define procedural justice and how it is the process to increase legitimacy.

.001	Procedural Justice: *"The procedures used by police officers in which citizens are treated fairly and with proper respect as human beings."*
.002	Procedural justice affects the legitimacy ● Safety increases (less use of force) ● Greater cooperation ● Voluntary compliance ● Fewer complaints

.003	Four principles of procedural justice
	● Quality of decision-making
	   1- Giving the citizen a voice
	   2- Neutrality (fair, impartial, and objective)
	● Quality of treatment
	   3- Respect for person and rights
	   4- Trustworthiness through transparent process

.004	Citizen's Assessment of an Experience with the Police ● Assessment ● Outcome ● Process A citizen's overall assessment of their interaction with the police (A) – whether positive or negative – depends on more than just the outcome (O). It is largely influenced by the citizen's perception of the way they were treated – in other words, the process used by the police (P).

ETH.2010-103 Negative Aspects of Law Enforcement (HD)

The cadet will critically reflect on the negative aspects of law enforcement and how it can affect police legitimacy.

.001	Understanding the culture of law enforcement ● Lack of trust ● Expectation to control the situation ● Lack of emotion

.002	The effects of cynicism
	● Work performance
	   ○ Officer misconduct
	   ○ Low morale/job satisfaction
	● Family relationships
	   ○ Inability to separate work from personal life
	   ○ Isolation from family
	   ○ Hyper-vigilance
	   ○ Distrustful of family members
	   ○ Divorce
	● Us v Them fallacy
	   ○ Sir Robert Peel- "the police are the public and the public is the police"

.003	The triangle of stress ● Calls for service ● Deartment ● Family

The cadet will recognize the value of strengthening police legitimacy through procedural justice.

.001	History of policing and the generational effects ● Civil rights movement - 1960's ● Police reforms - the 1970s and 1980s ● Responding to increases in crime and violence - 1980s and 1990s ● Policing after Ferguson
.002	Understanding the community bank account ● Establishing trust and mutual respect before there is an incident.
.003	Effective Communication ● Verbal ● Tone and volume ● Body language
.004	Gaining the trust of the community ● Give citizens a voice (listen) ● Objective and respectful ● Fairness in the application of the law (golden rule) ● De-escalating situations ● Efforts to gain the trust of the community while maintaining officer safety
.005	Change the lens in which you view society ● Seek to understand and be understood ● Avoid the detrimental effects of cynicism ● Utilize resources when help is needed to cope with stress ● Commitment to bias-free policing

Last Revision: 09/07/2020

ETH.2030 Procedural Justice and Police Legitimacy II

Goal

The objective of this course is to strengthen the foundational principles of procedural justice and police legitimacy, understanding it is a mechanism to build stronger, more collaborative relationships in the communities they serve. By course completion the cadets will refine their understanding and skills in the practical application of procedural justice, recognizing its

pivotal role in enhancing police legitimacy in the diverse communities they serve.

Outcomes

At the end of this course, the cadet will...
- Review police legitimacy and the principles of procedural justice
- Discover how there is a balance between legality and legitimacy in policing
- Refine concepts in applying procedural justice to increase police legitimacy

Course Direction

This course is part of a series that will culminate with a law enforcement capstone course at the end of the law enforcement officer (LEO) certification program. The instructor for this course should have experience in procedural justice from a law enforcement background, academia, or a community leader.

This course should be taught towards the middle of the law enforcement officer program while scenario courses are being conducted. The experiences of the scenarios thus far in the academy will be discussed in this course. This course should not be taught on the same day as Community Policing or Procedural Justice and Police Legitimacy II. The cadet will be expected to come to class prepared with the assignment given in Procedural Justice and Police Legitimacy I.

Prerequisites

Community Oriented Policing is a prerequisite for this course.

Competency Measured

Social Competence

The peace officer will promote the treatment of all people with dignity and respect in building relationships of trust in diverse communities. This is accomplished through demonstrating compassion in a fair, impartial, bias-free, and objective manner, and through active engagement with the community as a partner in problem-solving. As a result, the peace officers' conduct will increase legitimacy through transparency to sustain and strengthen trust in the community.

Assessment

The cadet will be expected to apply the core competency of procedural justice as part of the scenario course. This course will be evaluated through academic assessments, scenario evaluations, and cadet performance reviews.

Learning Objectives

ETH.2030-101 Police Legitimacy and Principles of Procedural Justice (FK) The cadet
will review police legitimacy and the principles of procedural justice.

.001	Legitimacy review ● The public view the police as entitled to exercise their authority to maintain social order, manage conflicts, and solve problems in the community. ● Understanding expectations
.002	Procedural justice review ● The procedures used by police officers in which citizens are treated fairly and with proper respect as human beings. ● Four principles of procedural justice ● Procedural justice formula
.003	Negative effects of law enforcement and how it affects legitimacy ● Culture of law enforcement ● Effects of cynicism
.004	Strengthening legitimacy ● Community bank account ● Effective communication ● Gaining trust of the community ● Changing your lens

ETH.2030-102 Legality v. Legitimacy (c)

The cadet will discover how there is a balance between legality and legitimacy in policing.

.001	Understanding citizen expectations ● Citizens expect law enforcement to abide by regulations and laws ● Belief that law enforcement is trustworthy, honest, and concerned about the well-being of the people they deal with
.002	Pretextual traffic stops erode trust ● Real or perceived racial component ● Distrust when gaining consent for search when lacking probable cause ● Finding the balance between effective enforcement and perception
.003	Citizen perception ● perception that decisions made are fair and free from bias

ETH.2030-103 Procedural Justice Applied (A)

The cadet will refine concepts in applying procedural justice to increase police legitimacy.

.001	Understanding how action affects perception which affects outcome ● Show true interest in being a public servant
.002	Striving for bias-free policing ● Explicit bias ● Implicit bias

.003	Enhancing procedural justice with juveniles
	● Opportunity for teachable moment
	● Interpersonal treatment
	  ○ Respect and dignity
	  ○ Respect for rights
	  ○ Trust that authorities care about their needs/concerns
	  ○ Feel that they are listened to and views considered

.004	Power of control v. power of influence ● Why people obey the law ● Successful outcomes when action is based on legitimacy
.005	Application of de-escalation techniques to improve the outcome ● Utilize communication skills to de-escalate situations ● Build community trust before an incident occurs ● Maintain officer safety

Last Revision: 05/25/23

ETH.1050 Serving Diverse Communities

Goal

The goal of this course is to foster inclusive engagement and meaningful service by enriching comprehension, historical consciousness, and constructive, engaging interactions within diverse communities and cultures. By course completion, cadets will grasp the significance of community involvement, encompassing immigrant and refugee communities, youth culture, and the LGBTQ+ community, and treating all people with dignity and respect. Moreover, they will adeptly recognize the consequences of and strategies for averting targeted crimes and incidents aimed at community members.

Outcomes

At the end of this course, the cadet will...
● Identify the dimensions of what makes a community diverse.
● Recognize the history of the relationship between communities of color and

law enforcement.
- Identify the challenges law enforcement faces with immigrant and refugee communities and learn how to build meaningful relationships.
- Identify the challenges law enforcement faces with youth, particularly in communities of color, and learn how to build meaningful relationships.
- Identify the challenges law enforcement faces with the transgender community and learn how to build meaningful relationships.
- Commit to treating all people with dignity, respect, and equal application of the law regardless of special circumstances.
- Serve as a role model to promote positive interactions with the community.

Course Direction

This course is part of a series culminating with a law enforcement capstone course at the end of the law enforcement officer (LEO) certification program. The instructor should have experience in community diversity, either from a law enforcement background, academia, or a community leader. This course should be taught on a different day than Bias-Free Policing.

Prerequisites

Bias-Free Policing is a prerequisite for this course.

Assessment

The cadet will be expected to apply the concepts taught in this course to all the other courses in the academy. This course will be evaluated through academic assessments, in-class scenario evaluations, and cadet performance reviews.

Learning Objectives

ETH.1050-101 Recognizing Community Diversity (FK)
The cadet will identify the dimensions of what makes a community diverse.

.001	Primary community dimensions ● Race ● Ethnic background ● National origin ● Immigration status ● Gender ● Gender identity/expression ● Sexual orientation ● Religion ● Socioeconomic status ● Age ● Disability

.002	Secondary community dimensions • Educational background • Work experience • Marital status • Parental status • Geographic location • Health status • Personal habits • Recreational habits • Appearance • Political affiliation • Food preference

ETH.1050-102 Historical Context of Policing (FK)
The cadet will recognize the history of the relationship between communities of color and law enforcement.

.001	Early policing history • Fugitive Slave Act of 1850 • Convict Lease Program: 1865 -1928 • Jim Crow Laws: 1876 - 1965
.002	Urban uprisings and police-community engagement 1960s & beyond • Police-community relations units • Active diversification of police agencies • Monitoring police use of force • Formalized civilian reviews of police

ETH.1050-103 Understanding Communities (FK)
The cadet will identify the challenges that law enforcement faces with various diverse communities and how to build meaningful relationships.

.001	Challenges to police/community interactions • Language barriers • Fear from how police may have acted in the country of origin • Federal immigration enforcement • Lack of awareness of cultural differences • Negative experiences with individual officers
.002	Identify immigrant communities in your jurisdiction and how to serve
.003	Identify refugee communities in your jurisdiction and how to serve

.004	Identify local communities within your jurisdiction and how to best serve ● Latino ● Asian ● Arab, Muslim, Middle Eastern and South Asian communities ● Native American ● Pacific Islanders

ETH.1050-104 Interacting with Diverse Youth Culture (FK)
The cadet will identify the challenges that law enforcement faces with youth and particularly youth in communities of color and how to build meaningful relationships.

.001	Impact of negative perceptions of police ● Willingness to break the law ● Mistrust of police ● Refusal to cooperate with officers ● Resistance against obeying lawful orders
.002	Proactive steps to build meaningful relationships ● Promote dialogue through teen/police dialogue workshops ● Build youth skills through youth mentorship programs ● Develop partnerships by launching anti-gang coordinating committees ● Develop community policing resources by fortifying school resources officers

ETH.1050-105 Understanding the Transgender Community (FK)
The cadet will identify the challenges that law enforcement faces with transgender community members and learn how to build meaningful relationships.

.001	The relationship between the transgender community and police ● National survey identified that transgender - particularly transgender people of color - experienced higher rates of negative outcomes when interacting with police

.002	Key terminology
	- Assigned Sex: *The biological and physiological characteristics that define an individual as male or female at birth.* - Gender expression: *How a person represents or communicates their gender to others, often through behavior, clothing, hairstyles, activities, voices, mannerisms, or physical characteristics.* - Gender identity: *A person's internal sense of gender may differ from one's assigned sex.* - Gender nonconforming: *An individual whose gender expression, gender characteristics, or gender identity (or all of these) do not conform to gender stereotypes.* - Sexual orientation: *A person's physical, romantic, or emotional attraction to members of the same or different gender. This operates separately from gender identity.* - Transgender: *An umbrella term that describes individuals whose gender identity differs from their assigned sex at birth.*
.003	How to build trust with the transgender community - Understand basic concepts and terms related to transgender people - Use respectful language - Respect a person's identity and description - Not assume a person's gender identity or sexual orientation - Be prepared to help schools support transgender youth

ETH.1050-106 Serving with Dignity and Respect (C)

The cadet will commit to treating all people with dignity and respect and equal application of the law regardless of special circumstances.

.001	Treat all people with respect
.002	Learn about cultural practices and display respect for them

ETH.1050-107 Making a Difference With Diverse Communities (HD)

The cadet will be a role model promoting positive community interactions.

.001	Community engagement (informal/formal) - Get out of the car and meet with communities face to face - Participate in community-organized events/charities - Have open discussions/listen more than speak - Tailor outreach events for the community - Mentorship opportunities
.002	Interpersonal/communication skills

.003	Problem-solving

ETH.1050-107 Understanding the Impact of Targeted Crimes and Incidents (HD)
The cadet will understand the impact of crimes and incidents that are targeted based on personal attributes.

.001	Hate crime A hate crime is any crime enumerated in a hate crime statute in which a perpetrator is subject to an enhanced penalty because the crime was motivated by improper bias, as defined by the statute. These criminal acts become hate crimes only when the perpetrator intentionally selects the victim or property on the basis of a personal characteristic.
.002	Hate incidents Hate incidents are those actions by an individual that, while motivated by improper bias, do not rise to the level of a criminal offense. Hate incidents should not be disregarded. Even though they do not rise to the level of a crime, they should be documented and tracked as they are often precursors to hate crimes.
.003	Personal attributes as defined by (Chapter 76 Section 3 Part 2) Age, ancestry, disability, ethnicity, familial status, gender identity, homelessness, marital status, matriculation, national origin, political expression, race, religion, sex, sexual orientation, service in the U.S. Armed Forces, status as an emergency responder, status as a peace officer.
.004	Understanding the cultural impact Hate crimes and hate incidents have a unique impact on victims as well as the community. They are not just assaults, property damage, or violations of civil rights; hate crimes specifically target a class of individuals within the community. As such, they not only affect the targeted victim, but also have far-reaching effects on large segments of the communities in which they take place. These incidents have the potential to fuel the existing underlying prejudices and fears that trigger the crimes in the first place, thus continuing the cycle of hatred, prejudice, and improper bias.
.005	Appropriate response Peace officer response to hate crimes poses a powerful opportunity to influence public perception. Appropriate response to hate crimes and hate incidents is important to improving and sustaining the perceived validity of the agency and may be especially impactful among marginalized groups within the community.

PTRL.2020 Pedestrian/Vehicle Stop and Approach

Goal

The cadet will develop an understanding of the tactics and procedures for properly and safely approaching a pedestrian or vehicle.

Course Direction

This course is one of a series designed to give the cadet practical skills in safely interacting with subjects.

Note: The employment of any technique or tactic taught by POST is at the discretion of the officer in the field. Such action should be used only if consistent with the officer's departmental policy and state and federal law.

Prerequisites

There are no prerequisites for this course.

Assessment

This course will be evaluated through academic assessments and cadet performance reviews.

Learning Objectives

LEVELS OF ENCOUNTERS REFRESHER PTRL.2020-100
The cadet will recall from LAW.1020 the levels of encounters and the level of suspicion needed to initiate each:
- Level 1, Voluntary Encounters (Consent/Free to Leave)
    - Voluntary or consensual encounters
    - No suspicion necessary
- Level 2, Detention (Reasonable, Articulable Suspicion [RAS]/Not Free to Leave)
    - That level of suspicion that would cause a reasonable person, under the circumstances, to believe that criminal activity has occurred or is occurring
- Level 3, Arrest (Probable Cause)
    - Sufficient reason based upon known facts to believe a crime has been committed or that certain property is connected with a crime
    - Links a person and/or property to a crime

REASONS FOR A STOP PTRL.2020-101

The cadet will list factors to consider when determining whether they can legally initiate contact with a person, including:
- The subject's actions
- Area of the stop
- Time of day
- Police purpose, such as an attempt to locate (ATL) broadcasts, warrants, etc.
- Information from an informant or complainant

APPROACHING SUBJECT ON FOOT PTRL.2020-102
The cadet will identify procedures to follow before approaching the subject, to include:
- Notify dispatch of location before contact
- Request backup if warranted
- Observe the subject for a few moments if feasible
- Look for bulges where weapons may be located
- Watch the subject's hands
- Remain alert
- Have a plan

OFFICER COURTESY PTRL.2020-103
The cadet will list procedures that should be followed when an officer finds they have stopped the wrong individual.
- Apologize and give an explanation
- Be courteous
- Be honest
- Explain to the individual what you were looking for and why they appeared to match the description.
- Identify yourself and provide your name
- Provide supervisor's name and contact information if requested

FOOT PURSUIT PTRL.2020-104
The cadet will identify tactics that should be employed during a foot pursuit, to include:
- Attempt to follow the suspect's path step by step, allowing the suspect to identify obstacles
- In most cases, the officer should keep their weapon in the holster during the actual chase
- At a corner of a building, swing wide to maximize line of sight and cover and to avoid being tripped or attacked
- If possible, keep dispatch advised of the location
- Terminate the pursuit if visual is lost on the subject for more than three seconds.
  - This is the time that would allow the subject to ambush an officer
- Continue giving verbal commands and identifying yourself throughout the pursuit

VEHICLE STOP PTRL.2020-105
The cadet will list circumstances that establish reasonable suspicion or probable cause for

vehicle stops, to include:
- An officer has knowledge that the vehicle/occupants were involved in suspected criminal activity
  - Knowledge could be from civilian observation, ATL (attempt to locate), etc.
- The officer observes vehicle/occupants violating traffic codes
- A reporting party witnessed a crime/traffic violation and is willing to sign as the complainant

VEHICLE STOP ACTIONS PTRL.2020-106
The cadet will identify the following types of vehicle stops:
- Traffic offense
- Investigative (reasonable suspicion)
- High risk stops

VEHICLE STOP DISPATCH COMMUNICATIONS PTRL.2020-107
The cadet will list the following information that should be transmitted to the dispatcher before stopping a vehicle:
- Indicate the reason for the stop before activating emergency lights – Traffic stop, suspicious vehicle/person, in-progress crime, etc.
- Location and direction of travel
- License plate number and issuing state
- Vehicle and passenger description, if possible
- Under exigent circumstances, the officer may be unable to provide this information before the stop but should update dispatch as soon as possible.

VEHICLE STOP LOCATION PTRL.2020-108
The cadet will identify the following considerations when selecting the proper location to make the stop:
- Width of road and shoulder
- Presence of hills and curves
- Amount of traffic congestion
- Level of visibility
- Problem areas (bars, nightclubs, etc.)

POSITIONING OF PATROL VEHICLE PTRL.2020-109
The cadet will describe and demonstrate the proper positioning of the patrol vehicle when conducting a traffic stop.
- Approximately 10 to 15 feet behind the vehicle
- Approximately 3 feet to the left, if safe to do so
- Wheels turned to the left
- The offset of the vehicle will depend upon the width of the shoulder area
- The officer should use the vehicle as cover but not create a traffic hazard

PRE-STOP PROCEDURES PTRL.2020-110

The cadet will identify procedures that should be completed before the patrol vehicle comes to a stop, to include:

- Notify dispatch of the actual location of the stop
- Unlock the front passenger door (access to shotgun and radio)
- Leave emergency lights on during the entire stop
- Constantly observe the vehicle and occupants
- Observe the surroundings (e.g. terrain, bystanders, cover)
- Activate in-car recording equipment and continue recording during the entire stop.

VEHICLE APPROACH PTRL.2020-111
The cadet will define and demonstrate (scenarios) the procedure for approaching a vehicle safely.

- Check traffic conditions
- Have an escape route
- Observe the driver and passengers in the side or rearview mirror or windows.
- The approach will be determined by the surroundings and traffic
  - Driver side approach
    - Pay special attention to traffic
  - Passenger side approach
    - Come from behind the patrol vehicle
  - Each approach provides its own advantages and disadvantages
    - Driver side approach
      - Better interaction with the driver
      - Easier to hear and smell
    - Passenger side
      - Safer distance from traffic
      - Less expected from a driver
      - Provides a different view into the car if the occupant(s) attempt to hide something
- At night, go behind the patrol vehicle to avoid backlighting
  - Check the suspect vehicle trunk to be sure it is closed
  - Visually check all occupants for weapons
  - If needed, carry a flashlight in support hand while leaving the strong hand free for possible weapon deployment.
  - Minimize exposure by standing just to the rear of the violator's vehicle if the rear seat is occupied.

MOTORCYCLE STOP PTRL.2020-112
The cadet will define how to safely stop and approach one or more motorcycles.

- Be aware that a motorcycle traffic stop can be problematic because of the maneuverability, speed, and vulnerability of the motorcycle.
- Advise dispatch of the license plate number.
- Do not follow too closely; a motorcycle can stop faster, slide, or go down, especially when transitioning to the shoulder of the road.

- If there is more than one motorcyclist, stop them together
- Advise the driver(s) to turn the motor off
- The rider may need to dismount to retrieve the registration
- If the rider does not dismount, have them keep the kickstand up. This will force them to maintain the balance of the bike and make them immobile

LARGE BUS STOP PTRL.2020-113
The cadet will identify the proper procedure to safely stop and approach a bus:
- Apply the same basic traffic stop techniques
- Be sure the bus stops in a safe location
- Cross over behind the patrol vehicle and approach the front bus door from the curbside
- Request the bus driver to set his brakes
- Having the driver exit the vehicle is usually a better option than remaining on the bus to question the driver.
- If the driver is to be arrested, notify dispatch to request a new bus driver.
- Stay with the bus until a replacement driver arrives

SEMI-TRUCK STOP PTRL.2020-114
The cadet will identify the proper procedure to safely stop and approach a semi-truck.
- Be aware there may be a visibility problem due to the size of the truck
- Apply the same basic traffic stop techniques
- Be mindful of the greater distance to stop the vehicle, so allow a larger area to stop in
- Request the driver to set the brakes if not already done
- Instruct the driver to exit the vehicle
- Avoid stepping up onto the steps. This places the officer at a disadvantage if the driver wants to cause harm or attack the officer.
- If arrest must be made, secure the offender's vehicle
  - If the cargo is hazardous or perishable, the company/owner of the truck should be contacted as soon as practical

LARGE VEHICLE STOP PTRL.2020-115
The cadet will identify the proper procedure to safely stop and approach a van or camper.
- Be aware of any side doors, back doors, and windows
- Apply the same basic traffic stop techniques
- Approach the van or camper staying close to the vehicle
- If suspicious, do not approach the vehicle, but instead use the PA system to request the driver to exit the vehicle

VIOLATOR CONTACT PTRL.2020-116
The cadet will identify steps to follow during the initial violator contact, to include:
- Greet the offender with courtesy
- Obtain the driver license and registration immediately to gain control
- Briefly state reason(s) for stop
- Do not accept a purse or wallet with a license inside, ask the offender to remove it

- Do not argue with the offender; thoroughly explain the reason for the stop
- Be observant, look for other indicators of criminal activity
- Use all your senses, smell for alcohol, drugs, etc.

IDENTITY CHECK PTRL.2020-117
The cadet will identify items an officer should check to be sure a license is valid, to include:
- The restrictions on the front and back
- Compare license description/picture to the offender
- The expiration date
- Any alteration to the license
- If you question the license validity, ask the driver questions such as address, date of birth, etc.

VEHICLE STOP ACTIONS PTRL.2020-118
The cadet will name three enforcement options at an officer's disposal.
- Issue a warning
  - It is important when giving a warning to explain to the offender the reason for the stop and precautions to observe in the future

  - Verbal or Written
- Issue a citation
- Arrest the offender

OFFICER POSITIONING PTRL.2020-119
The cadet will identify techniques an officer should utilize when seated in a patrol vehicle to issue a citation, to include:
- Do not concentrate on the computer/ticket book
- Visually check on the offender every few seconds
- Be very aware of unnecessary or unusual movement from the suspect(s)
- Be prepared to exit quickly
- Watch your mirrors and surroundings for traffic, sympathizers, and/or secondary chase vehicles that might be there to guard the occupants or possible illegal cargo

SAFETY PRECAUTIONS PTRL.2020-120
The cadet will list additional safety precautions an officer should take, to include:
- Request all occupants to stay in the vehicle unless there is a specific reason to have them do otherwise
- Officer and the violator should not stand between the patrol vehicle and the violator's vehicle
- Continually watch the violator and passengers until they have driven off and are out of sight

COMPLETING THE TRAFFIC CITATION PTRL.2020-121
The cadet will define the procedure to follow when filling out a traffic citation, to include:
- Fill out the citation as completely as possible

- Proofread the citation for errors
- Always have an extra citation book available should the computer become inoperable due to the server going down, etc.
- If handwriting a citation:
    - Print legibly in black ink
    - Press down hard enough so that the writing goes through all carbon copies
    - Check the infraction box and fill in the statute number
    - Sign the citation
    - Proofread the citation for any errors

ISSUING THE CITATION PTRL.2020-122
The cadet will define the procedure to follow when issuing a citation, to include:
- Have the violator sign the citation
- Advise the violator that signing the citation is not an admission of guilt but rather a promise to contact the court as directed.
- If you cannot positively identify the offender, have them place a thumbprint in the designated area.
- Give the offender detailed and complete information regarding the settlement of the citation.
- Do not argue with the offender
- Provide the offender with a copy of the citation

OFFICER BEHAVIOR PTRL.2020-123
The cadet will identify behavior that may jeopardize officer safety during any traffic stop, to include:
- Excitement
- Confusion
- Complacency

HIGH-RISK STOP OBJECTIVES PTRL.2020-124
The cadet will list the primary objectives of a high-risk traffic stop, including:
- Stop the suspect vehicle
- Apprehend the suspect(s)
- Complete the stop safely and effectively

HIGH-RISK STOP SAFETY PTRL.2020-125
The cadet will identify how to minimize safety hazards during a high-risk traffic stop, to include:
- Have a plan before stopping the vehicle
- Talk over possible problems with backup officers before the stop
- Properly position patrol vehicles using fanning or stacking method
- The driver of the primary vehicle or a designee will deliver the commands; all other officers support the primary officer.
- Use appropriate cover
- Use proper lighting: overheads, take-downs, high beams, and spotlights should all be used. Try to avoid backlighting.

- To neutralize the suspect vehicle, have suspect driver place keys on roof of suspect vehicle

PRE-HIGH RISK STOP DISPATCH INFORMATION PTRL.2020-126

The cadet will identify information to be transmitted immediately to dispatch before a high-risk traffic stop, including:
- A high-risk traffic stop is being initiated
- Request for any information dispatch has about the offense/offender
- Location and direction of travel
- License plate number
- Description of vehicle
- Number/description of occupants
- Request backup

HIGH RISK STOP PRE-APPROACH PTRL.2020-127

The cadet will identify the following items to be done before making a high-risk traffic stop:
- Select an appropriate location to conduct the stop
- Wait for backup
- Utilize available cover
- Keep constant observation
- Continue to communicate
- Do not attempt to conduct a high-risk stop alone unless exigent circumstances make all other options impracticable.

HIGH RISK STOP SAFETY PRECAUTIONS PTRL.2020-128

The cadet will list safety precautions an officer should observe, to include:
- Constantly watch the vehicle and occupants
- Use the PA system
- Maintain cover
- Identify yourself as a law enforcement officer
- Inform occupants not to move until instructed
- Instruct all suspects to place both hands in a visible position to the officer
- Have the driver roll down all windows if possible (electric) with the left hand and then return hands to a visible position
- Advise driver to turn off the motor, place keys in the left hand, and then place keys on the roof of the vehicle
- Use appropriate lighting

HIGH RISK STOP ARREST PROCEDURES PTRL.2020-129

The cadet will identify procedures for removing suspects from the vehicle and taking them safely into custody, to include:
- Only one officer gives commands
- At least one officer continues to cover the vehicle while others take the suspect(s) into custody.

- Decide which officer will handcuff and take the subject(s) into custody
- Suspect(s) should be taken into custody in a location that provides the officer reasonable security from the offender's vehicle and other occupants
- If possible, have the driver/occupants open the door from the outside handle
- Have them keep their hands visible
- Call driver back first (unless exigent circumstances require a different procedure)
- Call all other occupants back one at a time
- Do not call the next occupant back until the previous one is properly secured and detained.
- Secure the suspect(s) in one of the backup patrol vehicles immediately following proper handcuffing and searching.
- All occupants of the vehicle should follow the same procedure
- After the final occupant is secured, do an additional callout in case a subject is hiding or not visible
- Approach the vehicle only when you reasonably believe all occupants are out and secured
- Secure the suspect vehicle keys
- Approach the vehicle with at least two officers on the same side. Do not set up a crossfire.
- Look for hidden suspects in the vehicle.

PTRL.2025 Pedestrian/Vehicle Stop and Approach (Practical)

Goal

This course aims to provide the cadet with practical experience in applying the tactics and procedures for properly and safely approaching a pedestrian or vehicle.

Outcomes

At the end of this course, the cadet will...
- Demonstrate conducting a pedestrian stop and approach.
- Demonstrate conducting a vehicle stop approach.

Course Direction

This course provides the cadet with practical experience based on the knowledge received in the Pedestrian/Vehicle Stop and Approach course.

Prerequisites

Pedestrian/Vehicle Stop and Approach is a prerequisite for this course.

Assessment

This course will be evaluated by the cadets performance in the practical based on the performance rubric.

Learning Objectives

PTRL.2035-101 Pedestrian Approach (A)
The cadet will be able to demonstrate conducting a pedestrian stop and approach.

.001	Approaching subject on foot
.002	Officer courtesy
.003	Communicating with dispatch
.004	Tactical positioning

PTRL.2035-102 Vehicle Approach (A)
The cadet will be able to demonstrate conducting a vehicle stop and approach.

.001	Pre-stop procedures
.002	Officer courtesy
.003	Vehicle approach and positioning
.004	Communicating with dispatch

Last Revision: 06/24/23

Additional Information

Utah's post-curriculum requires that ALL cadets complete the courses listed above and below.

Peace Officer and Standards Training (POST) <u>Required</u> Courses

Utah's POST curriculum **requires** that ALL cadets complete the following courses related to respect and proper interaction with the public during traffic-related stops. Additionally, cadets must also complete the course on conflict management, which teaches skills needed to resolve conflict and how to treat people. A new course requirement was added regarding diverse communities.

ETH.2010 Procedural Justice and Police Legitimacy 1
ETH.2030 Procedural Justice and Police Legitimacy II
ETH.1060 Serving Diverse Communities
PTRL.2020 Pedestrian Vehicle Stop and Approach
PTRL.2025 Pedestrian/Vehicle Stop and Approach (Practical)

Below is a copy of Utah's code that gives full powers of rulemaking to the Director of POST.

Effective 6/25/2020
53-6-105 Duties of director -- Powers -- Rulemaking.
(1) The director, with the advice of the council, shall:
(a) prescribe standards for the certification of a peace officer training academy, certify an academy that meets the prescribed standards, and prescribe standards for revocation of certification for cause;
(b) prescribe minimum qualifications for certification of peace officers appointed or elected to enforce the laws of this state and its subdivisions and prescribe standards for revocation of certification for cause;
(c) establish minimum requirements for the certification of training instructors and establish standards for revocation of certification;
(d) provide for the issuance of appropriate certificates to those peace officers completing the basic training programs offered by a certified academy or those persons who pass a certification examination as provided for in this chapter;
(e) consult and cooperate with certified academy administrators and instructors for the continued development and improvement of the basic training programs provided by the certified academy and for the further development and implementation of advanced in-service training programs;
(f) consult and cooperate with state institutions of higher education to develop specialized courses of study for peace officers in the areas of criminal justice, police administration, criminology, social sciences, and other related disciplines;
(g) consult and cooperate with other departments, agencies, and local governments concerned with peace officer training;
(h) perform any other acts necessary to develop peace officer training programs within the state;
(i) report to the council at regular meetings of the council and when the council requires;
(j) recommend peace officer standards and training requirements to the commissioner, governor, and the Legislature; and
(k) in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the director shall, with the advice of the council, make rules necessary to administer this chapter.
(2) With the permission of the commissioner, the director may execute contracts on behalf of the division with criminal justice agencies to provide training for employees of those agencies if:
(a) the employees or the employing agency pay a registration fee equivalent to the cost of the training; and
(b) the contract does not reduce the effectiveness of the division in its primary responsibility of providing training for peace officers of the state.
(3) The director may:
(a) revoke certification of a certified academy for cause; and
(b) make training aids and materials available to local law enforcement agencies.
(4) The director shall, with the advice of the council, make rules:
(a) establishing minimum requirements for the certification of dispatcher training instructors in a certified academy or interagency program and standards for revocation of this certification;

(b) establishing approved curriculum and a basic schedule for the basic dispatcher training course and the content of the dispatcher certification examination;
(c) providing for the issuance of appropriate certificates to a person who completes the basic dispatcher course or who passes a dispatcher certification examination as provided for in this chapter;
(d) establishing approved courses for certified dispatchers' annual training; and
(e) establishing a reinstatement procedure for a certified dispatcher who has not obtained the required annual training hours.
(5) The director may not, in approving and reviewing curriculum and training aids for academies, approve or recommend any curriculum which includes the use of chokeholds, carotid restraints, or any act that impedes the breathing or circulation of blood likely to produce a loss of consciousness, as a valid method of restraint.

Amended by Chapter 6, 2020 Special Session 5

Effective 5/4/2022
53-6-107 General duties of council.
(1) The council shall:
(a) advise the director regarding:
(i) the approval, certification, or revocation of certification of any certified academy established in the state;
(ii) minimum courses of study, attendance requirements, and the equipment and facilities to be required at a certified academy;
(iii) minimum qualifications for instructors at a certified academy;
(iv) the minimum basic training requirements that peace officers shall complete before receiving certification;
(v) the minimum basic training requirements that dispatchers shall complete before receiving certification; and
(vi) categories or classifications of advanced in-service training programs and minimum courses of study and attendance requirements for the categories or classifications;
(b) recommend that studies, surveys, or reports, or all of them be made by the director concerning the implementation of the objectives and purposes of this chapter;
(c) make recommendations and reports to the commissioner and governor from time to time;
(d) choose from the sanctions to be imposed against certified peace officers as provided in Section 53-6-211, and dispatchers as provided in Section 53-6-309;
(e) establish and annually review minimum use of force standards for all peace officers in the state;
(f) establish and annually review minimum standards for officer intervention and the reporting of police misconduct based on Section 53-6-210.5; and
(g) perform other acts as necessary to carry out the duties of the council in this chapter.
(2) The council may approve special function officers for membership in the Public Safety Retirement System in accordance with Sections 49-14-201 and 49-15-201.

Amended by Chapter 182, 2022 General Session

Section Four: Certifications and Assurances

The Certs and Assurances document signed by the Governor's Representative

405b ATTACHMENTS FOR 1300.21 OCCUPANT PROTECTION
PLANNED ACTIVITIES AND COUNTERMEASURE STRATEGIES

Planned activities are located in Utah's Annual Grant Application on pages 17-29

Utah's Occupant Protection Strategic Plan

Utah Department of Public Safety - Highway Safety Office

Vision

Utah – the state where all motor vehicle occupants buckle up every ride, every trip.

Mission

Educating all Utahns about the lifesaving value of seat belts and child safety seats, so they're motivated to take action to protect themselves and their loved ones.

clickit.utah.gov

The Process

Our Approach

Occupant protection is a priority area of the Utah Highway Safety Office (UHSO), which is committed to keeping motorists safe through proper and consistent use of seat belts and child safety restraints. The UHSO and its partners are committed to a zero fatalities goal that requires all motorists to buckle up 100% of the time. Seat belts are the single most effective traffic safety device for preventing death and serious injury in motor vehicle crashes, yet over 290,000 Utahns still choose to ride unrestrained.

In 2023, the UHSO contracted with the Governors Highway Safety Association (GHSA) to facilitate the development of this updated Occupant Protection Program Strategic Plan (OPSP). The OPSP is a statewide plan; it belongs to everyone working to advance occupant protection in the state as well as all Utahns. Together, we can achieve the plan's vision and mission agreed upon by the Occupant Protection Advisory Committee (OPAC). The members of the OPAC are tasked with implementing this plan and commit to encouraging innovation; promoting transparency; fostering fairness, variety, and integration; and celebrating success. While achieving a 100% seat belt and child restraint use rate will take time and effort, the OPAC members are passionate about saving lives and are motivated to advance this plan.

Our History

Utah's occupant protection program began nearly 50 years ago when the federal Highway Safety Act of 1966 established an organizational structure and funding stream to create highway safety offices in each state. The following year, the UHSO was formed under the Utah Department of Public Safety umbrella and began its work to promote safe driving. Soon after, in 1968, the federal government required seat belts to be installed in all new passenger cars which, ultimately, helped give birth to the state and national occupant protection program we know today.

Nearly 20 years after the UHSO opened its doors, Utah enacted the Safety Belt Use Law in 1986; only two years after New York passed the first state law requiring the use of seat belts. It remained a secondary law until 2015 when the Utah Legislature passed a primary seat belt law that required all motorists to use appropriate safety restraints in all seating positions, with a fine of $45 for noncompliance.

Utah's primary seat belt law, while effective in increasing the number of people who buckle up, must be supported by a comprehensive education and enforcement initiative. State, local, private and nonprofit partners have developed strategies and implemented countermeasures that have helped increase seat belt use from 18% in 1986 to 92.4% in 2023. The good news is that between 2017 and 2021, unrestrained people accounted for only 2% of all occupants involved in crashes. However, that 2% accounted for nearly 30% of all fatalities and 27% of all driver fatalities. Additionally, during this same period, it is estimated that at least 323 lives would have been saved if they had made the choice to buckle up.

Our Successes

During the past five years, we've accomplished the following to help advance occupant protection in Utah:
- Instituted virtual seat checks, which are helping to reach parents/caregivers in rural areas.
- Initiated use of the digital seat check form by approximately 60% of technicians.
- Implemented "Together for Life," which has bolstered rural seat belt use by 20%.
- Continued to build a passionate cadre of educators who are fostering partnership and teamwork.

- Partners (including schools) are adopting a Zero Fatalities focus.
- Attendance at a parent/teen program is mandatory for teen drivers, with all presenters certified Child Passenger Safety (CPS) Technicians.
- Enacted a primary seat belt law that sparked a small lift in belt use and high visibility enforcement (analysis of the latter showed a reduction in fatalities).
- Initiated a Hispanic grant.
- Built and implemented the research based Click It Club and clickit.utah.gov website.
- Car seat classes are conducted by public health and law enforcement officials through the statewide Safe Kids Coalition (reciprocity programs with NV, HI and CA are bringing attendees to these classes).

Work in Progress

OPAC members and other stakeholders are continuing to do the following to advance this strategic plan:
- Building public awareness of and support for Zero Fatalities.
- Growing the middle school program.
- Conducting more seat belt enforcement.
- Advocating for increasing the fine for no/improper restraint (currently $45).
- Ensuring outreach is equitable, culturally relevant and delivered by community representatives.
- Evaluating resources and programs.
- Strengthening the Graduate Driver License (GDL) law, particularly the driver education and training component.
- Making CPS a priority.
- Identifying and working with survivor advocates to share their seat belt stories.

Roadblocks to Success

The OPAC members identified the following as impediments to plan success:
- Utah's GDL law is weak; there are no points or penalties for non-compliance and driver education and training are not fully leveraged.
- Messages and activities aren't generating understanding of the lifesaving value of seat belts/child safety seats and/or compliance with the state OP law.
- The importance of seat belt use isn't understood by law enforcement and the public.
- High level support/leadership dissipates, and other partners are needed.
- Competing priorities are pulling funds from occupant protection.
- There's a lack of evaluation tied to behavioral objectives.
- Outreach is needed to educate immigrants about Utah's occupant protection law.

Our Dreams for Occupant Protection in Utah

The OPAC members identified the following as aspirational:
- There is unlimited funding for occupant protection with no restrictions on its use.
- The public cares about occupant protection like the OPAC does and buckles up 100%.
- Occupant protection is a top priority for law enforcement and officers receive training.
- Technology that requires proper restraint before the driver can start the vehicle is standard equipment.
- More stringent legal penalties for failure to comply with Utah's occupant protection law (i.e., larger fines, violator training classes) are enacted.
- Utah has bilingual CPS Technicians and resources available in multiple languages.
- Car seats are affordable and available to all.

- All counties have public information and education officers focused on occupant protection.
- More people power is dedicated to occupant protection and it's inclusive -- all are welcome.
- There is less red tape.
- Traffic safety priorities are synchronized rather than competing for resources.

OPSP Updates

Planning will be ongoing. The OPAC will conduct quarterly or bi-annual (every six months) strategy course correction meetings during which members will report on progress to date, celebrate wins and make plan adjustments as needed. While the UHSO will organize these meetings, all OPAC members are expected to be at the table and contribute to the discussion and decision-making. Remember, the OPPSP belongs to everyone!

The OPAC will continuously plan and adjust strategies. To this end, quarterly or semi-annual (every six months) strategy course correction meetings will be held. Members will report on progress, highlight successes, and modify the plan as necessary. The UHSO will facilitate these meetings, however, active participation from all OPAC members is expected. It's crucial to remember the OP Strategic Plan is a collaborative effort for everyone.

Our Strategies

Strategic Initiative 1: Build capacity so there are more active parties (people, organizations) implementing the OPPSP and monitoring progress.

Goal	Action Item	Expected Outcomes	Status
Identify and engage the key officials from at least five new organizations that are representative of sectors critical to moving the OPPSP forward.	Identify sectors to engage.	Balanced group of engaged participants representative of the occupant protection community.	🟡
	Develop a guidance document.	Bylaws Increased participation and buy-in.	🔴

Red – Has not started, Yellow – In process, Green – On track

Strategic Initiative 2: Increase compliance with Utah's seat belt and child passenger safety law.

Goal	Action Item	Expected Outcomes	Status
Increase enforcement contacts by 5% per year.	Educate all law enforcement agencies about the importance of	Get buy-in and support of effort, evaluate data	🟡

Goal	Action Item	Expected Outcomes	Status
	enforcing Utah's seat belt and child safety seat laws.	and share baseline & outcome .	
Amend the law to include progressive penalties for repeat offenders.	Identify the magnitude of the multiple offender problem and inform and educate the legislature.	Sponsor(s) identified, legislation introduced and ultimately enacted.	🔴
Recruit and train law enforcement officials and other first responders in every county/section to serve as child passenger safety resources/experts.	Provide *CPS for Law Enforcement* training program. Dedicate up to two trainings/year for law enforcement and first responders.	Law enforcement is regarded as a resource for safety issues, including child passenger safety.	🟡

Strategic Initiative 3: Increase and retain active child passenger safety technicians and instructors, so all counties are served.

Goal	Action Item	Expected Outcomes	Status *
Offer and promote four certification training classes annually.	Hold a minimum of two in Salt Lake County and a minimum of one outside the Wasatch Front. Look into increasing cost of courses. Find sponsors for food/hotel.	CPSTs in every county Fitting stations in every county Increased partnerships	🟡
Increase the number of CPSTs that recertify by 5%.	At least 5 CEUs will be offered each year. Online CEUs - 3 additional per year. Traveling tour - visit entire state and offer at least 2 CEUs per year.	More experienced CPSTs	🟡

Bolster virtual seat checks by 3% in rural areas to reach underserved populations.	Work with rural hospitals to make seat checks available to families.	Expanded access to seat checks among underserved populations.	🟡
Develop a cadre of child passenger safety liaisons.	Instructor team will meet to discuss potential members.	CPSTs recruited and retained.	🔴

Strategic Initiative 4: Conduct impactful outreach to change the culture about seat belts and child safety seats among non- and improper users.

Goal	Action Item	Expected Outcomes	Status
Reduce the number of drivers aged 20 and younger involved in fatal crashes by 3%.	Increase Adopt-A-High School, peer to peer, parent night and community events. Ensure the seat belt convincer is conveying the right message to the public. Reactivate the Teen Driver Challenge.	Increased behavioral and educational impacts.	🟡
Increase seat belt use among rural road users by 3%.	Fund rural seat belt projects. Identify rural areas that need additional education and outreach. Develop and conduct targeted media campaigns tailored to rural road users.	Better coordination among program providers Streamline messaging	🟠
Increase seat belt use among male drivers aged 25 to 45 by 3%.	Educate law enforcement agencies about the importance of enforcing Utah's seat belt law. Develop and conduct targeted media campaigns	Increased compliance Increased enforcement to help bolster compliance	🟡

Goal	Action Item	Expected Outcomes	Status
	directed at this demographic.		
Increase seat belt use among pickup truck drivers by 3%.	Educate law enforcement agencies about the importance of enforcing Utah's seat belt law. Fund seat belt projects that target pickup truck drivers. Develop and conduct targeted media campaigns directed at this demographic.	Increased compliance Increased enforcement to help bolster compliance	🟡
Increase child safety seat restraint use by 3% and decrease misuse by 3%.	Targeted media campaigns Car seat check efforts Education and outreach through health departments and hospitals	Availability of funds for car seats and events	🟡
Increase seat belt use among Commercial Driver License holders by 3%.	Increase driver license points for infractions (makes more impact with this group as driving is their livelihood). Add to Utah Occupational Safety & Health code	Increased compliance Increased enforcement to help bolster compliance	🟡

Strategic Initiative 5: Increase awareness of the lifesaving importance of seat belts and child safety seats among people in marginalized communities.

Goal	Action Item	Expected Outcomes	Status
Identify the five most underserved rural communities and populations and engage with their leaders and agencies where they are.	Work with local health departments to reach out to these communities	Marginalized communities have better understanding of child passenger safety laws.	🟡

	Develop and disseminate culturally relevant resources Engage local LEOs in outreach and education efforts	Communities see that LEO's are here to help.	
Identify the five most underserved urban communities and populations and engage with their leaders and agencies where they are.	Work with local health departments to reach out to these communities Develop and disseminate culturally relevant resources Engage local LEOs in outreach and education efforts	Culturally relevant resources lead to better understanding of child passenger safety laws Communities see that LEO's are here to help	🔴
Ensure occupant protection and child passenger safety services are accessible, culturally relevant and delivered via the most appropriate channels.	Identify key community leaders to act as traffic safety champions Work with translation services to ensure resources are accurate and culturally sensitive. Engage local LEOs in outreach and education efforts	Increased understanding of and compliance with CPS laws. Communities see that LEO's are here to help	🟡

CLICK IT UTAH

Occupant Protection Advisory Committee

Name	Agency	Why are you part of the Advisory Committee?	Specialty/Resources you bring to the table
Amy Muhia	Utah Refugee Connection	Refugee assistance	Refugee services/CPS technical knowledge, underserved populations

Amy Dott Harmer	UT Refugee Connection	Refugee assistance	Refugee services/CPS technical knowledge, underserved populations
Amy Winkler	UHSO	OP Program Manager, Chair	State office, NHTSA funds, traffic safety/health promotion/local health department experience
Audra Urie	UT Board of Education	Driver Education Specialist	Contacts with all driver ed (& conference)
Bonnie Hargreaves	Utah County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Brent Peterson	Tooele County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Corryn Wermel	DHHS, Safe Kids UT	Safe Kids Utah Coordinator	State health dept, Safe Kids, health promotion
Elvia Caldera-Soria	UT County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Evelyn Partner	UOSH	Public Sector Safety & Health Consultant	Consultation/Education, Business resources, Traffic safety knowledge
Jamie Troyer	U of U Trauma	Trauma Outreach & Injury Prevention Coordinator	BSN RN, CEN, TCRN, Hospital resources, Trauma network
JanaKaye Smith	Central Utah HD	Health Educator/Injury Prevention Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Jann Fawcett	Weber-Morgan HD	Health Educator/Injury Prevention Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Jared Wright	EMSC	EMSC Program Manager	State office, EMS partners and resources
Jason Mettmann	UHSO	Communications Manager	HSO Communications
Katherine Hemphill	UHSO	Vulnerable Roadway Users Program Manager	State office, NHTSA funds, Bicycle, Pedestrian, Motorcycle and Older driver programs
Keri Fuhr	UHSO	Deputy Director	State office, NHTSA funds, traffic safety/health promotion/local health department experience
Kerilee Burton	UHSO	CPS Program Manager	State office, NHTSA funds, traffic safety/health promotion/CPS technical knowledge, underserved populations
Kevin Larsen	UHSO	Law Enforcement Liaison/Distracted &	State office, NHTSA funds, Law Enforcement experience

		Aggressive Driving Program Manager	
Kristen Hoschouer	UDOT/Zero Fatalities	Zero Fatalities Program Manager	Traffic safety/engineering/CPS technical knowledge
Laurie Huntsman	UDOT/Zero Fatalities	Zero Fatalities Outreach Manager	Traffic safety/engineering/CPS technical knowledge
Linsey Miller	SLCHD	Injury Prevention Program Manager	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Marla Brannum	UT County HD	Injury Prevention Program Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Mark Herrera	BEMS	Director of EMS Education, Licensing, & Specialty Care	State office, EMS partners and resources
Sgt Mark Thompson	UHP/UHSO	Public Information and Education	Law enforcement/traffic safety/CPS technical knowledge
May Romo	SLCHD	Injury Prevention/Safe Kids Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Yvette Steffany	Utah Safety Council	Traffic Safety Program Manager	National Safety Council resources,
Robyn LaLumia	UHSO	Division Director	State office, NHTSA funds, traffic safety experience
Stacy Allen	Penna Powers/Zero Fatalities	Zero Fatalities Account Manager	Marketing, traffic safety/health promotion/local health dept experience

PARTICIPATION IN THE CLICK IT OR TICKET NATIONAL MOBILIZATION

For over 25 years, Utah has participated in the National Click It or Ticket Mobilization. Year after year, law enforcement agencies across the state have strongly supported and actively participated, significantly contributing to the campaign's success and the UHSO's efforts. This highly visible enforcement strategy, alongside educational initiatives, has proven remarkably effective. Seat belt usage has increased by more than 25%, rising from 66.7% in 1998 to 90.7% in 2024.

1. *ENFORCEMENT PLAN*

In Fiscal Year 2026, Utah will participate in both National Click It or Ticket (CIOT) Mobilizations, scheduled for Thanksgiving 2025 and May 2026. The UHSO will continue to engage its 130 law enforcement agencies to support and participate in these mobilizations. Primary communication will be facilitated through UHSO Law Enforcement Liaisons (LEL), troopers, and officers. The expanded LEL program, with local representatives from various regions, will focus on recruiting areas that have historically been difficult to engage. Engagement efforts will include in-person meetings, phone calls, task force meetings, and participation in the Utah Chiefs of Police and Sheriffs' Conferences.

Additionally, at least one campaign will specifically target nighttime restraint use. UHSO program managers and LELs will pinpoint areas with high rates of nighttime unrestrained fatalities and conditions suitable for nighttime enforcement. Outreach to law enforcement agencies in these identified areas will involve partnering with them to allocate up to 25% of overtime awards for nighttime seat belt enforcement. Participating agencies will receive guidelines for effective nighttime enforcement procedures.

May Mobilization:

Statewide law enforcement agencies will be requested to support the May high-visibility campaign, mirroring the national mobilization effort. This includes the 18 counties involved in the statewide seat belt survey, with a focus on the six most urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber), home to 85% of Utah's population, and high-need areas determined by data analysis.

The six health departments with rural seat belt programs (Box Elder, Central, Southwest, Tooele, TriCounty, and now Summit Health Departments) will urge law enforcement agencies in their jurisdictions to participate. Furthermore, all agencies in Utah's 23 rural counties will be asked to pledge support and declare a zero-tolerance policy for unbuckled motorists, regardless of overtime shifts.

Approximately 3,000 overtime hours will be allocated to around 74 law enforcement agencies for saturation patrols and traffic stops, which are the preferred enforcement methods (seat belt-only checkpoints are prohibited in Utah). Agencies will be encouraged to implement data-driven enforcement periods. To aid this, the UHSO will provide state and local data indicating peak times for unrestrained fatalities to partnering law enforcement agencies.

Thanksgiving Mobilization:

The Utah Highway Safety Office (UHSO) will once again participate in the National Thanksgiving Click It or Ticket (CIOT) Mobilization. The primary focus will remain on seat belt usage, while also emphasizing all safe driving practices. To increase enforcement during this peak travel period, overtime shifts will be offered to all law enforcement agencies across the state. Enforcement efforts will concentrate on heavily trafficked routes such as Utah's interstates, as well as local areas known for high rates of unrestrained crashes and fatalities. These initiatives will be carried out statewide through partnerships between the Utah Highway Patrol and local law enforcement.

Furthermore, the UHSO's expanded Law Enforcement Liaison (LEL) program will ensure that even agencies not participating in overtime shifts are involved. These agencies will be contacted either in person or via email and asked to formally pledge their support for the initiative by adopting a zero-tolerance approach toward unbuckled motorists during their standard patrols.

2. *CAMPAIGN REACH*

Utah has 156 law enforcement agencies, including 21 Utah Highway Patrol sections, 29 county sheriff's offices, 96 local law enforcement agencies, and 10 college campus or state parks agencies. Approximately 130 of these agencies regularly conduct traffic enforcement.

Due to limited overtime funding, the Utah Highway Safety Office (UHSO) will prioritize seat belt use rates, unrestrained fatalities, and traffic enforcement capacity when allocating overtime shift awards. Resource deployment will focus on Utah's urban areas, which contain 85% of the state's population and where at least 90% of law enforcement agencies support the Click It or Ticket mobilization, reaching at least 70% of the state's population.

While urban agencies are key partners, greater emphasis will be placed on recruiting rural law enforcement, where seat belt usage is lowest. UHSO will use regional law enforcement liaisons (LELs) to engage and recruit rural agencies. These LELs will bridge the distance between UHSO in the urban center and rural areas, and address cultural resistance to seat belt enforcement as a perceived personal choice issue. Enhancing the LEL program will improve connection with all agencies and demonstrate the importance of mobilization and focused seat belt enforcement to rural agencies.

Rural and frontier counties, housing only 15% of the population, account for over one-third of occupant fatalities and serious injuries. Rural crashes are three times more likely to be fatal, and occupants are less likely to wear seat belts. The 2024 seat belt observational study found rural males and pickup truck drivers had the lowest use rates, at 87.6% and 83.6%,

respectively. Rural agencies will be asked to declare zero tolerance for unbuckled motorists during regular patrols. Public participation and engagement efforts are also expected to increase rural participation.

Ninety-seven past campaign supporters are likely to be supportive of future efforts. Utah's population is 3,337,975 (2021 Census). Of the 88 urban agencies, 58 are anticipated to receive overtime grants or pledge support. Of the 68 rural agencies, at least 39 are expected to participate via overtime or pledge strict seat belt enforcement during regular patrols.

POPULATION SERVED BY 6 URBAN COUNTIES = 2,804,682 (84.7% of State Population - 2021 Census)

Cache Co. (Pop. 132,067)
Cache Co. Sheriff's Office
Logan City Police Dept
North Park Police Dept
Smithfield Police Dept
UHP Section 1

Davis Co. (Pop. 364,241
Bountiful Police Dept
Layton Police Dept
Centerville Police Dept
Clearfield Police Dept
Clinton Police Dept
Davis County Sheriff's Office
Farmington Police Dept
Kaysville Police Dept
Woods Cross Police Dept
North Salt Lake Police Dept
Sunset Police Dept
Syracuse Police Dept
UHP Section 3
West Bountiful Police Dept

Salt Lake (Pop. 1,183,930)
Draper Police Dept
Herriman Police Dept
Murray Police Dept
Salt Lake City Police Dept
Sandy City Police Dept
South Jordan Police Dept
South Salt Lake Police Dept
UHP Section 4
UHP SLCC
UHP Section 16
UHP Section 18
Unified Police Dept
University of Utah Police
West Jordan Police Dept
West Valley City Police Dept

Utah Co. (Pop. 665,665)
Lehi Police Dept
Mapleton Police Dept
American Fork Police Dept
Orem DPS
Payson Police Dept
Pleasant Grove Police Dept

Provo Police Dept
Salem Police Dept
Utah County Sheriff's Office
Santaquin Police Dept
Springville Police Dept
Spanish Fork Police Dept
UHP Section 6

Washington (Pop. 189,534)
Hurricane Police Dept
Santa Clara/Ivins Police Dept
UHP Section
St.George Police Dept
Washington City Police Dept.

Weber Co. (Pop. 269,245)
Riverdale Police Dept
Weber Co. Sheriff's Office
UHP Section 12
Harrisville Police Dept
North Ogden Police Dept
Ogden City Police Dept
Pleasant View Police Dept
Roy Police Dept

POPULATION SERVED BY 23 RURAL COUNTIES = 506,105 (6.5% of State Population)

Brigham City Police Dept
Box Elder Sheriff's Office
Cedar City Police Dept
Centerfield Police Dept
Nephi City Police Dept
UHP Section 7 - Wasatch
Duchesne Co. Sheriff's Office
Ephraim City Police Dept
East Carbon Police Dept
Emery County Sheriff's Office
Grantsville Police Dept
Gunnison Police Dept
Heber City Police Dept

Mantua City Police Dept
Monticello Police Dept
Nephi City Police Dept
Perry City Police Dept
Price Police Dept
Roosevelt Police Dept
Salina Police Dept
San Juan Co. Sheriff's Office
Sanpete Co. Sheriff's Office
Summit Co. Sheriff's Office
Tooele City Police Dept
Tooele Co. Sheriff's Office
Morgan Co. Sheriff's Office

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

3. MEDIA & OUTREACH PLAN

Utah's Occupant Protection Program will employ a multi-faceted media plan, potentially incorporating radio, social media, online advertisements, and NHTSA placements. Due to budget constraints, reliance will be placed on national TV ads and local TV spots through the Zero Fatalities partnership, which already has a media buy in place. This partnership expands media outreach to local news outlets, including Spanish media, and other emerging opportunities. Recognizing the effectiveness of social media in reaching the target demographic, platforms like Facebook, Instagram, and YouTube will be prioritized. While radio ads may still be used, their scale will be reduced. By integrating radio, outdoor, and online advertising with national television, Utah will execute a cohesive campaign across four mediums. Digital online ads, radio, and television will primarily educate and inform, while outdoor messaging will act as a reminder to buckle up. Media placements will target specific demographics, with a primary focus on men 18-34, a secondary focus on adults 18-54, and a tertiary focus on men 45 and older. The aim is to achieve 100-200 GRPs weekly. The state may create original radio, outdoor, and online ads using the Click It or Ticket theme and will provide spots to Spanish radio and television stations. Media matching will be sought from all partners as available.

Funding will also support a paid media campaign during the Thanksgiving mobilization, likely involving radio and online placements targeting men 18-34 primarily, and adults 18-54 secondarily.

The following table outlines the proposed media buy, an estimate based on prior years and subject to confirmation two months before the campaign..

MAY MOBILIZATION					
MEDIUM	**PLACEMENT PERIOD**	**PAID MEDIA**		**BONUS MEDIA**	
		Placement	**Paid $**	**Total**	**Bonus $**
Radio	May 11 - 31 (Paid) May 12 – June 8 (Bonus)	TBD	TBD	TBD	TBD
Online	May 11 - 31	Digital platforms	TBD		
TOTAL		**Paid Media TBD**		**Bonus Media TBD**	
THANKSGIVING MOBILIZATION					
MEDIUM	**PLACEMENT PERIOD**	**PAID MEDIA**		**BONUS MEDIA**	
		Placement	**Paid $**	**Total**	**Bonus $**
Radio	November 23 - 30 (Paid) November 23 - Dec 1 (Bonus)	TBD	TBD	TBD	TBD
Online	November 23 - 30	Digital platforms	TBD		
TOTAL		**Paid Media TBD**		**Bonus Media TBD**	

FFY26 enforcement efforts will be promoted through various earned media channels. This includes television news stories, radio interviews featuring officers and survivors, and print media. Advertisements will be placed on the Utah Department of Public Safety's website, local radio stations, newspapers, high schools, law enforcement agencies,

and traffic safety partners' platforms. Press events before enforcement mobilizations are crucial for securing media attention, typically generating at least 20 television news stories, 25 newspaper articles, and numerous radio interviews and announcements. All media outlets and every law enforcement agency in the state will receive campaign materials. Traffic safety partners will be equipped with social media toolkits to disseminate CIOT messages and will be encouraged to contribute articles to local newspapers, participate in radio talk shows, and invite local media to campaign-related events.

Public information and education initiatives will run throughout the year, with focused activities during the May and Thanksgiving mobilizations. These include presentations, media interviews, community traffic safety programs, school presentations, car seat inspection clinics, community safety events, and business outreach. Special emphasis will be placed on reaching young drivers aged 15-24, given their disproportionately high rate of crash fatalities.

Key campaign partners include the Utah Department of Health and Human Services, local health departments, UDOT, Utah Highway Patrol, Safe Communities, Utah Latino Community Information and Education Center, Utah Safety Council, and Utah Student Safety Program (USSP). These partners will all promote the Click It or Ticket message through public information and education activities within their respective communities.

4.   EVALUATION

A statewide seat belt observational survey, following NHTSA's Uniform Criteria, will occur over two weeks in June post-mobilization. This survey will be conducted during daytime hours in accordance with the NHTSA-approved state plan. Additionally, a public awareness telephone survey may be conducted annually, contingent on funding. This survey will question respondents on the media campaign, seat belt use, and related laws. Alternatively, funding constraints may necessitate conducting this survey every other year.

5.   TIMELINE

May 2026 Click It or Ticket Mobilization	Target Dates
Send Campaign Kits	May 1
Conduct PI&E Activities	May 11 - 31
Earned Media	May 4 - June 11
Paid Media	May 11 - 31
Send Press Release *(MM Enforcement & Press Event)*	May 6
Kick-Off Media Event	May 7
Enforcement Period	May 18 - 31
Conduct Post-Surveys (Full NHTSA-Approved Survey)	June 1 - 11
Send Press Release (Report Survey Results)	Sept 15
Thanksgiving 2025 Click It or Ticket Mobilization	**Target Dates**
Media and Education Campaign	November 23 - 30
Enforcement Mobilization	November 26 - 30

UTAH'S ACTIVE NETWORK OF CAR SEAT INSPECTION STATIONS

Utah comprises 29 counties, with a significant concentration of residents in six urban areas: Cache, Davis, Salt Lake, Utah, Washington, and Weber counties, which account for 85% of the population. Four of these counties are situated along the Wasatch Front, a 100-mile corridor. The remaining 23 rural and frontier counties are home to 15% of the state's population.

Currently, 107 car seat inspection stations operate across 22 counties, offering services to families. The seven counties without dedicated stations are small, encompassing only 1% of Utah's population, and receive services from neighboring communities. Based on the 2020 Census Data, this network of inspection stations effectively reaches approximately 99% of the state's population with child passenger safety education and services, with only the small counties (those with an asterisk) as lacking stations.

Of the 107 inspection stations, 52 maintain regular public operating hours, while 55 cater to specific groups like hospital patients, and homeless or refugee families. A list of publicly accessible stations is available on clickit.utah.gov. The remaining stations serve targeted populations, including Indian Health Services, a military base, refugee community centers, Head Start and daycare centers, and local hospitals. A detailed list of all stations and the populations they serve is provided later in this document.

Annual Estimates of the Resident Population for Counties in Utah: April 1, 2020 to July 1, 2021			
Geographic Area	April 1, 2020 Estimates Base	Population Estimate (as of July 1)	
		2020	2021
Utah	3,271,616	3,281,684	3,337,975
Beaver County*, Utah	7,072	7,076	7,249
Box Elder County, Utah	57,666	57,908	59,688
Cache County, Utah	133,154	133,527	137,417
Carbon County, Utah	20,412	20,465	20,372
Daggett County*, Utah	935	952	976
Davis County, Utah	362,679	363,492	367,285
Duchesne County, Utah	19,596	19,581	19,790
Emery County, Utah	9,825	9,837	9,967
Garfield County, Utah	5,083	5,090	5,129
Grand County, Utah	9,669	9,681	9,663
Iron County, Utah	57,289	57,640	60,519

Juab County*, Utah	11,786	11,824	12,155
Kane County*, Utah	7,667	7,673	7,992
Millard County, Utah	12,975	13,015	13,164
Morgan County, Utah	12,295	12,392	12,657
Piute County*, Utah	1,438	1,437	1,487
Rich County*, Utah	2,510	2,504	2,597
Salt Lake County, Utah	1,185,238	1,186,236	1,186,421
San Juan County, Utah	14,518	14,525	14,489
Sanpete County, Utah	28,437	28,508	29,106
Sevier County, Utah	21,522	21,546	21,906
Summit County, Utah	42,357	42,452	43,093
Tooele County, Utah	72,698	73,281	76,640
Uintah County, Utah	35,620	35,618	36,204
Utah County, Utah	659,399	663,143	684,986
Wasatch County, Utah	34,788	35,032	36,173
Washington County, Utah	180,279	181,924	191,226
Wayne County*, Utah	2,486	2,497	2,558
Weber County, Utah	262,223	262,828	267,066

Note: The estimates are developed from a base that incorporates the 2020 Census, Vintage 2020 estimates, and 2020 Demographic Analysis estimates. For population estimates methodology statements, see http://www.census.gov/programs-surveys/popest/technical-documentation/methodology.html. The estimates feature geographic boundaries from the Vintage 2020 estimates series; the geographic boundaries for these 2021 population estimates are as of January 1, 2020.

* counties with an asterisk do not have stations.

Annual Estimates of the Resident Population for Counties in Utah: April 1, 2020 to July 1 2021 (CO-EST2021-POP-49)

CHILD PASSENGER SAFETY TECHNICIAN PROGRAM

Utah has maintained a robust child passenger protection education program since the 1980s. The Utah Highway Safety Office, local health departments, and various state, local, and private organizations have consistently collaborated to promote the use of child safety seats and seat belts. These efforts include education, legislation, enforcement, media campaigns, and providing safety seats to families in need, resulting in a steady increase in child safety restraint use.

Utah comprises 29 counties. As of 2020, 75.5% of the population resides within four counties (Davis, Salt Lake, Utah, and Weber) along the Wasatch Front, while the remaining 25 counties account for 24.4% of the population. Thirteen health departments operate 20 offices statewide which employ 78 certified technicians, strongly supporting Child Passenger Safety (CPS) education and initiatives. Through these local health departments, the state's children's hospitals, and advocacy groups, it's estimated that roughly 99% of Utah's population receives CPS education and materials.

1.   TRAINING AND RE-TRAINING

The UHSO spearheads occupant protection training, collaborating with Safe Kids Utah and Safe Kids Worldwide to ensure comprehensive training aligned with national standards. Utah's Child Passenger Safety (CPS) Instructor Team consists of 19 child passenger safety specialists from various fields including law enforcement, health departments, UHSO, hospitals, and retired professionals, united by their dedication to child passenger safety in Utah. All training requests are directed to UHSO, which allocates funding and staff accordingly. Currently, there are 354 certified technicians in the database managed by UHSO, most affiliated with organizations supporting child passenger safety programs statewide. Notably, 28 volunteer technicians across 7 counties generously serve their communities, often leading at checkpoint events, driven by a genuine commitment to children's safety.

FFY 2026 Utah Child Passenger Safety Training Schedule		
Training	Course Dates	# of Participants
Standardized CPS Technician Training	October 2025 – Spanish Fork, UT	20
	March 2026 - West Valley City, UT	20
	May 2026 - West Valley City, UT	20
	September 2025 – West Valley City, UT	20
Renewal Testing Course	March 2026 - West Valley City, UT	5
	May 2026 - West Valley City, UT	5
	September 2026 – West Valley City, UT	5
Technician Update Classes	April 2026 – West Valley City, UT	180
	March 2026 – Four Corners Area	50
Total # of Participants in Training/Retraining Courses		325

Planned events for FY2026 include approximately four Standardized CPS Technician Courses, three Renewal Testing Courses, and statewide CPS Conference. The annual Four Corners Conference is scheduled in Monument Valley, Utah. The CPS conference will feature updates, practical exercises with tether straps and latch systems, skill assessments, and the latest information on checkpoints, installation techniques, new market devices, and other valuable resources. To uphold technicians' capabilities, each local health department will conduct ongoing activities and checkpoints.

2.   TECHNICIAN RECRUITMENT

The UHSO CPS Training Coordinator actively recruits a diversified group of individuals, including advocates, educators, law enforcement, EMS, health providers, and others from various departments and partner organizations. Recruitment efforts involve disseminating information about the training through websites like UHSO and National Safe Kids, as well as during Multi-Agency Task Force meetings and partnerships with hospitals and health departments. Email announcements are also used during meetings and conferences to share training dates. Prospective students are required to complete the National Safety Council's 60-minute Car Seat Basics class beforehand, and with a specialized law enforcement course offered for those in the law enforcement field.

Emphasis remains on developing partnerships with all state hospitals. Educational magnets directing new mothers to clickit.utah.gov are distributed, providing local inspection station information. This has led to increased participation in the course from hospital staff and medical technicians. Utah currently has 76 CPS Technicians in the medical field, alongside 35 law enforcement, 8 fire personnel, 11 retail baby store, and 45 non-profit organization technicians, all trained and certified in car seat safety.

3.   TECHNICIAN RETENTION

Utah works hard to keep its Child Passenger Safety Technicians certified. This involves supporting them at inspection stations and sharing event information through the Highway Safety Office. UHSO ensures an instructor is at major car seat checkpoints, helping technicians with re-certification and connecting them with others. These checkpoints allow newer technicians to learn from experienced ones. Safe Kids Coordinators statewide publicize event dates and urge local technicians to attend checkpoints and CEU opportunities for re-certification. The CPS Conference offers a chance for technicians to pass seats at the checkpoint. The Highway Safety Office emails technicians about CEU opportunities, certification expiration reminders, and sponsorship grants for local health departments and Safe Kids coalitions organizing re-certification events.

4.   COMMUNITY CAR SEAT INSPECTION STATIONS

Utah Highway Safety Office aims to ensure all Utah families have access to local car seat inspection services. Currently, 106 inspection stations operate across the state. Over half are concentrated in the six urban counties (Cache, Davis, Salt Lake, Utah, Washington, and Weber), home to 85% of Utah's population. These stations are projected to inspect at least 13,000 car seats annually. Regrettably, misuse is frequent among inspected seats.

Utah has 52 public and 55 private or targeted population inspection stations. Additionally, 77 are urban and 30 are rural. This ensures families statewide can access installation help and child passenger safety education. Refer to the comprehensive list, 2026 Utah's Car Seat Inspection Station Stations, with details about each station and the populations they serve in the required attachment below.

Certified Child Passenger Safety technicians serve the public through safety checkup events, inspection stations, and community events. There is currently a waitlist for those wishing to take the certification course.

5.   OUTREACH TO UNDER-SERVED POPULATIONS

Utah's demographic makeup, as reflected in the 2020 Census, shows a predominantly white population (84%). Minority groups include Hispanics (14%), Asians (nearly 2%), Black and American Indian populations (both 1%), and Pacific Islanders (less than 1%). To reach underserved communities, the program focuses outreach on Hispanic, homeless and refugee families, Native Americans, and low-income individuals. It should be noted that the reported percentages may not be precise due to individuals identifying with multiple races.

Hispanic: 107 inspection stations provide Spanish literature and resources, with about half offering a Spanish-speaking technician or interpreter. These stations are strategically located in areas with a high Hispanic population. Furthermore, most stations offer educational materials in various other languages.

Homeless and refugee families: the Salt Lake County Health Department and UHSO collaborate to provide resources and assistance to shelters and agencies serving these groups. This ensures that children receive appropriate car seats regardless of financial status. Specifically, five unpublicized inspection stations in Salt Lake County cater exclusively to refugee and homeless populations, including Catholic Community Services, International Rescue Committee, YWCA, Utah Refugee Connection, and the Road Home.

Native American: inspection stations located in San Juan and Uintah counties serve tribal members. In southeastern Utah's Four Corners area, the Utah Navajo Health System employs eight CPS technicians. Arizona's Kayenta Health Center technicians also travel to serve the area. These dedicated stations, not open to the general public, focus on serving specific tribes as an underserved population. Uintah County has seven technicians and three stations: Indian Health Services, Ute Indian Tribe Emergency Management, and the BIA-OJS Police Department. The San Juan Public Health Department serves the Ute Tribe and works with Indian Health Services. One CPS instructor is based on the Four Corners reservation. Currently, 15 certified technicians serve the tribes in Utah.

Low-income: families are supported through low-cost car seats provided by the state's children's hospital and local health departments. These locations employ certified CPS technicians for education and car seat installation. Forty-four inspection stations assist low-income families with car seats and education. Partnerships with organizations like the Junior League of Salt Lake City, which donates 200+ car seats annually, and AAA Insurance, which also donates seats, further support these efforts. UHSO provides car seats to organizations serving low-income populations and employing certified technicians.

Detailed information on inspection stations, including technician numbers by county and station, rural or urban status, and public or targeted population designations, can be found in the attached document, "2026 Utah's Car Seat Inspection Stations." The majority of Utah's inspection stations support underserved populations.

6.   CAR SEAT INSPECTION STATIONS

Across 22 counties, Utah operates 107 car seat inspection stations, staffed by 354 Certified Child Passenger Safety Technicians. The remaining seven counties are covered by services from nearby counties or mobile technicians. Various methods, including emails, radio, online platforms, flyers, and social media, are used to promote these stations and related events. The number of technicians at a station ranges from one to twenty. Inspections involve certified personnel utilizing standardized tools such as checkpoint forms (both physical and digital), manufacturer's instructions, vehicle owner's manuals, and the LATCH Manual, among others. Educational resources are provided to parents at these events or stations, covering proper child positioning, airbag safety, and seat belt usage. Child restraints are also available for families who require them or need to replace unsafe seats.

7.   CHILD PASSENGER SAFETY EDUCATION CLASSES

Child safety seat education is expected to be offered in 2026, primarily through health departments. Weekly or monthly community classes will instruct parents on proper seat usage, addressing concerns and providing seats to

those in need. Many Utah organizations and partners consistently offer car seat education. Instructors will cover seat types, proper placement, common misuses, and proper restraint use for the entire family. Low-income families often receive seats at no or reduced cost. Virtual classes remain an option alongside in-person installation, although in-person checks are encouraged at inspection stations. Primary Children's Hospital will conduct virtual car seat checks to serve rural hospitals who need educational support for child passenger safety. Some health departments use videos to prepare caregivers for appointments.

Refer to the attachment below for details about each station and the populations they serve.

8.   ATTACHMENTS

2026 Utah's Car Seat Inspection Stations

Facts About Utah's Car Seat Inspection Stations 2026			
County	**Agency Name**	**# Techs**	**Inspection Station Detail**
BOX ELDER	**Rural - Targeted**	**4 Techs**	**3 Inspection Stations**
	KLD Associates	2 Techs	Private
	Northview Fire District	1 Tech	Public
	Bear River Health Department	1 Tech	Public
CACHE	**Urban - Targeted**	**18 Techs**	**4 Inspection Stations**
	Bear River Head Start	9 Techs	Private
	Bear River Health Department	3 Techs	Public
	Cache County School District	2 Techs	Private
	Logan Regional Hospital	2 Techs	Private
	Volunteers	2 Techs	
CARBON	**Rural - Targeted**	**4 Techs**	**1 Inspection Station**
	Southeast Utah Health Department	4 Techs	Public
DAVIS	**Urban - Targeted**	**31 Techs**	**9 Inspection Stations**
	Davis County Health Department	11 Techs	Public
	Davis Hospital	3 Techs	Private
	Davis Head Start	3 Techs	Private
	Health Choice Utah	1 Tech	Public
	Hill Air Force Base	1 Tech	Private
	Holy Cross Hospital - Davis	1 Tech	Private
	Intermountain - Layton Hospital	3 Techs	Private
	Northview Fire District	1 Tech	Public
	Sterling Quality Point S	1 Tech	Private
	Volunteers	6 Techs	
DUCHESNE	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Tricounty Health Department	1 Tech	Public
EMERY	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Southeastern Health Department	1 Tech	Public
GARFIELD	**Rural - Targeted**	**2 Techs**	**2 Inspection Stations**

	Garfield Memorial Hospital	1 Tech	Private
	Southwest Utah Public Health Department	1 Tech	Public
GRAND	**Rural - Targeted**	**5 Techs**	**3 Inspection Stations**
	Four Corners Community Behavioral Health	1 Tech	Private
	Utah Highway Patrol	2 Techs	Public
	Southeast Utah Health Department	2 Techs	Public
IRON	**Rural - Targeted**	**2 Techs**	**1 Inspection Station**
	Southwest Utah Public Health Department	2 Techs	Public
MILLARD	**Rural - Targeted**	**3 Techs**	**3 Inspection Stations**
	Central Utah Health Department	1 Tech	Public
	Intermountain Health Care-Fillmore	1 Tech	Private
	Intermountain Health Care-Garfield Memorial	1 Tech	Private
MORGAN	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Weber Morgan Health Department	1 Tech	Public
SALT LAKE	**Urban - Targeted**	**134 Techs**	**35 Inspection Stations**
	Am All Services And Consultants LLC	1 Tech	Private
	Catholic Community Services	1 Tech	Private
	Commonspirit	1 Tech	Private
	Comunidad Materna En Utah	3 Techs	Private
	DDI Vantage Early Head Start	2 Techs	Private
	Health Choice Utah	1 Tech	Private
	Intermountain Health	1 Tech	Private
	Intermountain - Primary Children's Hospital	10 Techs	Public
	Intermountain Healthcare-Riverton Hospital	3 Techs	Public
	Jayhawks House	2 Techs	Private
	LDS Hospital	1 Tech	Private
	Neurorestorative	1 Tech	Private
	Odyssey House Of Utah	3 Techs	Private
	Penna Powers	11 Techs	Private
	Promise South Salt Lake	1 Tech	Public
	Salt Lake County Health Department	20 Techs	Public
	Shriners Hospital for Children	6 Techs	Private
	South Jordan Fire Dept.	1 Tech	Public
	South Salt Lake Police Department	2 Techs	Public
	St Marks Hospital	1 Tech	Private
	The Baby Cubby	2 Techs	Private
	The Road Home	1 Tech	Private
	University Of Utah Hospital	7 Techs	Private
	Utah Department Of Transportation	2 Techs	Public
	Utah Highway Patrol	14 Techs	Public

	Utah Highway Safety Office	4 Techs	Public
	Utah Pacific Islander Health Coalition	2 Techs	Private
	Utah Refugee Connection	2 Techs	Private
	Utah Safety Council	7 Techs	Public
	Wasatch Midwifery and Wellness	1 Tech	Private
	Wasatch Pediatrics Willow Creek	1 Tech	Private
	West Jordan City Fire Department	1 Tech	Public
	West Valley City Police	6 Techs	Public
	YWCA	2 Techs	Private
	Volunteers of America	1 Tech	Private
	Volunteer Technician	9 Techs	
SAN JUAN	**Rural - Targeted**	**16 Techs**	**2 Inspection Stations**
	San Juan Health Dept	2 Techs	Public
	Utah Navajo Health System, Inc	14 Techs	Private
SANPETE	**Rural - Targeted**	**3 Techs**	**2 Inspection Stations**
	Intermountain - Sanpete Valley	1 Tech	Private
	Central Utah Health Department	1 Tech	Public
	Volunteers	1 Tech	
SEVIER	**Rural - Targeted**	**5 Techs**	**4 Inspection Stations**
	Utah Department Of Transportation	1 Tech	Public
	Intermountain Health	1 Tech	Private
	Central Utah Public Health Department	1 Tech	Public
	Sevier County Sheriff	1 Tech	Public
	Volunteers	1 Tech	
SUMMIT	**Rural - Targeted**	**7 Techs**	**2 Inspection Stations**
	Summit County Health Department	6Techs	Public
	Intermountain Health--Park City	1 Tech	Private
TOOELE	**Rural - Targeted**	**8 Techs**	**2 Inspection Stations**
	Tooele County Health Department	7 Techs	Public
	UHP	1 Tech	Public
UINTAH	**Rural - Targeted**	**1 Tech**	**1 Inspection Station**
	Uintah Basin Medical Center	1 Tech	Public
UTAH	**Urban - Targeted**	**47 Techs**	**13 Inspection Stations**
	American Fork Fire and Rescue	2 Techs	Public
	Best Practice Quality	1 Tech	Private
	Comunidad Materna De Utah	2 Techs	Private
	Intermountain Health-UVH	6 Techs	Private
	Intermountain - Primary Childrens Hospital	3 Techs	Public
	Lehi Fire Department	2 Techs	Public
	Lou Lou And Company	1 Tech	Private

	Nebo School District	1 Tech	Private
	Orem Police Department	1 Tech	Public
	Saratoga Springs Police Department	1 Tech	Public
	The Baby Cubby	8 Techs	Private
	Utah County Health Department	12 Techs	Public
	Utah Highway Patrol	2 Techs	Public
	Volunteers	5 Techs	
WASATCH	**Rural - Targeted**	**2 Techs**	**1 Inspection Station**
	Wasatch County Health Department	2 Techs	Public
WASHINGTON	**Urban - Targeted**	**11 Techs**	**6 Inspection Stations**
	Root For Kids	3 Techs	Private
	Santa Clara-Ivins Public Safety	1 Tech	Public
	Southwest Utah Public Health Department	3 Techs	Public
	St. George City	1 Tech	Public
	Suu Head Start	1 Tech	Private
	St. George Regional Intermountain Health	2 Techs	Private
WEBER	**Urban - Targeted**	**43 Techs**	**10 Inspection Stations**
	Fresenius Medical Care	1 Tech	Private
	Intermountain - McKay Dee Hospital	15 Techs	Public
	North Ogden Police	1 Tech	Public
	Ogden City Police Department	3 Techs	Public
	Ogden Regional Medical Center	5 Techs	Private
	Ogden Weber Community Action Partnership	1 Tech	Private
	Prevent Child Abuse Utah	2 Techs	Private
	Weber Fire District	1 Tech	Public
	Weber Morgan Health Department	8 Techs	Public
	Weber State University	2 Techs	Private
	Volunteers	4 Techs	

405c ATTACHMENTS FOR 1300.22 – TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS

Quantitative Improvement

Performance Measures #1 Crash Timeliness – Received within 30 days

Utah will improve the Timeliness of the Crash system as measured in terms of:

The percentage of crash reports entered into the database within 30 days after the crash.

Baseline Value: (04/01/2022-03/31/2023): 97.06%

Current Value: (04/01/2023-03/31/2024): 98.52%

Improvement: 1.46 Days

How Obtained:

This metric is obtained by identifying the number and proportion of crash records received by the Department of Public Safety where the record is received electronically within a time period shorter than 30 days from the date/time of occurrence of the crash event. The database is filtered by the date of the crash to identify the total number of records, and the electronic timestamp of receipt from the first version of the crash event report is used in the calculation.

Start Date	End Date	% Received within 30 days	Target (%)
January 1, 2015	December 31, 2015	96.35%	Not set
January 1, 2016	December 31, 2016	97.40%	Not set
January 1, 2017	December 31, 2017	97.40%	Not set
January 1, 2018	December 31, 2018	97.3%	Not set
April 1, 2019	March 31, 2020	90.68%	98%
April 1, 2020	March 31, 2021	91.78%	98%

April 1, 2021	March 31, 2022	89.09%	98%
April 1, 2022	March 31, 2023	97.00%	98%
April 1, 2023	March 31, 2024	97.06%	98%
April 1, 2024	March 31, 2025	98.52%	98%

Supporting Materials (Backup)

Current
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = 1)
and (cast(Date_of_Crash as date))>='2024-04-01' and (cast(Date_of_Crash as date)) <='2025-03-31'
and datediff(day,(cast(Date_of_Crash as date)),cast(Submitted as date)) <= 30

Baseline
```
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = 1)
and (cast(Date_of_Crash as date))>='2023-04-01' and (cast(Date_of_Crash as date))
<='2024-03-31'
and datediff(day,(cast(Date_of_Crash as date)),cast(Submitted as date)) <= 30
```

Performance Measures #2 Crash Completeness – Crash Severity (Unknown/Blanks)

Utah will improve the Completeness of crash records as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Baseline Value: (04/01/2023-03/31/2024): 0.03%

Current Value: (04/01/2024-03/31/2025): 0.02%

Improvement: 0.01%

How Obtained:

To obtain the stats, we searched through the comprehensive list of every record submitted through DTS for crashes that occurred between the given dates. Then, we selected only the unknown/blanks on every report and filtered duplicates out. Finally, for every record, we calculated the difference between unknowns/blanks in the reports and reports that have been submitted with no unknown/blanks.

Supporting Materials (Backup)

Current

use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash, Crash_Severity
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = MAX(Version_ID))
and (cast(Date_of_Crash as date))>='2024-04-01' and   (cast(Date_of_Crash as date))
<='2025-03-31'
and Crash_Severity in ('89',NULL,'')

Total records: 65,803
Records with crash severity missing (value of '89', NULL, or ' '): 15
% of records with missing crash severity: 0.02%
Baseline

```
2022-2023
SELECT count(distinct activity_idx) FROM TRAFFIC.CRASH
WHERE VERSION = '1'
and REPORT_COMPLETED_DTTIME < '01-APRIL-2023'
AND REPORT_COMPLETED_DTTIME > '31-MARCH-2022'
AND SEVERITY_CODE = '89'
=40 of 68,849 = 0.06%
```

Performance Measures #3 Crash Completeness – Manner of Collision (Unknown/Blanks)

Utah will improve the Completeness of crash records as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

Baseline Value: (04/01/2022-03/31/2023): 0.98%

Current Value: (04/01/2023-03/31/2024): 0.92%

Improvement: 0.05% Records

How Obtained:

To obtain the stats, we searched through the comprehensive list of every record submitted through DTS for crashes that occurred between the given dates. Then, we selected only the manner of collision on every report and filtered duplicates out. Finally, for every record, we calculated the difference between unknowns/blanks in the reports and reports that had a manner of collision event entered in the report.

Start Date	End Date	Percent Unknown/Blank	Target (Percent)
April 1, 2014	March 31, 2015	0.24%	Not set
April 1, 2015	March 31, 2016	0.08%	Not set
April 1, 2016	March 31, 2017	0.06%	Not set
April 1, 2017	March 31, 2018	0.06%	Not set
April 1, 2018	March 31, 2019	0.05%	Not set
April 1, 2019	March 31, 2020	12.26%	Not set
April 1, 2020	March 31, 2021	56.05%	Not set
April 1, 2021	March 31, 2022	69%	58%
April 1, 2022	March 31, 2023	12.67%	11%
April 1, 2023	March 31, 2024	0.98%	0.60%
April 1, 2024	March 31, 2025	0.92%	0.05%

Supporting Materials (Backup)

Current
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash, Manner_Of_Collision

from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = MAX(Version_ID))
and (cast(Date_of_Crash as date))>='2024-04-01' and (cast(Date_of_Crash as date)) <='2025-03-31'
and Manner_Of_Collision in ('89','99',NULL,'')

Total records: 65,803
Records with manner of collision missing (value of '89', '99', NULL, or ' '): 605
% of records with missing manner of collision: 0.92%

Baseline

```
use [Daily_Download]
select Ps_Case, Submitted, Date_of_Crash, Manner_Of_Collision
from [Daily_Download].dbo.udot_main um
WHERE Ps_Case IN (SELECT Ps_Case FROM Daily_Download.dbo.udot_main GROUP BY Ps_Case
HAVING um.Version_ID = MAX(Version_ID))
and (cast(Date_of_Crash as date))>='2023-04-01' and (cast(Date_of_Crash as date))
<='2024-03-31'
and Manner_Of_Collision in ('89','99',NULL,'')
```

405e ATTACHMENTS FOR 1300.24 – DISTRACTED DRIVING AWARENESS

The State provides sample distracted driving questions from the State's driver's license examination.

Sample Distracted Driving Questions from the State's Driver License Examination

1) In 2024, distracted driving crashes resulted in how many deaths?
   a. 28
   b. 8
   c. 22
   d. 200

2) What age of drivers had the highest total crash rates?
   a. 15-16 years old
   b. 16-17 years old
   c. 13-20 years old
   d. Over 21 years old

3) What are the 2 most common driving distractions?
   a. Cell phone use and passengers
   b. Food and cell phones
   c. Passengers and music
   d. Loud music and food

4) True or False A few of the most deadly driving behaviors include speeding, distracted driving & not wearing a seat belt. True

5) True or False Anything that takes your attention off the road is a distraction? True

405f ATTACHMENTS FOR 1300.25 – MOTORCYCLE SAFETY

(e) Motorcycle Rider Training Course

(1) Certification of head of designated State authority over motorcyclist safety issues.

---------- Forwarded message ---------
From: **Kamie Bell** kamiebell@utah.gov
Date: Tue, Jun 10,2025 11:36 AM
Subject: Motorcycle Certifications
To: Katherine Hemphill <khemphill@utah.gov>

Utah Motorcycle Training Program Curriculum, Instructor and Quality Control Information

As the Motorcycle Rider Training program coordinator for the State of Utah, I would like to provide information about Utah's Motorcycle Rider Training program.

The Motorcycle Rider Training courses taught in Utah adhere to State of Utah standards, including following an approved Motorcycle Safety Foundation (MSF) curriculum. All instructors are certified by MSF. Chief instructors assist instructors in training and other guidelines established by the MSF curriculum, including team-teaching to keep student-to-teacher ratio small for increased student-teacher interaction.

As the Motorcycle Rider Training program coordinator for Utah, I ensure that all standards are met through several different channels. I conduct site visits at the various schools and remain in active contact with the instructors throughout the year. I conduct a biennial update to ensure all instructors meet MSF and state requirements.

In addition to these quality control measures, student feedback is collected for each class, and is reviewed with the instructors and schools to address any issues and to improve the programs. At the end of the MSF student guidebook, there is a class survey the students can fill out and send to MSF. About twice a year, MSF will send them to the motorcycle program coordinators. We take the comments seriously. After I read them, I make a copy to send to the school. Most comments from the students are positive and sometimes we do receive a negative comment. Some comments may be along the lines of that the instructor likes to talk about his/her riding experience, or the class was too long, or the motorcycles didn't run as well as they should. When I send the comments to the school, I make a note so the school can correct the instructor. We have had many very good instructors and very few negative comments, but all comments are acted on.

If you would like any additional information, please feel free to contact me.

(2) A list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year and the number of the registered motorcycles in these areas.

Complete List of Counties In Utah	2024 Motorcycle Registration Data by County		2024-2025 Training Site by County		Training was offered in the county during the month(s) selected:											
	Yes, there is a training site in the County	No, there is not a training site in the county	Yes, there is a training site in the county	No, there is not a training site in the county	Jul-24	Aug-24	Sept -24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Beaver		155		1												
Box Elder		2,153		1												
Cache		4,118		1												
Carbon		703		1												
Daggett		54		1												
Davis		10,315		1												
Duchesne		700		1												
Emery	255		1		x	x	x	x					x	x	x	
Garfield	172			1												
Grand	743		1		x	x	x	x					x	x	x	x
Iron		1,810		1												
Juab		410		1												
Kane		372		1												
Millard		357		1												
Morgan		443		1												
Piute		58		1												
Rich		130		1												
Salt Lake	27,691		11		x	x	x	x	x			x	x	x	x	x
San Juan		317		1												
Sanpete		827		1												
SEvier		718		1												
Summit	2,020		2		x	x	x	x	x				x	x	x	x
Tooele		2,642		1												
Uintah		1,295		1												
Utah	15,247		2		x		x	x	x			x				x
Wasatch		1,580		1												
Washington	7,173		5		x	x	x	x	x	x	x	x	x	x	x	x
Wayne		115		1												
Weber	8,372		2		x	x	x	x				x	x	x	x	x
Totals	**61,673**	**29,272**	**24**	**22**												

Certification showing the State Authority has adopted one of the official Rider Training courses.

53-3-903 Motorcycle Rider Education Program.
(1)
    (a) The division shall develop standards for and administer the Motorcycle Rider Education Program.
    (b) The division shall make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement this chapter.
(2) The program shall include:
    (a) a novice rider training course;
    (b) a rider training course for experienced riders; and
    (c) an instructor training course.

(3) The division may expand the program to include:
  (a) enhancing public awareness of motorcycle riders;
  (b) increasing the awareness of motorcycle riders of the effects of
  alcohol and drugs; (c) motorcycle rider skills improvement;
  (d) program and other motorcycle safety promotion; and
  (e) improvement of motorcycle licensing efforts.
(4)
  (a) Subject to the restriction in Subsection (4)(b), rider training courses
     shall be open to all residents of the state who:
    (i) are at least 15 years 6 months of age; and
    (ii) either hold a valid learner permit or driver license for any classification or
      are eligible for a motorcycle learner permit.
  (b) A person who has been issued a learner permit may enroll in and complete
     a rider training course if the course is conducted on a closed course that:
    (i) is not conducted on a public highway;
    (ii) is approved by the division; and
    (iii) meets or exceeds established national standards for motorcycle rider
       training courses prescribed by the Motorcycle Safety Foundation.
  (c) An adequate number of novice rider training courses shall be provided to meet
     the reasonably anticipated needs of all persons in the state who are eligible
     and who desire to participate in the program.
  (d) Program delivery may be phased in over a reasonable period of time.
(5)
  (a) The division may enter into contracts with either public or private institutions to
     provide a rider training course approved by the division.
  (b) The institution shall issue certificates of completion in the manner and form
  prescribed by the director to persons who satisfactorily complete the
  requirements of the course. (c) An institution conducting a rider training course
  may charge a reasonable tuition fee to cover the cost of offering the course.
  (d)
    (i) The division may use program funds to defray its own expenses in
      administering the program.
    (ii) The division may reimburse entities that offer approved courses for
      actual expenses incurred in offering the courses, up to a limit
      established by the division based upon available program funds.
    (iii) Any reimbursement paid to an entity must be entirely reflected by the
      entity in reduced course enrollment fees for students.
(6)

  (a) Standards for the motorcycle rider training courses, including standards for
     course curriculum, materials, and student evaluation, and standards for the
     training and approval of instructors shall meet or exceed established national
     standards for motorcycle rider training courses prescribed by the Motorcycle
     Safety Foundation.
  (b) Motorcycle rider training courses shall be taught only by instructors
     approved under Section 53-3-904.

(c) Motorcycle rider training courses for novices shall include at least eight hours of practice riding.
(7) The commissioner shall appoint a full-time program coordinator to oversee and direct the program.

Amended by Chapter 252, 2009 General Session

(k) Use of fees collected from motorcycles for motorcyclist programs.

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs

53-3-905 Dedication of fees.
(1) The following shall be deposited as dedicated credits in the Transportation Fund to be used by the division for the program:
  (a) $5 of the annual registration fee imposed for each registered motorcycle under Subsection 41-1a-1206(1)(a);
  (b) $4 of the six-month registration fee imposed for each registered motorcycle under Subsection 41-1a-1206(2)(a); and
  (c) $2.50 of the fee imposed under Section 53-3-105 for an original, renewal, or extension of a motorcycle endorsement.
(2) Appropriations to the program are nonlapsing.
(3) Appropriations may not be used for assistance to, advocacy of, or lobbying for any legislation unless the legislation would enhance or affect the financial status of the program or the program's continuation.

Amended by Chapter 397, 2012 General Session

405h ATTACHMENTS FOR 1300.27 – PREVENTING ROADSIDE DEATHS

Problem Identification

According to the Utah Department of Transportation's Annual Statistical Summary for 2022, there are a total of 48,908 centerline miles in Utah. Of that, 66.3% is considered urban and 33.7% is not urban. The top five counties are Utah, Salt Lake, Davis, Weber, and Box Elder. Local road classifications account for just about 36,000 miles. Both the State and Federal agencies own almost 12,000 miles, 24.5% of Utah's roads. Utah's interstates, freeways, expressways, and other main arterials make up a relatively small amount of centerline miles statewide. However, interstate vehicle miles traveled (VMT) make up 53.5% of travel in the State.

The Move Over Law (41-6a-904), amended in May 2023, requires motorists to reduce speed and make as much space as practical and if possible, change lanes into a lane not adjacent to the stationary vehicle:

(3)(a) The operator of a vehicle, upon approaching a stationary tow truck or highway maintenance vehicle that is displaying flashing amber lights, shall:

(i) reduce the speed of the vehicle;

(ii) provide as much space as practical to the stationary tow truck or highway maintenance vehicle; and

(iii) if traveling in a lane adjacent to the stationary tow truck or highway maintenance vehicle, if practical and with due regard to safety and traffic conditions, make a lane change into a lane not adjacent to the tow truck or highway maintenance vehicle.

(b) (i) If the operator of a vehicle is traveling in an HOV lane, upon approaching a stationary tow truck or highway maintenance vehicle that is displaying flashing amber lights, the requirements in Subsection (3)(a) apply.

(ii) The operator of a vehicle traveling in an HOV lane, upon approaching a stationary tow truck or highway maintenance vehicle that is displaying flashing amber lights, shall, if practical, with due regard to safety and traffic conditions, make a lane change out of the HOV lane into a lane not adjacent to the tow truck or highway maintenance vehicle.

(4)(a) The operator of a vehicle, upon approaching a stationary vehicle adjacent to a highway that is not parked in an apparent legal parking area that has flashing hazard lights illuminated, shall:

(i) reduce the speed of the vehicle;

(ii) provide as much space as practical to the stationary vehicle; and

(iii) if traveling in a lane adjacent to the stationary vehicle, if practical and with due regard to safety and traffic conditions, make a lane change into a lane not adjacent to the stationary vehicle.

(b)(i) If the operator of a vehicle is traveling in an HOV lane, upon approaching a stationary vehicle as described in Subsection (4)(a), the requirements in Subsection (4)(a) apply.

(ii) The operator of a vehicle traveling in an HOV lane, upon approaching a stationary vehicle as described in Subsection (4)(a), shall, if practical, with due regard to safety and traffic conditions, make a lane change out of the HOV lane into a lane not adjacent to the stationary vehicle.

Utah's crash data from 2019-2023 identified 350 crashes involving first responders on the side of the road. For this same time period, the Utah Highway Patrol was involved in 152 (43.4%) on highways. The local agencies were involved in 198 (56.6%) on local streets. The time of day in which the crashes occurred for UHP, was between 12:00 pm and 9:00 pm, and for local agencies, the crashes occurred between 9:00 am and 3:00 pm. The Utah Highway Patrol was involved in these crashes more in January and July. The local agencies were involved in these crashes mostly in January, September, and December. The days of the week differed slightly between the two groups, with the Utah Highway Patrol being involved in more on Thursday and Friday and the local agencies on Fridays, Saturdays, and Sundays.

Counties with the Highest Number of Crashes involving Stationary First Responders

Utah Highway Patrol	Local Agencies
Salt Lake (28)	Salt Lake (67)
Weber (12)	Utah (31)
Summit (12)	Weber (12)
Utah (12)	Washington (10)

It is important to educate the public about the need and requirement to slow down and move over when approaching stationary vehicles on the roadside with hazard lights illuminated. The third year of funding will continue to build awareness of stationary emergency responders with their lights flashing. With this funding, the Utah Highway Safety Office will create social media, messaging, and education opportunities that can be shared with jurisdictions statewide to increase awareness of Utah's Move Over Law.

Countermeasure Strategy

Strategy	Outreach, Education, and Media
Problem (link to strategy)	In order to prevent road crashes and injuries, it is important to use outreach, education, and media strategies that effectively reach our target audience. This approach will help spread program-specific messages to the intended audience.
Countermeasures (and justification)	Communications and Outreach Supporting Enforcement ***CTW 2020 Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement, and Communication Program Traffic Incident Management Quick Clearance Laws (Move Over laws)
Target (link to strategy) Give an explanation of the link between the effectiveness of the countermeasure strategy and the performance target, e.g. for ped/bike:	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 U-14 Reduce overall roadside crashes involving emergency response vehicles This strategy is part of a successful outreach program to urge drivers to behave courteously. It is tied to vigorous education by involving community partners to leverage resources and achieve a wider reach, reducing fatalities and injuries on our roadways.
Estimated 3-year funding allocation	$178,090 (405h)
Strategy to project considerations	The Highway Safety Office follows a rigorous planning strategy involving the following steps: ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications
Describe how the countermeasure strategy was informed by the Uniform Guidelines or program assessment	As noted in the Communications and Outreach Supporting Enforcement section of NHTSA's Countermeasures That Work, successful programs are comprised of high-visibility communications and outreach. The information provided through this strategy should include expected safety benefits and persuade motorists that detection and punishment for violations are expected.

Performance Measure

U-14	Reduce overall roadside crashes involving emergency response vehicles	97	2024	2026	94.09
Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2024 - 2026). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.					

Project

Police Traffic Services Projects	
Project Name	**Police Traffic Services and Equipment**
Project Description	*(list activities, locations and affected communities)*
This project serves to leverage the UHSO's resources and coordinates with law enforcement agencies throughout the state to plan and implement various activities to reduce injury and fatal crashes. This project will involve partnering with law enforcement agencies to educate drivers on speed-related traffic safety issues during traffic stops, including the move-over law, and aggressive driving. High visibility enforcement overtime shifts will be offered based on crash data and input from local agencies. Additionally, the allocated funds will provide assistance to law enforcement agencies for speed-related equipment and training. Traffic safety education and messaging will be created and placed using state contracts. According to the 2020 Census data, the Hispanic population is the second largest demographic in Utah at almost 19% and growing. Focused efforts on creating media, printed materials, and outreach programs to reach this demographic will be done. Printed materials and social media will support the program and remind the public about the importance of safe driving habits. In addition, funding will be used to support statewide travel to expand outreach efforts to outlying areas and for training, especially in rural, underserved, and overrepresented populations.	
Federal Funding Source(s)	402, 405h
Project Agreement #	PT260101; PE260104 (M12BPE)
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	$403,252 (402); $68,045 (405h)

Eligible Use of Funds	Traffic Enforcement Services Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Law Enforcement Support, Training, and Equipment High Visibility Enforcement- Speed and Distracted Driving

405i ATTACHMENTS FOR 1300.28 – DRIVER AND OFFICER SAFETY

Peace Officer Training Program

Division of Peace Officer Standards and Training Mission Statement

In concert with the Peace Officer Standards and Training Council, our mission is to provide professional standards and training, leadership, and certification for peace officers and dispatchers as we work to protect the rights and privileges of Utah's citizens while elevating the integrity of the profession.

Basic Training Mission Statement

The mission of the Basic Training Bureau is to provide professional law enforcement training utilizing progressive adult learning concepts, innovative technology and research to meet the needs of Utah's law enforcement community and the citizens they serve.

Indeed we realize that our customers are not only the Chief Administrators of the law enforcement community and the cadets, but also every member of this great State. We believe that it is imperative to make the cadet's experience a positive one that will leave positive, valuable memories with them for the rest of their lives. We hope that they will carry our professionalism with them throughout their careers. The Basic Training Bureau is committed to providing the best and most updated training that is possible.

Peace Officer and Standards Training (POST) Required Courses

Utah's POST curriculum requires that ALL cadets complete the following three courses related to respect and proper interaction with the public during traffic-related stops. Additionally, cadets must also complete the course on conflict management, which teaches skills needed to resolve conflict and how to treat people.

- ETH.2010 Procedural Justice and Police Legitimacy 1
- ETH.2030 Procedural Justice and Police Legitimacy II
- ETH.1050 Serving Diverse Communities
- PTRL.2020 Pedestrian Vehicle Stop and Approach

- PTRL.2025 Pedestrian/Vehicle Stop and Approach (Practical)

ETH.2010 Procedural Justice and Police Legitimacy I

Goal

The goal of this course is for the cadet to understand and employ the core concepts of police legitimacy and procedural justice to build better relationships with the communities they serve. By course completion, cadets will be adept at defining and understanding the profound impact of legitimacy on the efficacy of law enforcement. They will also define and articulate the concept of procedural justice as a means to bolster legitimacy by building the basic tenets of giving the citizen a voice, neutrality, respect for persons and rights, and trustworthiness through a transparent process.

Outcomes

At the end of this course, the cadet will...
- Define legitimacy and how legitimacy affects the effectiveness of law enforcement
- Define procedural justice and how it is the process to increase legitimacy
- Critically reflect on the negative aspects of law enforcement and how it can affect police legitimacy
- Recognize the value of strengthening police legitimacy through procedural justice

Course Direction

This course is part of a series that will culminate with a law enforcement capstone course at the end of the law enforcement officer (LEO) certification program. The instructor for this course should be someone who has experience in procedural justice, either from a law enforcement background, academia, or a community leader.

This course should be taught towards the beginning of the law enforcement officer program so the cadet can utilize the core competency of procedural justice in the scenario course. This course should not be taught on the same day as Community Policing or Procedural Justice and Police Legitimacy II course. The cadet will be given an assignment to complete before the Procedural Justice and Police Legitimacy II course.

Prerequisites

There are no prerequisites for this course.

Competency Measured

Social Competence

The peace officer will promote the treatment of all people with dignity and respect in building relationships of trust in diverse communities. This is accomplished through

demonstrating compassion in a fair, impartial, bias-free, and objective manner, and through active engagement with the community as a partner in problem-solving. As a result, the peace officers' conduct will increase legitimacy through transparency to sustain and strengthen trust in the community.

Assessment

The cadet will be expected to apply the core competency of social competence as part of the scenario course. This course will be evaluated through academic assessments, scenario evaluations, and cadet performance reviews.

Learning Objectives

ETH.2010-101 Police Legitimacy (FK)

The cadet will define legitimacy and how legitimacy affects the effectiveness of law enforcement.

.001	Legitimacy: *"The public view the police as entitled to exercise their authority in order to maintain social order, manage conflicts, and solve problems in the community."*
.002	Understanding expectations ● What the community expects from law enforcement ○ Protection ○ Lawfulness ○ Fairness ○ Partnership ○ Trust ● What law enforcement expects from the community ○ Acceptance of authority ○ Compliance ○ Cooperation ○ Information

ETH.2010-102 Procedural Justice (FK)

The cadet will define procedural justice and how it is the process to increase legitimacy.

.001	Procedural Justice: *"The procedures used by police officers in which citizens are treated fairly and with proper respect as human beings."*

.002	Procedural justice affects the legitimacy ● Safety increases (less use of force) ● Greater cooperation ● Voluntary compliance ● Fewer complaints

.003	Four principles of procedural justice
	● Quality of decision-making
	    1- Giving the citizen a voice
	    2- Neutrality (fair, impartial, and objective)
	● Quality of treatment
	    3- Respect for person and rights
	    4- Trustworthiness through transparent process

.004	Citizen's Assessment of an Experience with the Police ● Assessment ● Outcome ● Process A citizen's overall assessment of their interaction with the police (A) – whether positive or negative – depends on more than just the outcome (O). It is largely influenced by the citizen's perception of the way they were treated – in other words, the process used by the police (P).

ETH.2010-103 Negative Aspects of Law Enforcement (HD)

The cadet will critically reflect on the negative aspects of law enforcement and how it can affect police legitimacy.

.001	Understanding the culture of law enforcement ● Lack of trust ● Expectation to control the situation ● Lack of emotion

.002	The effects of cynicism
	● Work performance
	  ○ Officer misconduct
	  ○ Low morale/job satisfaction
	● Family relationships
	  ○ Inability to separate work from personal life
	  ○ Isolation from family
	  ○ Hyper-vigilance
	  ○ Distrustful of family members
	  ○ Divorce
	● Us v Them fallacy
	  ○ Sir Robert Peel- "the police are the public and the public is the police"

.003	The triangle of stress
	● Calls for service
	● Deartment
	● Family

ETH.2010-104 The Relationship Between the Police and the Community (C)

The cadet will recognize the value of strengthening police legitimacy through procedural justice.

.001	History of policing and the generational effects
	● Civil rights movement - 1960's
	● Police reforms - the 1970s and 1980s
	● Responding to increases in crime and violence - 1980s and 1990s
	● Policing after Ferguson
.002	Understanding the community bank account
	● Establishing trust and mutual respect before there is an incident.
.003	Effective Communication
	● Verbal
	● Tone and volume
	● Body language
.004	Gaining the trust of the community
	● Give citizens a voice (listen)
	● Objective and respectful
	● Fairness in the application of the law (golden rule)
	● De-escalating situations
	● Efforts to gain the trust of the community while maintaining officer safety
.005	Change the lens in which you view society
	● Seek to understand and be understood
	● Avoid the detrimental effects of cynicism
	● Utilize resources when help is needed to cope with stress
	● Commitment to bias-free policing

Last Revision: 09/07/2020

ETH.2030 Procedural Justice and Police Legitimacy II

Goal

The objective of this course is to strengthen the foundational principles of procedural justice and police legitimacy, understanding it is a mechanism to build stronger, more collaborative relationships in the communities they serve. By course completion the cadets will refine their understanding and skills in the practical application of procedural justice, recognizing its pivotal role in enhancing police legitimacy in the diverse communities they serve.

Outcomes

At the end of this course, the cadet will...
- Review police legitimacy and the principles of procedural justice
- Discover how there is a balance between legality and legitimacy in policing
- Refine concepts in applying procedural justice to increase police legitimacy

Course Direction

This course is part of a series that will culminate with a law enforcement capstone course at the end of the law enforcement officer (LEO) certification program. The instructor for this course should have experience in procedural justice from a law enforcement background, academia, or a community leader.

This course should be taught towards the middle of the law enforcement officer program while scenario courses are being conducted. The experiences of the scenarios thus far in the academy will be discussed in this course. This course should not be taught on the same day as Community Policing or Procedural Justice and Police Legitimacy II. The cadet will be expected to come to class prepared with the assignment given in Procedural Justice and Police Legitimacy I.

Prerequisites

Community Oriented Policing is a prerequisite for this course.

Competency Measured

Social Competence

The peace officer will promote the treatment of all people with dignity and respect in building relationships of trust in diverse communities. This is accomplished through demonstrating compassion in a fair, impartial, bias-free, and objective manner, and through active engagement with the community as a partner in problem-solving. As a result, the peace officers' conduct will increase legitimacy through transparency to sustain and strengthen trust in the community.

Assessment

The cadet will be expected to apply the core competency of procedural justice as part of the scenario course. This course will be evaluated through academic assessments, scenario evaluations, and cadet performance reviews.

Learning Objectives

ETH.2030-101 Police Legitimacy and Principles of Procedural Justice (FK) The cadet will review police legitimacy and the principles of procedural justice.

.001	Legitimacy review ● The public view the police as entitled to exercise their authority to maintain social order, manage conflicts, and solve problems in the community. ● Understanding expectations
.002	Procedural justice review ● The procedures used by police officers in which citizens are treated fairly and with proper respect as human beings. ● Four principles of procedural justice ● Procedural justice formula
.003	Negative effects of law enforcement and how it affects legitimacy ● Culture of law enforcement ● Effects of cynicism
.004	Strengthening legitimacy ● Community bank account ● Effective communication ● Gaining trust of the community ● Changing your lens

ETH.2030-102 Legality v. Legitimacy (c)

The cadet will discover how there is a balance between legality and legitimacy in policing.

.001	Understanding citizen expectations ● Citizens expect law enforcement to abide by regulations and laws ● Belief that law enforcement is trustworthy, honest, and concerned about the well-being of the people they deal with

.002	Pretextual traffic stops erode trust
	● Real or perceived racial component
	● Distrust when gaining consent for search when lacking probable cause
	● Finding the balance between effective enforcement and perception
.003	Citizen perception
	● perception that decisions made are fair and free from bias

ETH.2030-103 Procedural Justice Applied (A)

The cadet will refine concepts in applying procedural justice to increase police legitimacy.

.001	Understanding how action affects perception which affects outcome
	● Show true interest in being a public servant
.002	Striving for bias-free policing
	● Explicit bias
	● Implicit bias
.003	Enhancing procedural justice with juveniles
	● Opportunity for teachable moment
	● Interpersonal treatment
	○ Respect and dignity
	○ Respect for rights
	○ Trust that authorities care about their needs/concerns
	○ Feel that they are listened to and views considered
.004	Power of control v. power of influence
	● Why people obey the law
	● Successful outcomes when action is based on legitimacy
.005	Application of de-escalation techniques to improve the outcome
	● Utilize communication skills to de-escalate situations
	● Build community trust before an incident occurs
	● Maintain officer safety

Last Revision: 05/25/23

ETH.1050 Serving Diverse Communities

Goal

The goal of this course is to foster inclusive engagement and meaningful service by enriching comprehension, historical consciousness, and constructive, engaging

interactions within diverse communities and cultures. By course completion, cadets will grasp the significance of community involvement, encompassing immigrant and refugee communities, youth culture, and the LGBTQ+ community, and treating all people with dignity and respect. Moreover, they will adeptly recognize the consequences of and strategies for averting targeted crimes and incidents aimed at community members.

Outcomes

At the end of this course, the cadet will…
- Identify the dimensions of what makes a community diverse.
- Recognize the history of the relationship between communities of color and law enforcement.
- Identify the challenges law enforcement faces with immigrant and refugee communities and learn how to build meaningful relationships.
- Identify the challenges law enforcement faces with youth, particularly in communities of color, and learn how to build meaningful relationships.
- Identify the challenges law enforcement faces with the transgender community and learn how to build meaningful relationships.
- Commit to treating all people with dignity, respect, and equal application of the law regardless of special circumstances.
- Serve as a role model to promote positive interactions with the community.

Course Direction

This course is part of a series culminating with a law enforcement capstone course at the end of the law enforcement officer (LEO) certification program. The instructor should have experience in community diversity, either from a law enforcement background, academia, or a community leader. This course should be taught on a different day than Bias-Free Policing.

Prerequisites

Bias-Free Policing is a prerequisite for this course.

Assessment

The cadet will be expected to apply the concepts taught in this course to all the other courses in the academy. This course will be evaluated through academic assessments, in-class scenario evaluations, and cadet performance reviews.

Learning Objectives

ETH.1050-101 Recognizing Community Diversity (FK)
The cadet will identify the dimensions of what makes a community diverse.

.001	Primary community dimensions ● Race ● Ethnic background ● National origin ● Immigration status ● Gender ● Gender identity/expression ● Sexual orientation ● Religion ● Socioeconomic status ● Age ● Disability
.002	Secondary community dimensions ● Educational background ● Work experience ● Marital status ● Parental status ● Geographic location ● Health status ● Personal habits ● Recreational habits ● Appearance ● Political affiliation ● Food preference

ETH.1050-102 Historical Context of Policing (FK)
The cadet will recognize the history of the relationship between communities of color and law enforcement.

.001	Early policing history ● Fugitive Slave Act of 1850 ● Convict Lease Program: 1865 -1928 ● Jim Crow Laws: 1876 - 1965
.002	Urban uprisings and police-community engagement 1960s & beyond ● Police-community relations units ● Active diversification of police agencies ● Monitoring police use of force ● Formalized civilian reviews of police

ETH.1050-103 Understanding Communities (FK)
The cadet will identify the challenges that law enforcement faces with various diverse

communities and how to build meaningful relationships.

.001	Challenges to police/community interactions ● Language barriers ● Fear from how police may have acted in the country of origin ● Federal immigration enforcement ● Lack of awareness of cultural differences ● Negative experiences with individual officers
.002	Identify immigrant communities in your jurisdiction and how to serve
.003	Identify refugee communities in your jurisdiction and how to serve
.004	Identify local communities within your jurisdiction and how to best serve ● Latino ● Asian ● Arab, Muslim, Middle Eastern and South Asian communities ● Native American ● Pacific Islanders

ETH.1050-104 Interacting with Diverse Youth Culture (FK)
The cadet will identify the challenges that law enforcement faces with youth and particularly youth in communities of color and how to build meaningful relationships.

.001	Impact of negative perceptions of police ● Willingness to break the law ● Mistrust of police ● Refusal to cooperate with officers ● Resistance against obeying lawful orders
.002	Proactive steps to build meaningful relationships ● Promote dialogue through teen/police dialogue workshops ● Build youth skills through youth mentorship programs ● Develop partnerships by launching anti-gang coordinating committees ● Develop community policing resources by fortifying school resources officers

ETH.1050-105 Understanding the Transgender Community (FK)
The cadet will identify the challenges that law enforcement faces with transgender community members and learn how to build meaningful relationships.

.001	The relationship between the transgender community and police ● National survey identified that transgender - particularly transgender people of color - experienced higher rates of negative outcomes when interacting with police

.002	Key terminology ● Assigned Sex: *The biological and physiological characteristics that define an individual as male or female at birth.* ● Gender expression: *How a person represents or communicates their gender to others, often through behavior, clothing, hairstyles, activities, voices, mannerisms, or physical characteristics.* ● Gender identity: *A person's internal sense of gender may differ from one's assigned sex.* ● Gender nonconforming: *An individual whose gender expression, gender characteristics, or gender identity (or all of these) do not conform to gender stereotypes.* ● Sexual orientation: *A person's physical, romantic, or emotional attraction to members of the same or different gender. This operates separately from gender identity.* ● Transgender: *An umbrella term that describes individuals whose gender identity differs from their assigned sex at birth.*
.003	How to build trust with the transgender community ● Understand basic concepts and terms related to transgender people ● Use respectful language ● Respect a person's identity and description ● Not assume a person's gender identity or sexual orientation ● Be prepared to help schools support transgender youth

ETH.1050-106 Serving with Dignity and Respect (C)
The cadet will commit to treating all people with dignity and respect and equal application of the law regardless of special circumstances.

.001	Treat all people with respect
.002	Learn about cultural practices and display respect for them

ETH.1050-107 Making a Difference With Diverse Communities (HD)
The cadet will be a role model promoting positive community interactions.

.001	Community engagement (informal/formal) ● Get out of the car and meet with communities face to face ● Participate in community-organized events/charities ● Have open discussions/listen more than speak ● Tailor outreach events for the community ● Mentorship opportunities

.002	Interpersonal/communication skills
.003	Problem-solving

ETH.1050-107 Understanding the Impact of Targeted Crimes and Incidents (HD)
The cadet will understand the impact of crimes and incidents that are targeted based
on personal attributes.

.001	Hate crime A hate crime is any crime enumerated in a hate crime statute in which a perpetrator is subject to an enhanced penalty because the crime was motivated by improper bias, as defined by the statute. These criminal acts become hate crimes only when the perpetrator intentionally selects the victim or property on the basis of a personal characteristic.
.002	Hate incidents Hate incidents are those actions by an individual that, while motivated by improper bias, do not rise to the level of a criminal offense. Hate incidents should not be disregarded. Even though they do not rise to the level of a crime, they should be documented and tracked as they are often precursors to hate crimes.
.003	Personal attributes as defined by (Chapter 76 Section 3 Part 2) Age, ancestry, disability, ethnicity, familial status, gender identity, homelessness, marital status, matriculation, national origin, political expression, race, religion, sex, sexual orientation, service in the U.S. Armed Forces, status as an emergency responder, status as a peace officer.
.004	Understanding the cultural impact Hate crimes and hate incidents have a unique impact on victims as well as the community. They are not just assaults, property damage, or violations of civil rights; hate crimes specifically target a class of individuals within the community. As such, they not only affect the targeted victim, but also have far-reaching effects on large segments of the communities in which they take place. These incidents have the potential to fuel the existing underlying prejudices and fears that trigger the crimes in the first place, thus continuing the cycle of hatred, prejudice, and improper bias.

.005	Appropriate response Peace officer response to hate crimes poses a powerful opportunity to influence public perception. Appropriate response to hate crimes and hate incidents is important to improving and sustaining the perceived validity of the agency and may be especially impactful among marginalized groups within the community.

Last Revision: 07/08/24

PTRL.2020 Pedestrian/Vehicle Stop and Approach

Goal

The cadet will develop an understanding of the tactics and procedures for properly and safely approaching a pedestrian or vehicle.

Course Direction

This course is one of a series designed to give the cadet practical skills in safely interacting with subjects.

Note: The employment of any technique or tactic taught by POST is at the discretion of the officer in the field. Such action should be used only if consistent with the officer's departmental policy and state and federal law.

Prerequisites

There are no prerequisites for this course.

Assessment

This course will be evaluated through academic assessments and cadet performance reviews.

Learning Objectives

LEVELS OF ENCOUNTERS REFRESHER PTRL.2020-100
The cadet will recall from LAW.1020 the levels of encounters and the level of suspicion needed to initiate each:
- Level 1, Voluntary Encounters (Consent/Free to Leave)
  - Voluntary or consensual encounters
  - No suspicion necessary
- Level 2, Detention (Reasonable, Articulable Suspicion [RAS]/Not Free to Leave)
  - That level of suspicion that would cause a reasonable person,

under the circumstances, to believe that criminal activity has occurred or is occurring
- Level 3, Arrest (Probable Cause)
    - Sufficient reason based upon known facts to believe a crime has been committed or that certain property is connected with a crime
    - Links a person and/or property to a crime

REASONS FOR A STOP PTRL.2020-101

The cadet will list factors to consider when determining whether they can legally initiate contact with a person, including:

- The subject's actions
- Area of the stop
- Time of day
- Police purpose, such as an attempt to locate (ATL) broadcasts, warrants, etc.
- Information from an informant or complainant

APPROACHING SUBJECT ON FOOT PTRL.2020-102

The cadet will identify procedures to follow before approaching the subject, to include:

- Notify dispatch of location before contact
- Request backup if warranted
- Observe the subject for a few moments if feasible
- Look for bulges where weapons may be located
- Watch the subject's hands
- Remain alert
- Have a plan

OFFICER COURTESY PTRL.2020-103

The cadet will list procedures that should be followed when an officer finds they have stopped the wrong individual.

- Apologize and give an explanation
- Be courteous
- Be honest
- Explain to the individual what you were looking for and why they appeared to match the description.
- Identify yourself and provide your name
- Provide supervisor's name and contact information if requested

FOOT PURSUIT PTRL.2020-104

The cadet will identify tactics that should be employed during a foot pursuit, to include:

- Attempt to follow the suspect's path step by step, allowing the suspect to identify obstacles
- In most cases, the officer should keep their weapon in the holster during the actual chase

- At a corner of a building, swing wide to maximize line of sight and cover and to avoid being tripped or attacked
- If possible, keep dispatch advised of the location
- Terminate the pursuit if visual is lost on the subject for more than three seconds.
  - This is the time that would allow the subject to ambush an officer
- Continue giving verbal commands and identifying yourself throughout the pursuit

VEHICLE STOP PTRL.2020-105

The cadet will list circumstances that establish reasonable suspicion or probable cause for vehicle stops, to include:

- An officer has knowledge that the vehicle/occupants were involved in suspected criminal activity
  - Knowledge could be from civilian observation, ATL (attempt to locate), etc.
- The officer observes vehicle/occupants violating traffic codes
- A reporting party witnessed a crime/traffic violation and is willing to sign as the complainant

VEHICLE STOP ACTIONS PTRL.2020-106

The cadet will identify the following types of vehicle stops:

- Traffic offense
- Investigative (reasonable suspicion)
- High risk stops

VEHICLE STOP DISPATCH COMMUNICATIONS PTRL.2020-107

The cadet will list the following information that should be transmitted to the dispatcher before stopping a vehicle:

- Indicate the reason for the stop before activating emergency lights – Traffic stop, suspicious vehicle/person, in-progress crime, etc.
- Location and direction of travel
- License plate number and issuing state
- Vehicle and passenger description, if possible
- Under exigent circumstances, the officer may be unable to provide this information before the stop but should update dispatch as soon as possible.

VEHICLE STOP LOCATION PTRL.2020-108

The cadet will identify the following considerations when selecting the proper location to make the stop:

- Width of road and shoulder
- Presence of hills and curves
- Amount of traffic congestion
- Level of visibility
- Problem areas (bars, nightclubs, etc.)

POSITIONING OF PATROL VEHICLE PTRL.2020-109

The cadet will describe and demonstrate the proper positioning of the patrol vehicle when conducting a traffic stop.

- Approximately 10 to 15 feet behind the vehicle
- Approximately 3 feet to the left, if safe to do so
- Wheels turned to the left
- The offset of the vehicle will depend upon the width of the shoulder area
- The officer should use the vehicle as cover but not create a traffic hazard

PRE-STOP PROCEDURES PTRL.2020-110

The cadet will identify procedures that should be completed before the patrol vehicle comes to a stop, to include:

- Notify dispatch of the actual location of the stop
- Unlock the front passenger door (access to shotgun and radio)
- Leave emergency lights on during the entire stop
- Constantly observe the vehicle and occupants
- Observe the surroundings (e.g. terrain, bystanders, cover)
- Activate in-car recording equipment and continue recording during the entire stop.

VEHICLE APPROACH PTRL.2020-111

The cadet will define and demonstrate (scenarios) the procedure for approaching a vehicle safely.

- Check traffic conditions
- Have an escape route
- Observe the driver and passengers in the side or rearview mirror or windows.
- The approach will be determined by the surroundings and traffic
  - Driver side approach
    - Pay special attention to traffic
  - Passenger side approach
    - Come from behind the patrol vehicle
  - Each approach provides its own advantages and disadvantages
    - Driver side approach
      - Better interaction with the driver
      - Easier to hear and smell
    - Passenger side
      - Safer distance from traffic
      - Less expected from a driver
      - Provides a different view into the car if the occupant(s) attempt to hide something
- At night, go behind the patrol vehicle to avoid backlighting
  - Check the suspect vehicle trunk to be sure it is closed
  - Visually check all occupants for weapons

- If needed, carry a flashlight in support hand while leaving the strong hand free for possible weapon deployment.
- Minimize exposure by standing just to the rear of the violator's vehicle if the rear seat is occupied.

MOTORCYCLE STOP PTRL.2020-112

The cadet will define how to safely stop and approach one or more motorcycles.

- Be aware that a motorcycle traffic stop can be problematic because of the maneuverability, speed, and vulnerability of the motorcycle.
- Advise dispatch of the license plate number.
- Do not follow too closely; a motorcycle can stop faster, slide, or go down, especially when transitioning to the shoulder of the road.
- If there is more than one motorcyclist, stop them together
- Advise the driver(s) to turn the motor off
- The rider may need to dismount to retrieve the registration
- If the rider does not dismount, have them keep the kickstand up. This will force them to maintain the balance of the bike and make them immobile

LARGE BUS STOP PTRL.2020-113

The cadet will identify the proper procedure to safely stop and approach a bus:

- Apply the same basic traffic stop techniques
- Be sure the bus stops in a safe location
- Cross over behind the patrol vehicle and approach the front bus door from the curbside
- Request the bus driver to set his brakes
- Having the driver exit the vehicle is usually a better option than remaining on the bus to question the driver.
- If the driver is to be arrested, notify dispatch to request a new bus driver.
- Stay with the bus until a replacement driver arrives

SEMI-TRUCK STOP PTRL.2020-114

The cadet will identify the proper procedure to safely stop and approach a semi-truck.

- Be aware there may be a visibility problem due to the size of the truck
- Apply the same basic traffic stop techniques
- Be mindful of the greater distance to stop the vehicle, so allow a larger area to stop in
- Request the driver to set the brakes if not already done
- Instruct the driver to exit the vehicle
- Avoid stepping up onto the steps. This places the officer at a disadvantage if the driver wants to cause harm or attack the officer.
- If arrest must be made, secure the offender's vehicle
  - If the cargo is hazardous or perishable, the company/owner of the truck should be contacted as soon as practical

LARGE VEHICLE STOP PTRL.2020-115
The cadet will identify the proper procedure to safely stop and approach a van or camper.
- Be aware of any side doors, back doors, and windows
- Apply the same basic traffic stop techniques
- Approach the van or camper staying close to the vehicle
- If suspicious, do not approach the vehicle, but instead use the PA system to request the driver to exit the vehicle

VIOLATOR CONTACT PTRL.2020-116
The cadet will identify steps to follow during the initial violator contact, to include:
- Greet the offender with courtesy
- Obtain the driver license and registration immediately to gain control
- Briefly state reason(s) for stop
- Do not accept a purse or wallet with a license inside, ask the offender to remove it
- Do not argue with the offender; thoroughly explain the reason for the stop
- Be observant, look for other indicators of criminal activity
- Use all your senses, smell for alcohol, drugs, etc.

IDENTITY CHECK PTRL.2020-117
The cadet will identify items an officer should check to be sure a license is valid, to include:
- The restrictions on the front and back
- Compare license description/picture to the offender
- The expiration date
- Any alteration to the license
- If you question the license validity, ask the driver questions such as address, date of birth, etc.

VEHICLE STOP ACTIONS PTRL.2020-118
The cadet will name three enforcement options at an officer's disposal.
- Issue a warning
  - It is important when giving a warning to explain to the offender the reason for the stop and precautions to observe in the future
  - Verbal or Written
- Issue a citation
- Arrest the offender

OFFICER POSITIONING PTRL.2020-119
The cadet will identify techniques an officer should utilize when seated in a patrol vehicle to issue a citation, to include:
- Do not concentrate on the computer/ticket book
- Visually check on the offender every few seconds
- Be very aware of unnecessary or unusual movement from the suspect(s)
- Be prepared to exit quickly

- Watch your mirrors and surroundings for traffic, sympathizers, and/or secondary chase vehicles that might be there to guard the occupants or possible illegal cargo

SAFETY PRECAUTIONS PTRL.2020-120
The cadet will list additional safety precautions an officer should take, to include:
- Request all occupants to stay in the vehicle unless there is a specific reason to have them do otherwise
- Officer and the violator should not stand between the patrol vehicle and the violator's vehicle
- Continually watch the violator and passengers until they have driven off and are out of sight

COMPLETING THE TRAFFIC CITATION PTRL.2020-121
The cadet will define the procedure to follow when filling out a traffic citation, to include:
- Fill out the citation as completely as possible
- Proofread the citation for errors
- Always have an extra citation book available should the computer become inoperable due to the server going down, etc.
- If handwriting a citation:
  - Print legibly in black ink
  - Press down hard enough so that the writing goes through all carbon copies
  - Check the infraction box and fill in the statute number
  - Sign the citation
  - Proofread the citation for any errors

ISSUING THE CITATION PTRL.2020-122
The cadet will define the procedure to follow when issuing a citation, to include:
- Have the violator sign the citation
- Advise the violator that signing the citation is not an admission of guilt but rather a promise to contact the court as directed.
- If you cannot positively identify the offender, have them place a thumbprint in the designated area.
- Give the offender detailed and complete information regarding the settlement of the citation.
- Do not argue with the offender
- Provide the offender with a copy of the citation

OFFICER BEHAVIOR PTRL.2020-123
The cadet will identify behavior that may jeopardize officer safety during any traffic stop, to include:
- Excitement
- Confusion
- Complacency

HIGH-RISK STOP OBJECTIVES PTRL.2020-124

The cadet will list the primary objectives of a high-risk traffic stop, including:
- Stop the suspect vehicle
- Apprehend the suspect(s)
- Complete the stop safely and effectively

HIGH-RISK STOP SAFETY PTRL.2020-125

The cadet will identify how to minimize safety hazards during a high-risk traffic stop, to include:
- Have a plan before stopping the vehicle
- Talk over possible problems with backup officers before the stop
- Properly position patrol vehicles using fanning or stacking method
- The driver of the primary vehicle or a designee will deliver the commands; all other officers support the primary officer.
- Use appropriate cover
- Use proper lighting: overheads, take-downs, high beams, and spotlights should all be used. Try to avoid backlighting.
- To neutralize the suspect vehicle, have suspect driver place keys on roof of suspect vehicle

PRE-HIGH RISK STOP DISPATCH INFORMATION PTRL.2020-126

The cadet will identify information to be transmitted immediately to dispatch before a high-risk traffic stop, including:
- A high-risk traffic stop is being initiated
- Request for any information dispatch has about the offense/offender
- Location and direction of travel
- License plate number
- Description of vehicle
- Number/description of occupants
- Request backup

HIGH RISK STOP PRE-APPROACH PTRL.2020-127

The cadet will identify the following items to be done before making a high-risk traffic stop:
- Select an appropriate location to conduct the stop
- Wait for backup
- Utilize available cover
- Keep constant observation
- Continue to communicate

- Do not attempt to conduct a high-risk stop alone unless exigent circumstances make all other options impracticable.

HIGH RISK STOP SAFETY PRECAUTIONS PTRL.2020-128

The cadet will list safety precautions an officer should observe, to include:
- Constantly watch the vehicle and occupants
- Use the PA system

- Maintain cover
- Identify yourself as a law enforcement officer
- Inform occupants not to move until instructed
- Instruct all suspects to place both hands in a visible position to the officer
- Have the driver roll down all windows if possible (electric) with the left hand and then return hands to a visible position
- Advise driver to turn off the motor, place keys in the left hand, and then place keys on the roof of the vehicle
- Use appropriate lighting

HIGH RISK STOP ARREST PROCEDURES PTRL.2020-129

The cadet will identify procedures for removing suspects from the vehicle and taking them safely into custody, to include:

- Only one officer gives commands
- At least one officer continues to cover the vehicle while others take the suspect(s) into custody.
- Decide which officer will handcuff and take the subject(s) into custody
- Suspect(s) should be taken into custody in a location that provides the officer reasonable security from the offender's vehicle and other occupants
- If possible, have the driver/occupants open the door from the outside handle
- Have them keep their hands visible
- Call driver back first (unless exigent circumstances require a different procedure)
- Call all other occupants back one at a time
- Do not call the next occupant back until the previous one is properly secured and detained.
- Secure the suspect(s) in one of the backup patrol vehicles immediately following proper handcuffing and searching.
- All occupants of the vehicle should follow the same procedure
- After the final occupant is secured, do an additional callout in case a subject is hiding or not visible
- Approach the vehicle only when you reasonably believe all occupants are out and secured
- Secure the suspect vehicle keys
- Approach the vehicle with at least two officers on the same side. Do not set up a crossfire.
- Look for hidden suspects in the vehicle.

PTRL.2025 Pedestrian/Vehicle Stop and Approach (Practical)

Goal

This course aims to provide the cadet with practical experience in applying the tactics

and procedures for properly and safely approaching a pedestrian or vehicle.

Outcomes

At the end of this course, the cadet will...
- Demonstrate conducting a pedestrian stop and approach.
- Demonstrate conducting a vehicle stop approach.

Course Direction

This course provides the cadet with practical experience based on the knowledge received in the Pedestrian/Vehicle Stop and Approach course.

Prerequisites

Pedestrian/Vehicle Stop and Approach is a prerequisite for this course.

Assessment

This course will be evaluated by the cadets performance in the practical based on the performance rubric.

Learning Objectives

PTRL.2035-101 Pedestrian Approach (A)
The cadet will be able to demonstrate conducting a pedestrian stop and approach.

.001	Approaching subject on foot
.002	Officer courtesy
.003	Communicating with dispatch
.004	Tactical positioning

PTRL.2035-102 Vehicle Approach (A)
The cadet will be able to demonstrate conducting a vehicle stop and approach.

.001	Pre-stop procedures
.002	Officer courtesy
.003	Vehicle approach and positioning
.004	Communicating with dispatch

Last Revision: 06/24/23

Additional Information

Peace Officer and Standards Training (POST) <u>Required</u> Courses

Utah's POST curriculum **requires** that ALL cadets complete the following courses related to respect and proper interaction with the public during traffic-related stops. Additionally, cadets must also complete the course on conflict management, which teaches skills needed to resolve conflict and how to treat people. A new course requirement was added regarding diverse communities.

ETH.2010 Procedural Justice and Police Legitimacy 1
ETH.2030 Procedural Justice and Police Legitimacy II
ETH.1060 Serving Diverse Communities
PTRL.2020 Pedestrian Vehicle Stop and Approach
PTRL.2025 Pedestrian/Vehicle Stop and Approach (Practical)

Below is a copy of Utah's code that gives full powers of rulemaking to the Director of POST.

https://le.utah.gov/xcode/Title53/Chapter6/53-6-P1.html?v=C53-6-P1_1800010118000101

Effective 6/25/2020
53-6-105 Duties of director -- Powers -- Rulemaking.
(1) The director, with the advice of the council, shall:
(a) prescribe standards for the certification of a peace officer training academy, certify an academy that meets the prescribed standards, and prescribe standards for revocation of certification for cause;
(b) prescribe minimum qualifications for certification of peace officers appointed or elected to enforce the laws of this state and its subdivisions and prescribe standards for revocation of certification for cause;
(c) establish minimum requirements for the certification of training instructors and establish standards for revocation of certification;
(d) provide for the issuance of appropriate certificates to those peace officers completing the basic training programs offered by a certified academy or those persons who pass a certification examination as provided for in this chapter;
(e) consult and cooperate with certified academy administrators and instructors for the continued development and improvement of the basic training programs provided by the certified academy and for the further development and implementation of advanced in-service training programs;
(f) consult and cooperate with state institutions of higher education to develop specialized courses of study for peace officers in the areas of criminal justice, police administration, criminology, social sciences, and other related disciplines;
(g) consult and cooperate with other departments, agencies, and local governments

concerned with peace officer training;

(h) perform any other acts necessary to develop peace officer training programs within the state;

(i) report to the council at regular meetings of the council and when the council requires;

(j) recommend peace officer standards and training requirements to the commissioner, governor, and the Legislature; and

(k) in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the director shall, with the advice of the council, make rules necessary to administer this chapter.

(2) With the permission of the commissioner, the director may execute contracts on behalf of the division with criminal justice agencies to provide training for employees of those agencies if:

(a) the employees or the employing agency pay a registration fee equivalent to the cost of the training; and

(b) the contract does not reduce the effectiveness of the division in its primary responsibility of providing training for peace officers of the state.

(3) The director may:

(a) revoke certification of a certified academy for cause; and

(b) make training aids and materials available to local law enforcement agencies.

(4) The director shall, with the advice of the council, make rules:

(a) establishing minimum requirements for the certification of dispatcher training instructors in a certified academy or interagency program and standards for revocation of this certification;

(b) establishing approved curriculum and a basic schedule for the basic dispatcher training course and the content of the dispatcher certification examination;

(c) providing for the issuance of appropriate certificates to a person who completes the basic dispatcher course or who passes a dispatcher certification examination as provided for in this chapter;

(d) establishing approved courses for certified dispatchers' annual training; and

(e) establishing a reinstatement procedure for a certified dispatcher who has not obtained the required annual training hours.

(5) The director may not, in approving and reviewing curriculum and training aids for academies, approve or recommend any curriculum which includes the use of chokeholds, carotid restraints, or any act that impedes the breathing or circulation of blood likely to produce a loss of consciousness, as a valid method of restraint.

Amended by Chapter 6, 2020 Special Session 5

Effective 5/4/2022
53-6-107 General duties of council.
(1) The council shall:
(a) advise the director regarding:
(i) the approval, certification, or revocation of certification of any certified academy established in the state;
(ii) minimum courses of study, attendance requirements, and the equipment and facilities

to be required at a certified academy;

(iii) minimum qualifications for instructors at a certified academy;

(iv) the minimum basic training requirements that peace officers shall complete before receiving certification;

(v) the minimum basic training requirements that dispatchers shall complete before receiving certification; and

(vi) categories or classifications of advanced in-service training programs and minimum courses of study and attendance requirements for the categories or classifications;

(b) recommend that studies, surveys, or reports, or all of them be made by the director concerning the implementation of the objectives and purposes of this chapter;

(c) make recommendations and reports to the commissioner and governor from time to time;

(d) choose from the sanctions to be imposed against certified peace officers as provided in Section 53-6-211, and dispatchers as provided in Section 53-6-309;

(e) establish and annually review minimum use of force standards for all peace officers in the state;

(f) establish and annually review minimum standards for officer intervention and the reporting of police misconduct based on Section 53-6-210.5; and

(g) perform other acts as necessary to carry out the duties of the council in this chapter.

(2) The council may approve special function officers for membership in the Public Safety Retirement System in accordance with Sections 49-14-201 and 49-15-201.

Amended by Chapter 182, 2022 General Session

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Utah

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

    b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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;
5. 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);

c. 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;

d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 primary tier 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 tier 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 tier 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 or may pursue suspension or debarment.

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

5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).

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 the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
   a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (_https://www.sam.gov/_).

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 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 participating in covered transactions 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.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at *www.trafficsafety.org*. The NHTSA website (*www.nhtsa.gov*) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
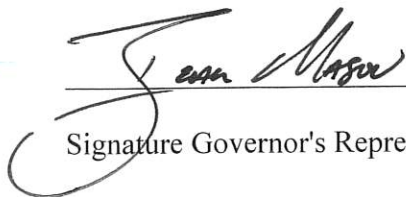
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
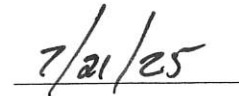
- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
  - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
  - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

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

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature

Beau Mason   7/21/25

Signature Governor's Representative for Highway Safety   Date

Beau Mason

Printed name of Governor's Representative for Highway Safety

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Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Utah   Fiscal Year: 2026

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

✓ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 405b Application in the Annual Grant Application pages 54-62 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 405b Application in the Annual Grant Application pages 62-66 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Annual Grant Application pages 19-24 and 405b Application pages 67-74 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Annual Grant Application pages 19-24 and 405b Application pages 67-74 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

1

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
   o *Legal citation(s):*

   _____

☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
   o *Legal citation(s):*
      ▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

      _____

      ▪ Coverage of all passenger motor vehicles;

      _____

      ▪ Minimum fine of at least $25;

      _____

      ▪ Exemptions from restraint requirements.

      _____

☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
   _____ (location).

☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
   _____ (location).

☐ The State's comprehensive occupant protection program is provided as follows:
   o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
   o Multi-year strategic plan: annual grant application or triennial HSP at
      _____ (location);
   o The name and title of the State's designated occupant protection coordinator is

      _____.

   o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
      _____ (location).

☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

☑ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

405 Application in the Annual Grant Application pages 75-79 _____ (location).

☑ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

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

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- o Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- o Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- o Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

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

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:
- o Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- o Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- o Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- o Annual grant application at
  _____ (location)
  addresses any related recommendations from the assessment of the State's impaired driving program;
- o Annual grant application at
  _____ (location)
  contains the projects, in detail, for spending grant funds;

- o Annual grant application at

  _____ (location)
  describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at

_____ (location).

☐ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above only if applying for this grant.]

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

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - o *Legal citations:*
    - ▪ Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

      _____

    - ▪ Identify all alcohol-ignition interlock use exceptions.

      _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

- ■ Identify list of alcohol-ignition interlock program use violations;

_____

- ■ Identify all alcohol-ignition interlock use exceptions.

_____

☑ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

☑ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 5/3/23 _____ (date) and last amended on 5/3/23 _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - o *Legal citation(s):*
    41-6a 509 and 41-6a 515.5
    _____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☑ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 5/5/21 _____ (date) and last amended on 5/5/21 _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - o *Legal citation(s):*
    41-6a 515.5
    _____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☑ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

☑ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.,* the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at
<u>405e Application in the Annual Grant Application page 80</u> (location).

DISTRACTED DRIVING LAW GRANTS

☑ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on <u>5/4/22</u> (date) and last amended on <u>5/4/22</u> (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Prohibition on texting while driving;
      41-6a-1716
    - Definition of covered wireless communication devices;
      41-6a-1716
    - Fine for an offense;
      41-6a-1716
    - Exemptions from texting ban.
      41-6a-1716

☑ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on <u>5/4/22</u> (date) and last amended on <u>5/4/22</u> (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citations:*
    - Prohibition on handheld phone use;
      41-6a-1716
    - Definition of covered wireless communication devices;
      41-6a-1716
    - Fine for an offense;
      41-6a-1716
    - Exemptions from handheld phone use ban.
      41-6a-1716

☑ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on <u>5/14/13</u> (date) and last amended on <u>5/14/13</u> (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
    41-8-4
  - Definition of covered wireless communication devices;
    41-8-4
  - Fine for an offense;
    41-8-4
  - Exemptions from youth cell phone use ban
    41-8-4

☑ **Prohibition on Viewing Devices While Driving**
The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on <u>5/4/22</u> (date) and last amended on <u>5/4/22</u> (date), is in effect, and will be enforced during the fiscal year of the grant
  - *Legal citations:*
    - Prohibition on viewing devices while driving;
      41-6a-1716
    - Definition of covered wireless communication devices;
      41-6a-1716

☑ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☑ **Motorcycle Rider Training Course**
  - The name and organization of the head of the designated State authority over motorcyclist safety issues is <u>Kamie Bell, Utah Department of Public Safety, Driver License Division</u>
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
    [Check at least one of the following boxes below and fill in any blanks.]
    - ☑ Motorcycle Safety Foundation Basic Rider Course;
    - ☐ TEAM OREGON Basic Rider Training;
    - ☐ Idaho STAR Basic I;
    - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
    - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at <u>405f Application in the Annual Grant Application, page 82</u> (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**
- o The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- o The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- o In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- o In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☑ **Helmet Law**
- o The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 5/9/17 (date) and last amended on 5/9/17 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - ▪ *Legal citation(s):*
    41-6a-1505
    _____

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**
- o Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at
  _____ (location).
- o Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**
- o In the annual grant application or triennial HSP at
  _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- o In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
- o Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- o Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☑ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**
[Check one box only below and fill in all blanks under the checked box only.]

    ☑ Applying as a Law State—
- ▪ The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. *Legal citation(s):*
  53-3-905 _____.

    AND

    The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs. *Legal citation(s):*
  53-3-905 _____.

    ☐ Applying as a Data State—
- ▪ Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☑ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at

Annual Grant Application pages 40-47 _____ (location(s)).

☑ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at

405h Application in the Annual Grant Application pages 85-88 _____ (location(s)).

☑ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**
[Check one box only below and fill in all blanks under the checked box only.]
 ☐ Applying as a law State—
  ▪ The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  ▪ *Legal citation(s):*

  _____.

 ☐ Applying as a documentation State—
  ▪ The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
  ▪ Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
  _____ (location).

☑ **Peace Officer Training Programs**
[Check one box only below and fill in all blanks under the checked box only.]
 ☐ Applying as a law State—
  ▪ The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____.

☑ Applying as a documentation State—
- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
  <u>405i Application in the Annual Grant Application pages 89-113</u> (location).

☐ Applying as a qualifying State—
- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

  _____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

  _____ (location).

☐ PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at
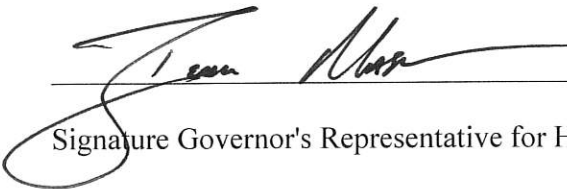
_____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
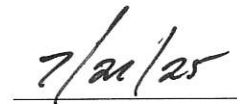
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In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

☑ I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.

☑ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

☑ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

7/21/25

Signature Governor's Representative for Highway Safety   Date

Beau Mason

Printed name of Governor's Representative for Highway Safety

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