

Utah Highway Safety Plan

FEDERAL FISCAL YEAR



State of Utah

Department of Public Safety

SPEED MANAGEMENT

The open spaces, long and straight stretches of roadway, and long distances between rural towns and cities seem to invite motorists to exceed the speed limit in Utah. Almost 1 of every 3 traffic fatalities in the State is related to speeding, and speeding is a safety concern on all roads, regardless of their speed limits.

Much of the public concern about speeding has been focused on high-speed Interstate roadways. Speed is also a significant factor in crashes on lower speed collector and local roads.

The Utah Department's of Public Safety and Transportation are collaborating to implement a multi-disciplinary speed management program in Utah. This will start with crash data analysis to identify target areas or corridors for further study. Next, a roadway analysis will be performed to identify infrastructure improvements which might be needed. The effect of such changes will then be evaluated to see if speeds have come into compliance.

Where speed problems continue, additional steps will include a wide ranging media campaign in conjunction with high visibility enforcement conducted by local and state law enforcement agencies.

Taking It To The Streets

UTAH HIGHWAY SAFETY PLAN FEDERAL FISCAL YEAR 2009

STATE OF UTAH DEPARTMENT OF PUBLIC SAFETY HIGHWAY SAFETY OFFICE

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

EXECUTIVE SUMMARY

The Safe Communities Program, reorganized in 2008, has shown great success in providing communities statewide with resources and advocates to assist in correcting local traffic safety issues. This year, using feedback from the 12 health districts who conduct the projects, the Highway Safety Office has earmarked specific funds to implement programs within the Latino and Native American communities.

The success of last year's Zero Fatalities Safety Summit has spurred a second rendition, with changes to the program based on input from last year's participants. The Summit will provide a common setting for highway safety advocates and partners to share ideas on the broad range of traffic safety focus areas, participate in interactive learning sessions, and establish and cultivate the network of partnering that Utah is famous for.

Even with the continued success of media projects such as the "Click It or Ticket" and "Drunk Driving. Over the Limit, Under Arrest" campaigns, it is apparent that a sustained message is the key to such success. The "DRIVE AWARE. RIDE AWARE." motorcycle safety media campaign will continue this year as it "brands" its message with motorists and motorcyclists. Other innovative campaigns which are new include one to target 16-34 year old males by using motorsports venues as the medium to reach them. Also, a safety message campaign will use traffic report sponsorship in the more urban areas to reach a broad range of motorists.

Integration of the traffic crash records systems in Utah continues to receive a high level of attention this year. Much of Utah's federal funding for transportation programs, and even law enforcement, are based on the information in the State's traffic crash databases. Improving the timeliness, accuracy, completeness, uniformity, integration and accessibility of those records remains a high priority during the upcoming year.

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PERFORMANCE PLAN

OVERVIEW OF PROCESS

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

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

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

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

DATA ANALYSIS

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

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

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

PROBLEM IDENTIFICATION

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

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

PERFORMANCE GOALS

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

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

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

PROJECT SELECTION

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

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

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

MONITORING AND TECHNICAL ASSISTANCE

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

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

ANNUAL REPORT

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

HIGHWAY SAFETY PLAN

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

HIGHWAY SAFETY PLAN

Performance Measures & Project Descriptions

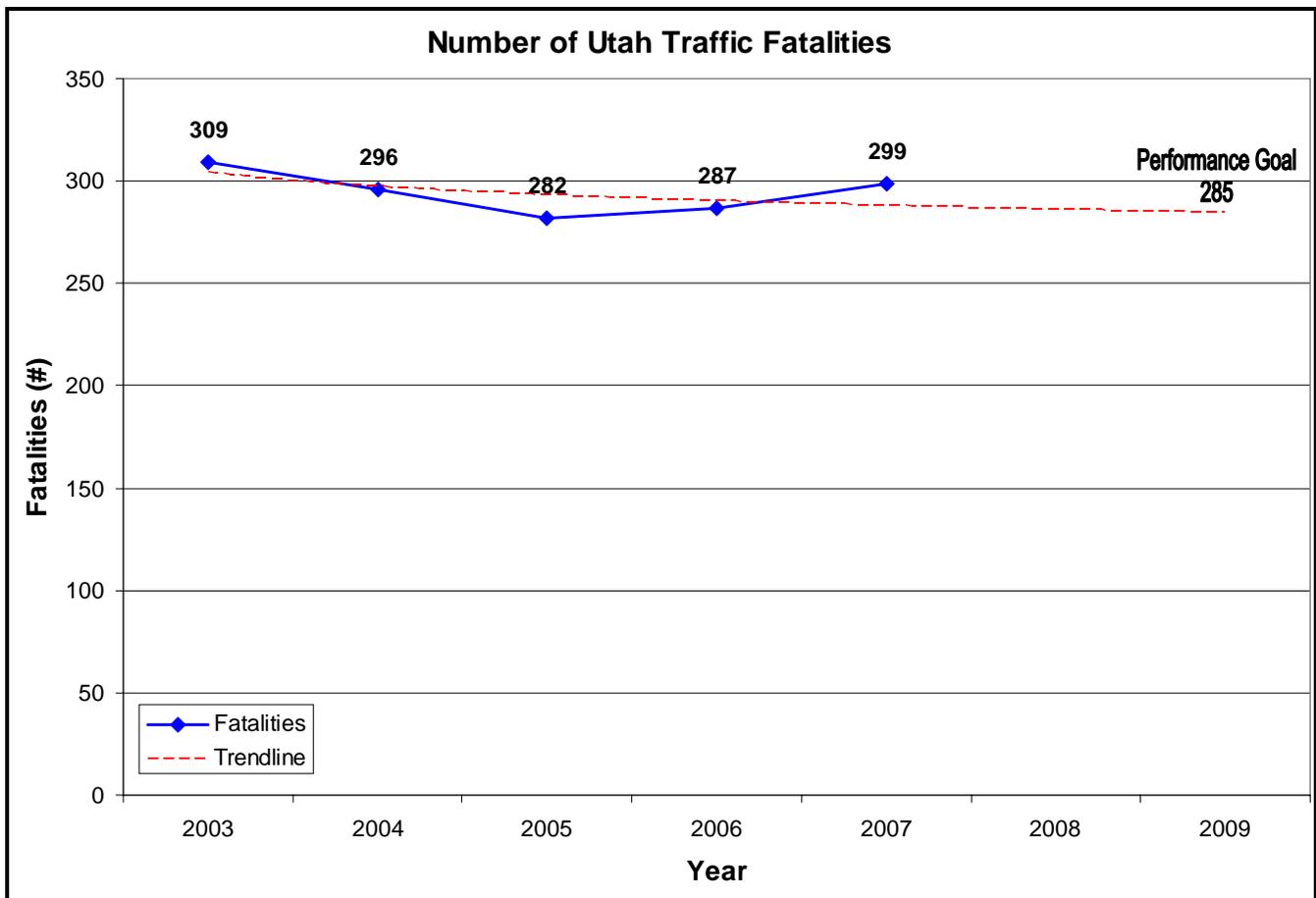
POLICE TRAFFIC SERVICES PROGRAM

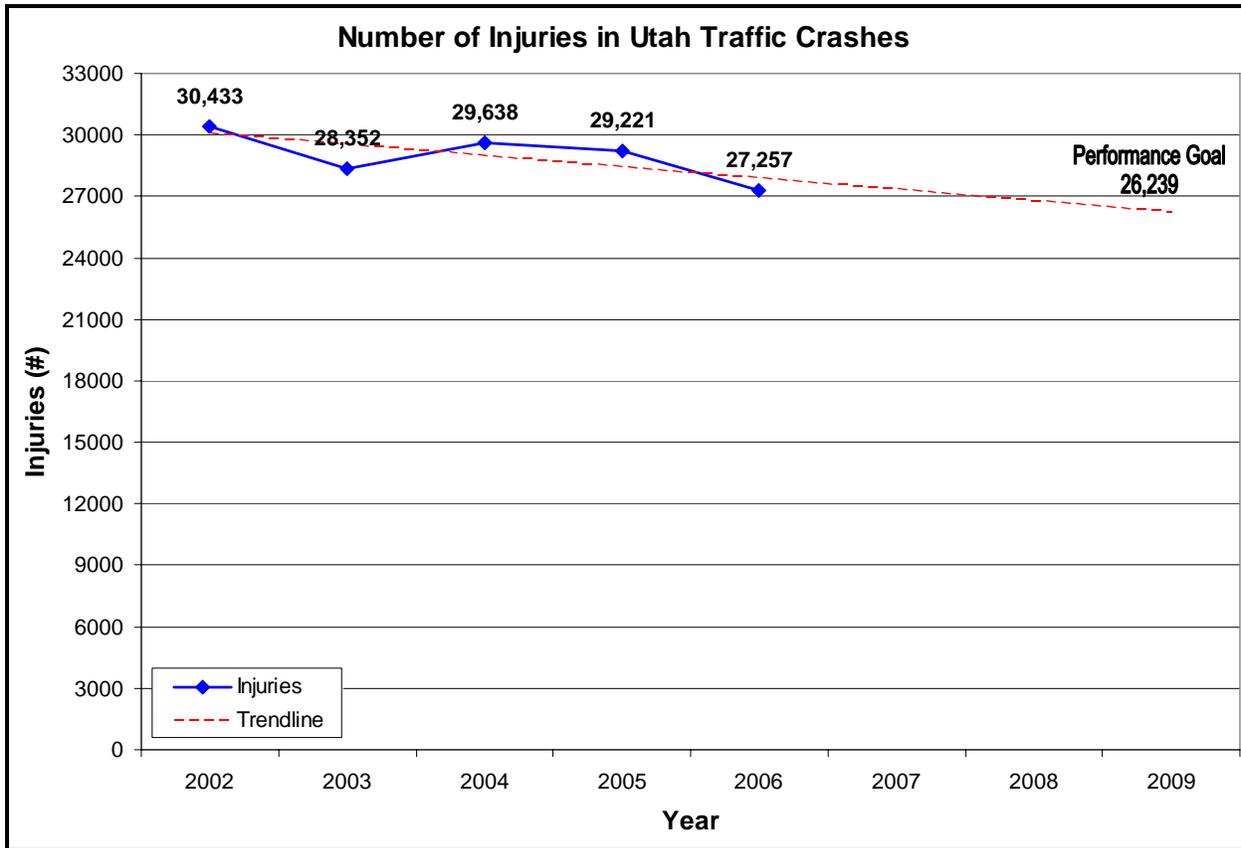
Performance Goal:

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

Performance Measures:

- Continue the downward trend in actual traffic fatality numbers to 285 in CY2009.
- Continue the downward trend in traffic crash injuries to 26,239 in CY2009.





Action Plan:

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

Justification:

- The need for increased enforcement continues to be a budget constraint, especially with regard to a sustained high profile speed corridor campaign.
- While the majority of all crashes happened in urban areas of the State, the majority of fatal crashes occurred in rural areas. Equipment requests will be considered to address this disparity and attempt to assist with enforcement of speed, aggressive driving, DUI, and other traffic safety laws statewide.
- Many law enforcement agencies, both urban and rural, suffer from budget shortfalls that limit technical assistance, training, equipment, and personnel. They value the HSO's expertise and assistance in providing training, equipment, and overtime funding for selective traffic enforcement.

Other Partnering Agencies:

- Most of the larger law enforcement agencies in the more populated areas are able to self-fund the purchase of traffic safety equipment.
- The State Alcohol and Drug Fee Committee allocates DUI reinstatement and impound funds to assist police agencies throughout Utah with impaired driving enforcement training and equipment, and overtime enforcement shifts.
- UDOT uses HSIP flex funds and 406 incentive funds for safety projects initiated by the Traffic and Safety Division.

Police Traffic Services Projects

PT090101 **POLICE TRAFFIC SERVICES & EQUIPMENT (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Project funds from this grant will be used to assist city, county and state law enforcement agencies in Utah that have limited resources and funding and are in need of technical assistance, equipment and other safety related items. The project will assist agencies purchasing equipment such as speed monitor trailers, radars, lidars, in-car video cameras, preliminary breath testers, accident mapping software and various other equipment items, as needed, and also specialized traffic enforcement vehicles such as motorcycles. Law enforcement agencies will be required to submit a request letter outlining their traffic issues and concerns, and how the requested equipment will help reduce or eliminate the traffic safety issue. Each major equipment purchase will be preceded by written authorization from the NHTSA Region Eight office. Funding from this project will also be used to provide accident reconstruction classes which will be hosted through the Utah Highway Patrol training bureau and offered to agencies statewide. This will provide officers the opportunity to increase their knowledge and expertise dealing with fatal crash scenes and major traffic incidents.

PT090102 **DUI REINSTATEMENT (DAVE)**
FUNDING SOURCE **STATE MATCH**
PROJECT YEAR **N/A**



Impaired driving in Utah results in about 15,000 DUI arrests each year, and in most cases the person's driving privilege is suspended or revoked, as detailed in Utah law. After the sanction period has expired, the person must pay specific reinstatement fees to regain driving privileges, and subsequently a valid driver license. A portion of the reinstatement fees are used by the State to support programs which target removing impaired drivers from the roads, including providing equipment to local law enforcement agencies to enhance officer safety in DUI stops, training for officers statewide to enhance their ability to identify impaired drivers, and overtime shifts for sustained enforcement efforts throughout the year.

PT090103 **MULTI-AGENCY TASK FORCES (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Two major task force committees have been organized, consisting of law enforcement personnel from the various agencies in Salt Lake County and Davis County. The members of these two task forces meet on a regular basis to discuss traffic safety issues and concerns affecting their cities, counties and the State. The task forces also help to foster inter-agency partnering and resource sharing among member agencies. This project offers resources to foster the task forces continuation, and also helps to provide training to the officers involved with the task forces so that they can return and share the information with their follow officers. The task forces are actively involved in the major traffic safety campaigns, including *"Click It or Ticket"* and *"Drunk Driving. Over the Limit, Under Arrest."* They also participate in many combined activities such as saturation patrols and DUI sobriety checkpoints.

PT090104 **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE **STATE MATCH**
PROJECT YEAR **N/A**



The State of Utah leads the nation with the lowest rate of alcohol-related fatalities, due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In

2007, over 15,000 DUI arrests were made, and most arrests resulted in the violator's motor vehicle being impounded. When the person retrieved their vehicle, various impound fees were charged, and, in an effort to remove the impaired driver from Utah's roadways, a portion of these fees are used to fund DUI overtime shifts throughout the State. This sustained statewide effort places a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns.

PT090105	UHP SAFETY PROJECT (DAVE)
FUNDING SOURCE	163 .08 BAC
PROJECT YEAR	ONGOING

The Utah Highway Patrol desires to provide its members with the equipment and services needed to enhance officer safety and effectiveness, while providing a safe driving environment for motorists statewide. The Section 163 funding will be used to purchase supplies and equipment such as: Preliminary breath testers (PBT), BAC testing units (intoxilizer), in-car video camera systems, radar/lidar guns, speed trailers, message trailers, checkpoint safety vests, drug testing kits, phlebotomy supplies, and print various educational materials. The funds may also be used to upgrade current programs, such as upgrading the Batmobile. This project may also fund programming intended to increase the timeliness and accuracy of electronically generated traffic records, and enhance programs such as crash investigation, data collection and impaired driving enforcement. Such projects might include electronic DUI report form or electronic search warrant programming.

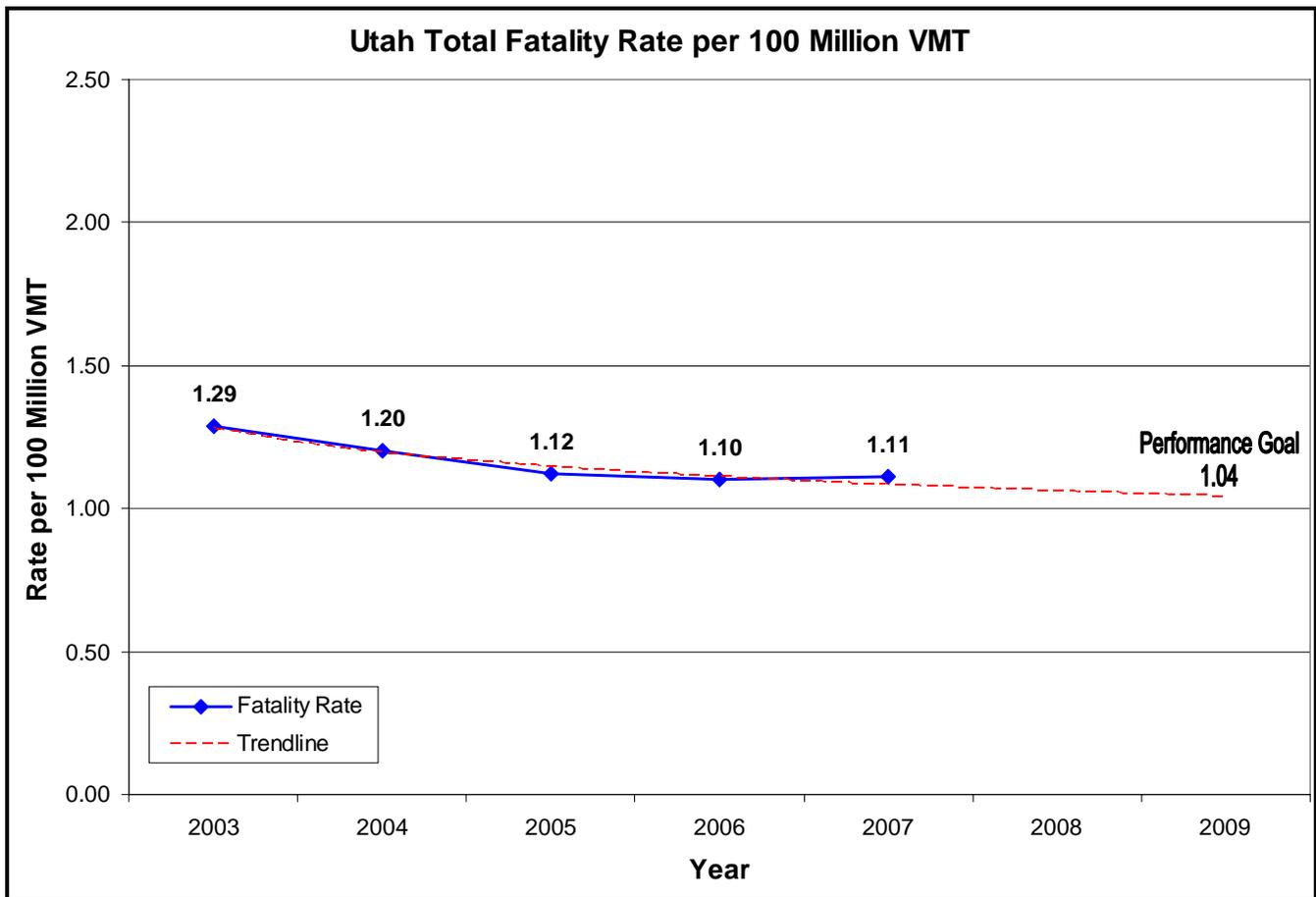
COMMUNITY TRAFFIC SAFETY PROGRAM

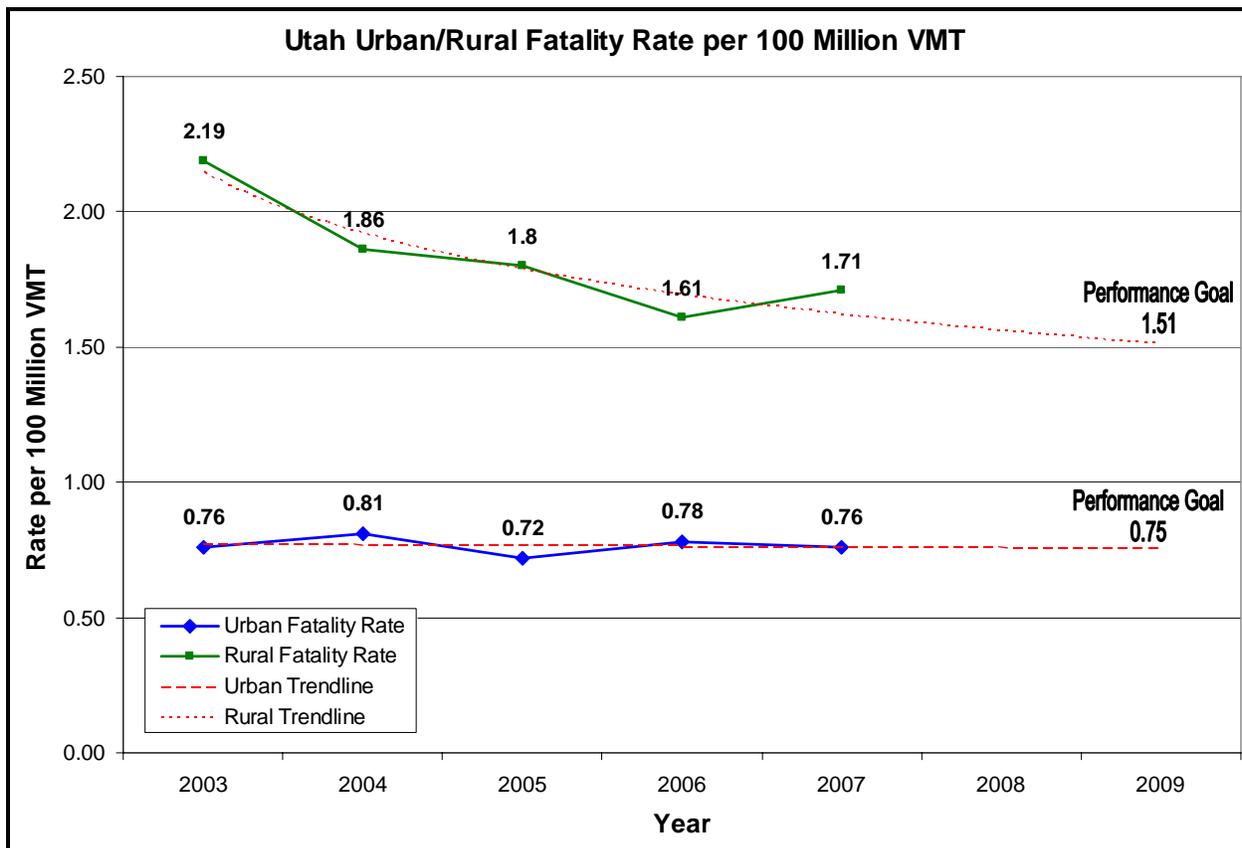
Performance Goal:

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

Performance Measures:

- Continue the favorable downward trend in the overall motor vehicle crash fatalities rate to 1.04 in CY2009.
- Continue the favorable downward trend in the rural areas motor vehicle crash fatalities rate to 1.51 in CY2009.





Action Plan:

- Fund Safe Community projects at twelve health districts within the State.
- Provide HSO staff to oversee, coordinate and assist the Community Traffic Safety Programs.
- Outreach Utah’s largest minority population with highway safety information by supporting a Hispanic Traffic Safety Program.
- Contract for a Rural Traffic Safety Coordinator to provide better outreach to rural areas in the southern portion of the State.
- Outreach Native American areas of the State.
- Provide support and planning for the “Zero Fatalities” Traffic Safety Summit.

Justification:

- Safe Community projects cover the general spectrum of highway safety program focus areas, and serve as a cornerstone of local interaction.
- Safe Community projects provide personal interaction with the public and provide a “face” for the traffic crash injury prevention program.
- The expanded Safe Community program will allow additional outreach to the rural areas of Utah.

Other Partnering Agencies:

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

Community Traffic Safety Projects

CP090201 DAVIS COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Davis County is the third most populated county in Utah with over 248,000 people, and is the fastest growing of the four major urban communities along the Wasatch Front. With the expanding population comes an increased concern for traffic safety issues in this county, with an emphasis on teen risk-taking behaviors, pedestrian safety and child passenger safety. A needs assessment survey reported that 44% of local high school students responded positively to risk-taking behaviors (such as sensation or thrill seeking) including not using a seat belt. In an effort to raise awareness and change behavior, the Davis County Safe Community project will be working with two local high schools to develop and conduct a seat belt campaign. Pedestrian incidents are a concern in Layton with 40% of them involving children under the age of 15. Therefore, the Safe Community Task Force has sponsored and will continue to host Green Ribbon Month, Walk to School events, and an awareness campaign around Halloween, to continually promote safe pedestrian practices. There is also concern about the reported drop in child safety seat usage and the total number of child safety seats checked in the past year. The project will work closely with their outlying fitting stations and technicians to make child passenger safety resources more available, and to re-emphasize booster seat usage in conjunction with the new booster seat law.

A portion of the grant funding will be used to help fund three part-time project coordinators who are dedicated specifically to this continuing highway safety program. Program income will be acquired through the sale of low cost child safety seats and helmets and will be used to continue activities directly related to the traffic safety program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090202 TRI-COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Tri-County Safe Community coalition serves approximately 10,000 square miles that includes the predominantly rural counties of Daggett, Duchesne and Uintah, and within its boundaries are the Uintah and Ouray Ute Indian Reservation. . Because of a population boom in recent years due to the oil industry in Uintah County and poverty levels in the area exceed the State average, the coalition will increase its activities to meet the needs of the community. Bike rodeos, community fairs, child safety seat checkpoints and partnerships, such as the ones with the local racetrack and the Ute Indian Tribe, will enable them to accomplish their goals and reach their target audience. The coalition has made it a priority to offer educational activities throughout the community that include low-cost child safety seats and bicycle helmets to meet their goal of increasing use by 5%. A portion of the funding will be used to help fund a project coordinator who is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090203 WEBER/MORGAN COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Weber-Morgan Safe Community coalition serves a combined population of 217,796 in northern Utah. With nearly 30% of the population under the age of eighteen, and over 15% of Weber County's

population Latino, this area of the State faces unique traffic safety challenges. Data indicates teenage drivers in Weber County accounted for 30% of the crashes in 2005. The coalition will utilize members of the Governing Youth Council to promote a seat belt competition between eight local high schools. Tweens (ages 8-15) will join the program's target audience for seat belt safety messages with the goal of instilling safe behaviors in this growing and impressionable part of the population. Of the 45 teenage drivers involved in fatal crashes in 2005, two were impaired by alcohol or drugs. The coalition will conduct activities to educate the community on the dangers and consequences of the use of alcohol while driving. Child passenger safety and seat belt educational courses in both English and Spanish will be conducted throughout the year in an effort to address this coalition's unique traffic safety challenges. Because data also shows that 697 bicyclists have been hit by automobiles resulting in 8% of the bicycle fatalities in Utah, and 45 pedestrians have been killed by automobiles in the last ten years, the coalition will also conduct bicycle and pedestrian safety campaigns.

A portion of the funding will be used to help fund two part-time project coordinators who are dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090204 BEAR RIVER SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Bear River Safe Community coalition serves the North Central region of Utah including Box Elder, Cache and Rich Counties with a combined population of 158,827 and an area of 7,873 square miles. Because data collected from seat belt and child restraint observation surveys show that usage rates continue to be low, the majority of the program objectives are related to vehicle occupant protection activities. Communities and area agencies will be targeted with a number of seat belt and child safety seat use promotions in an effort to increase adult seat belt use, teen driver seat belt use and the correct use of child safety seats by 2%. Due to its growing Hispanic population, this coalition will also continue its partnership with the Northern Utah Hispanic Health Coalition. The project will utilize employer-to-employee campaigns addressing seat belt safety and impaired driving messages.

A portion of the funding will be used to help fund project coordinators who are dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090205 SUMMIT COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

The Summit County Safe Community coalition represents a rapidly growing rural community located in the Northeast corner of the State. With over 25% of the population under the age of eighteen, the program plans to focus heavily on increasing the teen seat belt usage rate, and the use of child passenger safety devices. The project will feature a number of youth-directed events at area high schools in order to capitalize on the positive effects of peer leadership. By demonstrating and displaying the importance of safe behaviors during driver's formative years, the project hopes to instill life-long safety behaviors, and increase the seat belt use by 2%. During the year, all aspects of child passenger safety will be highlighted, including car seat fitting stations and school and community outreach programs. A portion of the funding will be used to help fund three part-time project coordinators who are dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090206 **TOOELE COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

The Tooele County Safe Community coalition serves a community of approximately 54,000 people and is one of the fastest growing communities in the State. Located 35 miles from Salt Lake City, a large percentage of the people living in Tooele drive to areas along the Wasatch front for both work and leisure activities. Because of its growth rate and location, the community is at risk for injuries due to motor vehicle crashes. Tooele County is ranked the 4th highest for motor vehicle crash deaths in the State of Utah, and teens are the highest at-risk group for injuries due to motor vehicle crashes. In addition, county residents have one of the lowest household incomes in the State, which contributes to lower than average child restraint use. The goal of this Safe Community coalition will be to reduce traffic injury-related morbidity and mortality rates among teen ages 14-18 years, and educate and provide resources to low income families enabling them to properly restrain their children. Therefore, the coalition will launch a project that will focus on three main areas of teen driving: parent empowerment, teen education and enforcement. Specific activities will include "Alive at 25" classes, and "Safe Drivers Wanted" classes. The coalition will also work with law enforcement through training opportunities and local car seat check points to increase the use of child safety seats. A portion of the funding will be used to help fund a project coordinator who is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090207 **UTAH COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Motor vehicle crashes are the leading cause of unintentional injury death in Utah County. Areas of concern include teen driving, child passenger safety and seat belt use. Teen fatalities among 15-17 year olds have increased in the last four years in Utah County. Seat belt use among teens that were killed in motor vehicle crashes was 38.9% in Utah County, and teen crashes with more than four teens in the vehicle were twice as likely to be fatal than crashes involving fewer passengers. Because of this information, the Utah County Safe Community coalition will be focusing on an educational campaign to promote seat belt use and safe driving habits in target communities. It has also been reported that the misuse rate for child safety seats in Utah County is 88.2%. This project will offer child safety seat classes, child safety seat checks, participate in local health and safety fairs, and provide low-cost child safety seats in an effort to reduce the misuse rate. The Utah County Safe Community Task Force has also collected data through observations at eight local elementary schools which indicates that the average helmet use is 28%. Helmet education is crucial and will be facilitated through presentations, bike rodeos and other activities.

A portion of the funding will be used to help fund three part-time project coordinators who are dedicated specifically to this continuing highway safety project. Program income will be acquired through the sale of low cost child safety seats and helmets and will be used to continue activities directly related to the traffic safety program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090208 **SOUTHEASTERN UTAH SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **SECOND**

The Southeastern Utah Safe Community program serves the rural counties of Carbon, Emery, Grand and San Juan. All four of these counties have crash rates well above the State's average, with Emery

and Grand counties having two of the three highest rates of persons injured per 100 million VMT in 2004 in Utah. The goal of this project is to: Conduct educational activities and campaigns that will focus on increasing safety belt use and child safety seat use rates with a focus on the new booster seat requirements; increase the teen/youth driving safety efforts; and support statewide motorcycle, bicycle and pedestrian safety campaigns. Planned activities and campaigns will be conducted in the high schools, at Desert Thunder Race Track, and at the local movie theaters. The Southeastern Utah Safe Community coalition will also host its second annual Four Corners Injury Prevention Conference. This event was created to establish coordinated injury prevention efforts with the Native American population that exists in this area. A portion of the funding will be used to fund two part-time project coordinators who are dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090209 CENTRAL UTAH SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR SECOND

The Central Utah Safe Community program serves a large rural geographical area consisting of six counties including Sevier, Wayne, Piute, Juab, Sanpete and Millard. Five of the six counties are in the upper third percentile of counties with high rates of roadway departure crashes, and Millard County has one of the higher rates of intersection crashes and pedestrian crashes. Millard and Juab counties are in the top ten counties for fatalities. Eighty-two percent of the motorists involved in fatal crashes in this six-county area in 2004 were unrestrained. Therefore, injury prevention activities and campaigns that address seat belt use remain a focal point for this project. This project provides a vital link to a high-risk portion of Utah’s population that would not otherwise receive highway safety messages and information. Therefore, a portion of the funding will be utilized to support the program director in operating this project. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090210 WASATCH COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

The Wasatch County Safe Community coalition is in a rural area in Northern Utah where fatal and injury crash rates exceed the State averages. With more than one-third of the population under the age of eighteen, the program plans to focus heavily on increasing the seat belt usage rate for teens, youth bicycle helmets, and child passenger safety devices. To reach the teen population, the project will develop and implement a comprehensive traffic safety program at Wasatch High School that will include promotional activities and events highlighting the importance of seat belt usage. The program will reinforce positive behavior and capitalize on word-of-mouth exposure through a campaign in which law enforcement officers give coupons for ice cream to children wearing bicycle helmets. Bicycle rodeos, supported by kits supplied by the program and hosted by county-wide organizations, will provide forums for cycling safety education and helmet distribution to children. Further partnerships with law enforcement, fire, EMS and hospital personnel will enable the program to conduct numerous car seat training and education campaigns to reach a wide audience throughout the county. Pre- and post-campaign surveys will help the program determine the effectiveness of their safety messages.

This very rural area of the State relies on a portion of the funding to assist the project director in implementing this highway safety program. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090211 **SOUTHWEST UTAH SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **SECOND**

The Washington County Safe Community coalition is located in the Southwestern corner of Utah and is comprised of the cities of St. George, Washington City, Santa Clara, Bloomington, Ivins, and Hurricane. Due to an influx of the retirement-age people attracted to the area's mild winter climate, the county's population has increased 40% over the last six years. Data supports that there is a need for traffic safety education among the older adult population. In 2005, the rate per 10,000 population of older drivers involved in crashes in Washington County was 33.9 compared to Utah's average of 22.2. Specific areas of concern are low seat belt and child safety seat usage. The goal of the Southwestern Utah Safe Community coalition is to increase this groups awareness of personal seat belt use and the dangers of transporting grandchildren without car restraints. The program will also focus on providing education on the consequences to others in the vehicle, including their grandchildren, if the driver is unbelted and a crash occurs. This education will be provided through partnerships with local organizations, including AARP and senior citizen centers. Radio, television and newspaper media will be utilized in this campaign.

A portion of the funding will be used to help fund the part-time project coordinator who is dedicated specifically to this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP090212 **SALT LAKE COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **SECOND**

The Salt Lake County Safe Community coalition serves the most populated county in the State, one with nearly a million residents, and has the highest motor vehicle crash rate in the State. Additionally, the Hispanic population and the refugee population are growing, along with the need for child safety seat fitting stations in these communities. The project will assist the HSO in identifying at-risk local communities or ethnic groups, and establishing vehicle occupant protection programs that include family, teen and adult seat belt use. Car seat checkpoints will also be conducted within other areas of the county where one-on-one education and training will be conducted. Project funds will be used to purchase child safety seats and supplies for safety restraint programs.

CP090213 **HISPANIC COMMUNITY OUTREACH (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Hispanics now account for 11% of Utah's population, making this group the fastest growing ethnic minority in the State. Utah Department of Health surveys indicate that the seat belt usage rate among Hispanics is lower than the State average and incidents of impaired driving among Hispanics are higher. Additionally, a NHTSA report states that Hispanic children ages 5 to 12 are 72% more likely to die in a motor vehicle crash than non-Hispanic children. To reach this higher-risk segment of the population, the HSO contracts with the Utah Latino Community Information and Education Center (ULCIEC).

Through a series of fixed deliverables, the ULCIEC places traffic safety messages in all forms of Spanish-language media, some of which are translations of English-language messages, while others are developed to address the specific needs of this community. Special events and activities, such as community fairs and bicycle rodeos, provide the ULCIEC valuable forums for outreach and education. The ULCIEC partners with the Utah Highway Patrol and local law enforcement agencies to help foster positive relationships between law enforcement and the Latino community.

CP090214 PUBLIC INFORMATION AND EDUCATION PROJECT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

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

CP090215 LATINO TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 406/2011
PROJECT YEAR FIRST



The Hispanic/Latino population in Utah increased 138% from 1990 to 2000, growing more than twice as fast as the Hispanic/Latino population nationwide. In addition, national statistics show traffic crashes continue to be one of the leading causes of death among this population, and safety belt and child safety seat use among Latino families is lower than average. This project will work to decrease traffic-related death and injury by outreaching Utah's Hispanic population with educational program messaging designed to target this specific group. In addition, 2011 funds will be used to support a paid media campaign promoting child safety seat use within the Hispanic community. Two 15-second television spots and one 60-second radio spot will be produced in Spanish and aired on applicable media outlets statewide.

CP090216 NATIVE AMERICAN TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR FIRST



Motor vehicle crashes are the leading cause of death among Native Americans ages 4-44. Less than 15 % of those killed in crashes were buckled up, and more than half the crashes were alcohol related. This project will identify the traffic safety priority areas among the Native American communities across the State, which will likely include seat belts/child safety seats, impaired driving, speed and pedestrian safety. It will work to develop a statewide model tribal program that includes public information and education, a media campaign, enforcement efforts, and an evaluation component utilizing observational and crash data.

CP090217 PERSONNEL (MARK)
FUNDING SOURCE 402/410
PROJECT YEAR ONGOING

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

CP090218 RURAL TRAFFIC SAFETY COORDINATOR (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR SECOND

Of Utah's 29 counties, the 23 rural counties house less than 25% of the State's population, yet they contribute the majority of the crash fatalities. During 2005, 65.5 % of Utah's total traffic fatalities

occurred in rural areas. In addition, crashes occurring in rural areas were 5.4 times more likely to result in a fatality than crashes in urban areas, and a lack of resources and services in these areas only compounds the problem. The goal of this project is to contract with a Rural Traffic Safety Coordinator who will conduct a wide spectrum of national, state and local traffic safety campaign activities in Utah's rural communities. The contractor will act as a traffic safety liaison with local media and law enforcement agencies, and will assist the HSO with all traffic safety training and programs that target southern Utah communities. In addition, the contract employee will be a CPS Technician Instructor, assist with certification and other child passenger safety courses, and be a resource to permanent car seat fitting stations and CPS Technicians.

CP090219 TECHNOLOGY TRANSFER (MARK)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

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

CP090220 TRAFFIC SAFETY SUMMIT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR SECOND

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

CP090221 LOCAL COMMUNITY RESOURCES (MARK)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

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

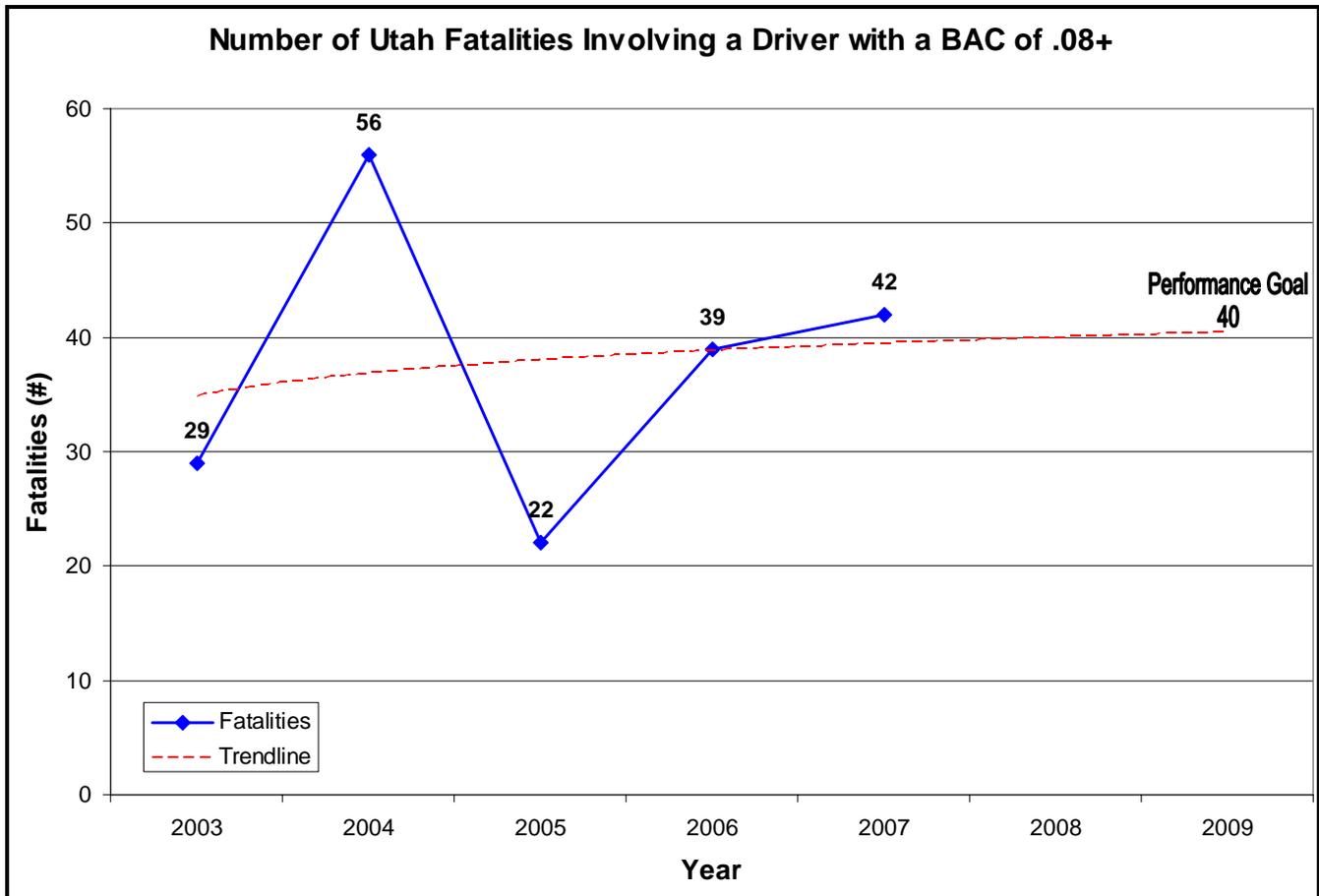
ALCOHOL PROGRAM

Performance Goal:

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

Performance Measure:

- Continue to reduce the slightly upward trend in the number of drivers involved in a fatal crash, who have a BAC of .08 or higher, to 40 in CY2009.



Action Plan:

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

Justification:

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

Other Partnering Agencies:

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

Alcohol Projects

AL090301 YOUTH SUPPORT (HELEN)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

In spite of Utah's unique culture, there were almost 5000 referrals to juvenile court in 2007 for underage alcohol consumption, and this doesn't include 18-20 year olds who are referred to justice courts for their underage consumption violations. To work toward curtailing the incidence of underage drinking throughout the State, the Youth Support project will provide mini grants to law enforcement agencies and youth organizations throughout the State to fund enforcement and education activities aimed at underage drinking and impaired driving prevention.

AL090302 ALCOHOL PROGRAMS PUBLIC INFORMATION & EDUCATION (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Although Utah's law enforcement agencies aggressively enforce DUI laws, more than 15,000 people were arrested for DUI in 2007, making DUI one of the most frequently committed crimes in the State. To help reduce the incidence of DUI and complement the statewide enforcement efforts, this program provides information and education about preventing impaired driving, and the consequences that occur if people choose to drink and drive. Outreach efforts conducted at community fairs, public presentations, and conferences reach a broad audience with messages about the dangers of impaired driving. Brochures, incentives, and displays are also utilized and are effective in reaching the general public and high-risk groups.

AL090303 PER SE HEARINGS (DAVE)
FUNDING SOURCE STATE MATCH
PROJECT YEAR ONGOING

Utah averages 15,000 arrests each year related to driving under the influence of alcohol. In such cases, the person's driving privilege is sanctioned as specified in Utah statute. Each person is afforded the opportunity for an administrative hearing so a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, as well as 14 full-time and 18 part-time hearing officers.

Hearing subjects include DUI-related arrests, auto homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

AL090304 STATEWIDE DRUG RECOGNITION, ALCOHOL AND PHLEBOTOMY PROGRAM (TED)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Drivers that are impaired by illegal substances, prescription drugs and over-the-counter medications have become an ever increasing risk on Utah's highways and roadways. It is a growing problem and many police officers are not properly trained to identify the characteristics exhibited by these impaired drivers. The funding for this project ensures that officers are given effective training which aids in the prosecution of these DUI cases and helps the officer achieve an expert-level status for court proceedings. This training will help officers gain the knowledge and skills necessary to properly identify and document signs of drug impairment. Included in this training will be the addition of the Utah Highway Patrol's alcohol program which helps officers certify and re-certify in the area of the Standardized Field Sobriety Tests (SFST). The UHP training section will also train officers to become a certified phlebotomist and aid them in maintaining that certification. The phlebotomy training allows officers to have a quicker response time to major scenes involving impaired drivers and aids the officer in getting blood and urine test results back quicker for prosecution and court proceedings. The program's training will be offered to law enforcement agencies statewide.

AL090305 SERVING INTOXICATED PERSONS (HELEN)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Utah's aggressive enforcement of DUI through saturation patrols and sobriety check points resulted in more than 15,000 individual arrests for DUI in 2007. The Serving Intoxicated Persons (SIP) program targets impaired driving at the places that are often the source of intoxication: restaurants, bars, taverns, and clubs. The State Bureau of Investigation's Alcohol Enforcement Team (AET) agents conduct undercover operations in which they look for over-service to patrons, service to minors, and other violations of State liquor laws. Any violations result in referrals to the Department of Alcoholic Beverage Control for administrative action, which can include fines and license suspensions. The program includes a partnership with the Driver License Division to track the "last drink" section of the arrestee interview paperwork, which establishes the location at which the person was last drinking. Data collected from this section will indicate establishments that may be over-serving patrons and will thus allow the AET to target SIP operations more effectively, and stop impaired driving, at one of its sources. Although covert, the operations and violations they produce help increase awareness among the staff at Utah's restaurants, bars, clubs, and taverns regarding the importance of consistently adhering to the State's alcohol laws. A newly expanded team will help insure greater coverage in all areas of the State.

AL090306 DUI ENFORCEMENT, CHECKPOINTS AND EQUIPMENT (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

Saturation patrols and sobriety checkpoints were a significant contributor to the more than 15,000 arrests for DUI in Utah in 2007. Conducted statewide and supported by overtime shifts provided by this program, they not only help get impaired drivers off the road, but they also allow law enforcement agencies to display their commitment to keeping the community safe. These high visibility enforcement efforts garner a significant amount of earned media, spreading the word that DUI is a crime aggressively enforced in Utah. The DUI Checkpoint trailer, which contains equipment essential to conducting a sobriety checkpoint, has enabled many agencies to conduct checkpoints that may otherwise not have been able to do so, due to limited resources. The frequent use of the trailer in the

last year revealed the need for a second one, which will be purchased this year, and the two will be designated for use on a regional basis. This will allow agencies to conduct more checkpoints, and further reduce the number of impaired drivers on the road. NHTSA approval will be requested before any equipment purchases of more than \$5000.

AL090307 **DUI COURTS SUPPORT (TERI)**
FUNDING SOURCE **402**
PROJECT YEAR **FIRST**



DUI, for which more than 15,000 people were arrested in 2007, continues to be a crime frequently committed in Utah. The standard methods for penalizing impaired drivers have produced mixed results and have not necessarily reduced recidivism. To more effectively address DUI offenders, Utah currently has five DUI courts, which focus on increasing the level of accountability and have formal, and stringent probation as part of the sentences. This program will provide seed money for additional DUI courts in Utah, and provide training and technical assistance for the localities establishing them.

AL090308 **TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **THIRD**

New traffic laws and new case laws often create information and communication gaps between law enforcement agencies and prosecutors. These gaps can result in dismissed cases or reduced sentences, which can contribute to the deterioration of trust and cooperation between the two entities. The Traffic Safety Resource Prosecutor (TSRP) works to bridge this gap by opening lines of communication between prosecutors and law enforcement agencies statewide. Through conferences, training sessions, newsletters, and networking, the TSRP shares information from both sides of the law enforcement/adjudication effort to maximize the enforcement and prosecution of Utah's DUI laws.

AL090309 **TRACE (HELEN)**
FUNDING SOURCE **410**
PROJECT YEAR **FOURTH**

A typical scenario: The two cars started racing repeatedly right after they left a popular local bar. When they came to a narrowed canal bridge, one car lost control and crashed into a lot packed with moving trucks for rent, resulting in one death and several critical injuries. Investigators determined that the drivers of both cars had blood alcohol levels well over the legal limit. In situations such as this, the State Bureau of Investigation's Alcohol Enforcement Team (AET) offers the local law enforcement agency, in whose jurisdiction the crash occurred, their Targeting Responsibility for Alcohol Connected Emergencies (TRACE) investigation services. This service, offered statewide, includes interviews and evidence collection conducted as part of the investigation to identify the bar or club which over-served their patrons. Their findings can result in the establishment having administrative sanctions imposed by the Department of Alcoholic Beverage Control, and also offers evidence for possible civil liability. By discovering the source of alcohol that contributed to a crash, TRACE investigations allow establishments and individuals who violate Utah's alcohol laws to be held criminally and civilly liable for their actions. This project provides funding for overtime investigative operations to support TRACE.

AL090310 **ELIMINATING ALCOHOL SALES TO YOUTH (EASY) (TERI/HELEN)**
FUNDING SOURCE **STATE MATCH**
PROJECT YEAR **THIRD**

To help reverse the trend of increasing alcohol use among adolescents indicated by the 2005 Student Health and Risk Prevention (SHARP) survey, Utah enacted the Eliminating Alcohol Sales to Youth (EASY)

law. This program provides ongoing funding for alcohol compliance checks at all grocery and convenience stores to eliminate the retail supply of alcohol to minors. It also funds Parents Empowered, Utah’s underage drinking prevention media campaign, which targets parents with children ages 10 to 16, and aims to eliminate the social supply of alcohol to minors by educating these parents about the harmful effects of underage drinking. The 2007 SHARP survey indicates that the program is making progress toward eliminating underage drinking in Utah, as both the education and enforcement elements of the program become increasingly effective.

AL090311 **CAMPUS PROGRAMS (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

For many people, the college years stand as a time when they make important decisions about alcohol. The HSO’s partnership with the Utah State Substance Abuse Prevention (USSAP) Consortium enables underage drinking and impaired driving messages to reach students at eleven of Utah’s twelve colleges and universities. Many of these students are in the demographic at the highest risk for driving under the influence: males aged 21-34. Prevention coordinators at each school tailor messages for their unique challenges and target their campus’ special events, making the outreach that the USSAP Consortium provides invaluable to Utah’s efforts to prevent underage drinking and impaired driving. This project will fund prevention activities and provide supplies for the program.

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



Underage drinking faces a formidable foe in Utah’s State Bureau of Investigation Alcohol Enforcement Team (AET) Covert Underage Buyer (CUB) Program. As the enforcement agency for the Utah Department of Alcoholic Beverage Control, the AET is responsible for ensuring all restaurants, bars, clubs, taverns and special event licensees comply with the State’s liquor laws. The AET’s CUB program focuses specifically on enforcing laws prohibiting the sale and supply of alcohol to minors at establishments licensed by the DABC, and anywhere else minors might be in close contact with alcohol. A core team of ten agents from the Utah Highway Patrol is based in Salt Lake City, and receives support from six other agents based in different regions throughout the State. The AET’s jurisdiction includes every establishment licensed by the DABC, from the Idaho and Arizona borders in the north and south, to the Colorado and Nevada borders to the east and west. It includes the finest restaurants in Park City’s ski resorts as well as the sand dunes in Juab County’s desert. The team conducts a minimum of 12 operations a year, both randomly and at the request of local law enforcement agencies, and targets establishments as well as special events, such as the Sundance Film Festival and Bear Lake Raspberry Days. Through training they provide to local law enforcement agencies to establish their own programs, the AET helps insure that the fight against underage drinking will continue, even as they move their enforcement efforts to another city in Utah.

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



Whether responding to active calls about parties, or gathering intelligence from social networking sites, the eleven Youth Alcohol and Drug Enforcement Task Forces throughout Utah work diligently to enforce the State’s laws against underage drinking. In municipalities that have identified significant underage drinking activities in their area, the task forces are operated by one individual law enforcement agency. However, in most areas, the task forces are multi-agency and involve several jurisdictions, maximizing resources and areas of coverage to address local challenges. Task forces are currently conducting activities in the following cities and counties: Davis County, Washington County,

Salt Lake County, Tooele County, Box Elder County, Summit County, Weber County, Ogden City, Logan City, West Valley City and statewide through Utah State Parks and Recreation. As more agencies learn the benefits of these programs, participation will increase and further improve the effectiveness of Utah's underage drinking prevention and enforcement efforts.

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



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

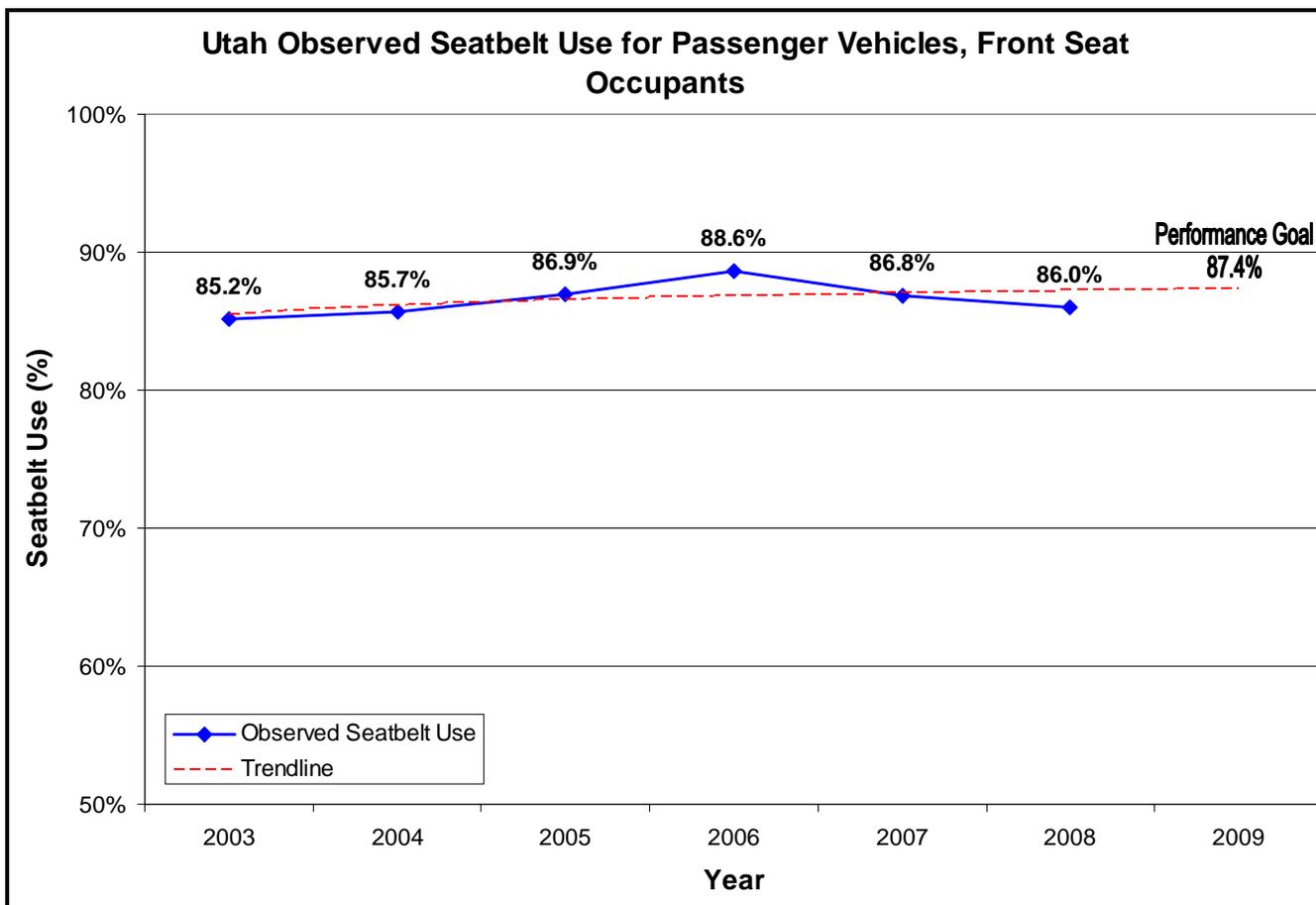
OCCUPANT PROTECTION PROGRAM

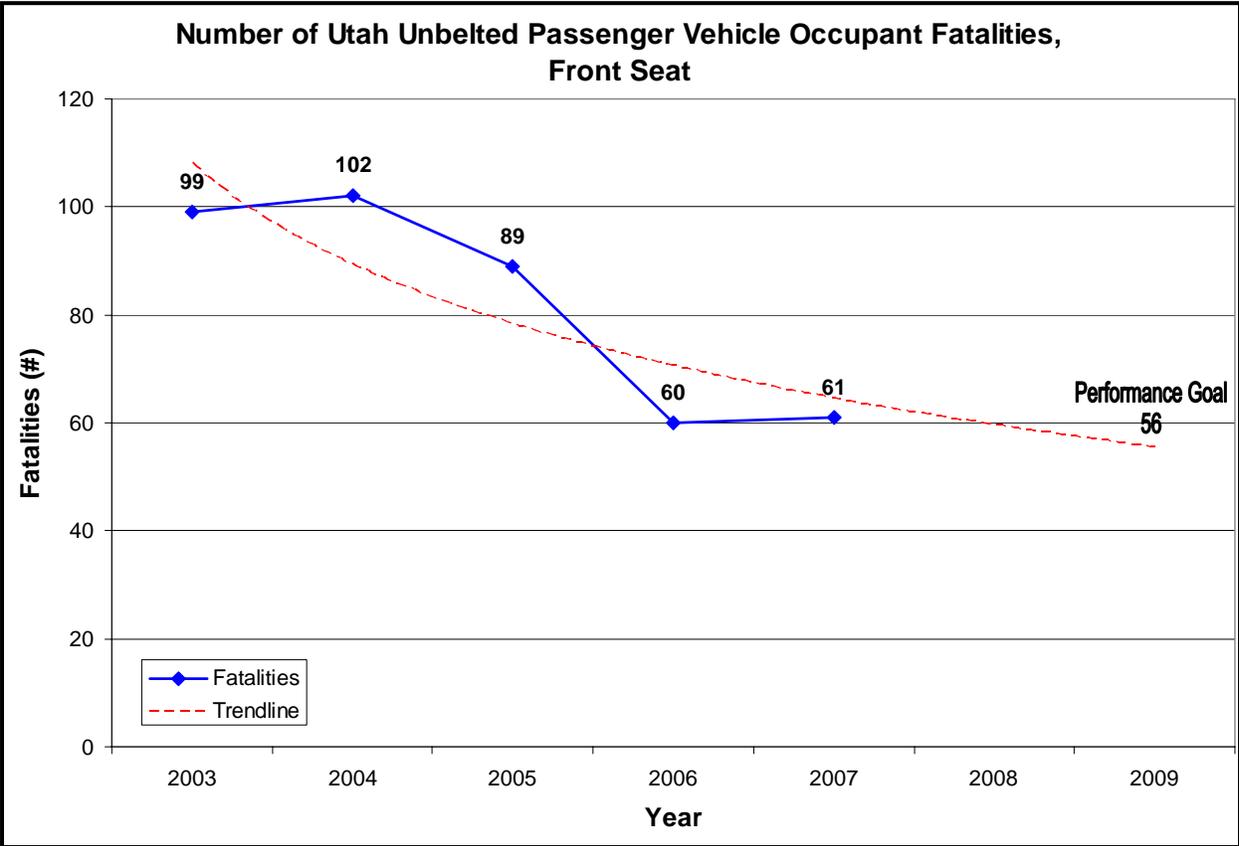
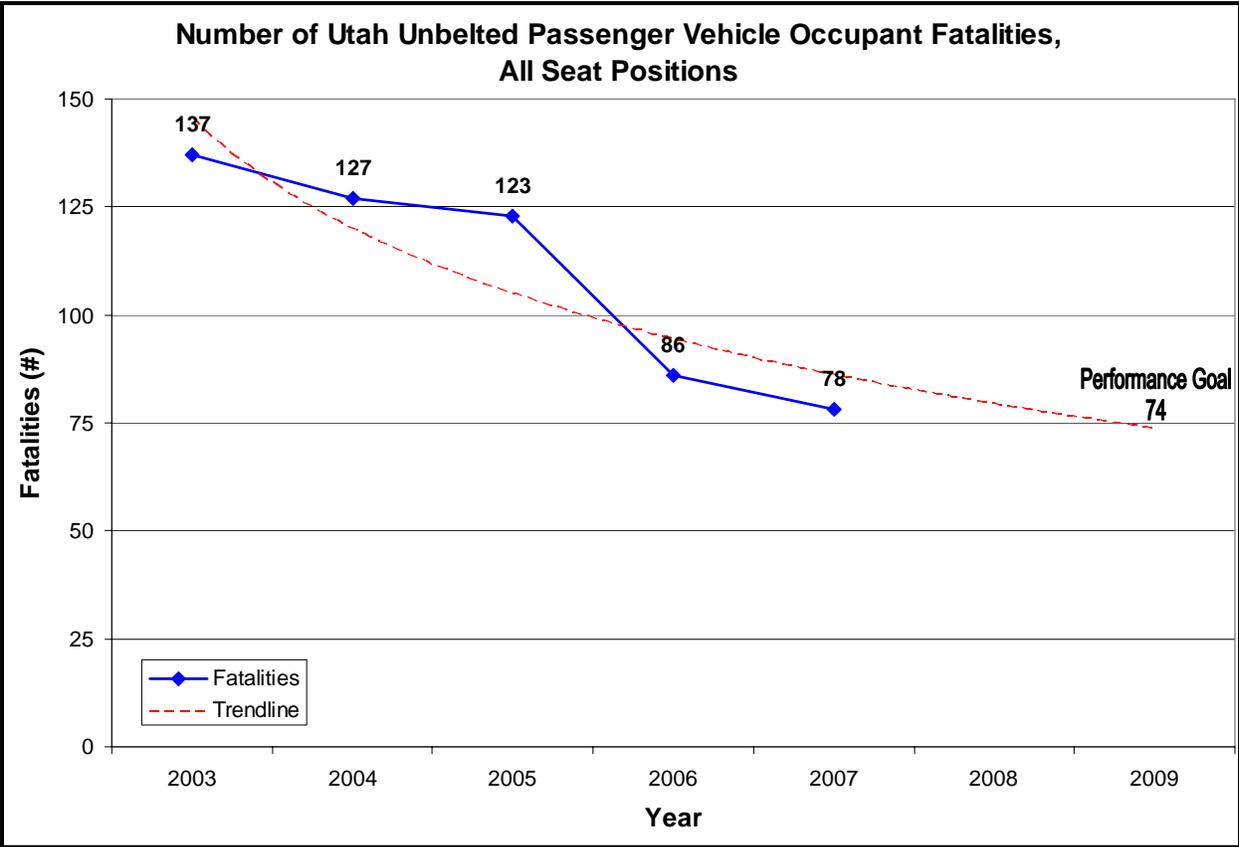
Performance Goal:

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

Performance Measures:

- Continue the favorable trend of seat belt usage with an increase to 87.4% in CY2009.
- Continue the favorable trend by reducing the number of unbelted passenger vehicle occupant fatalities in all seating positions to 74 in CY2009.
- Continue the favorable trend by reducing the number of unbelted crash occupants fatalities in a front seat position to 56 in CY2009.





Action Plan:

- Conduct a *“Click It or Ticket”* enforcement effort, in conjunction with the national campaign, and provide overtime shift funding to law enforcement statewide.
- Continue collaborative efforts with Safe Community Partners to educate children and adults regarding child safety seats, safety belts and air bags.
- Conduct and support car seat checkpoint clinics across the State.
- Conduct three NHTSA Standardized CPS Technician Courses in FFY2009.
- Conduct one Child Passenger Safety Technician Renewal Course in FFY2009.
- Conduct a statewide Safety Belt Observational Survey in June 2009.
- Conduct a newly-designed child restraint survey to enable Utah to better track booster seat usage.

Justification:

- Although safety belt use has increased during the past several years, the failure to buckle up still contributes to more fatalities than any other traffic safety-related behavior.
- Child safety seat misuse continues to exceed 90%, according to data obtained during safety seat inspection clinics conducted throughout the State.
- Child safety seat use among children has decreased from 92.9% in 2006 to 91.9% in 2008, and there are still a large number of children ages 5-10 who ride in an adult-sized safety belt, or are unrestrained. The 2008 study showed that while 93.1% of children ages 0-4 ride in child safety seats, only 88.0% of children ages 5-10 years ride restrained.
- Research proves that the fear of getting a ticket is the best way to try to reach Utahns who are still riding unbuckled. The *“Click It or Ticket”* Campaign will use this method to help increase seat belt use. Through this campaign and other partnering efforts, teen drivers will be targeted, as the highest percentage of unbelted crash occupants were aged 15 to 19 years.

Other Partnering Agencies:

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

Occupant Protection Projects

OP090401	CHILD PASSENGER SAFETY TRAINING COORDINATOR (KRISTY)
FUNDING SOURCE	2011
FUNDING YEAR	SECOND

The Child Passenger Safety (CPS) Program is an essential piece of the State’s overall Occupant Protection program, and provides statewide resources and guidance aimed at keeping children and families safe while traveling in motor vehicles. The goal of this project is to contract with a CPS Training Coordinator whose primary responsibility is to oversee and coordinate all CPS training courses on behalf of the HSO. The contractor will work part-time to assist with national certification and other related courses, and be a resource to Technicians and course instructors. A minimum of three Standardized CPS Courses and one recertification or update course will be organized during the year. The contractor will provide quarterly reports detailing the CPS Technician and other training courses completed, and a summary of the status of the CPS trailer and related equipment.

OP090402 **UTAH SAFE KIDS CAMPAIGN COORDINATOR (KRISTY)**
FUNDING SOURCE **402**
FUNDING YEAR **ONGOING**

Unintentional injury from motor vehicle crashes remains the leading cause of death in Utah for children ages 1-14 years. Every year, on average, there are 35 young children killed, 265 hospitalized, and 4,900 treated in emergency rooms because of motor vehicle crashes. In addition, emergency room and hospitalization charges average \$7.9 million a year in Utah for this age group. This project will continue to work toward decreasing the unintentional death and injury rate among Utah's children ages 14 and younger. Funding will be used to help support a Utah Department of Health staff member who will oversee the Safe Kids Utah Campaign, and its local coalitions and chapters, by coordinating all activities. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP090403 **UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)**
FUNDING SOURCE **405**
PROGRAM YEAR **ONGOING**

Funds will be used for the Buckle Up For Love program, Traffic Safety Video Library, the Network of Employers for Traffic Safety (NETS) program, and to help support a position at the Utah Safety Council which will manage these programs and support other traffic safety initiatives. The Utah Safety Council will also develop and purchase educational materials, maintain a traffic safety video library, host seminars and workshops, and conduct the Occupational Safety Belt Award program. All activities will promote the proper and consistent use of safety restraint systems among child passengers, as well as adults and young drivers. The funded position is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP090404 **UHP PUBLIC INFORMATION & EDUCATION (KRISTY)**
FUNDING SOURCE **405**
PROGRAM YEAR **ONGOING**

The Utah Highway Patrol Public Information and Education program works to promote all aspects of traffic safety statewide. The UHP will purchase educational materials, videos, and other tools to be used at presentations and community events throughout the State. The project will outreach youth through the school system and will target teenage drivers and passengers who are at higher risk of being killed or injured in a motor vehicle crash. The project will emphasize child safety seat use, safety belt use among adults, and air bag safety. In addition, education will be provided on aggressive driving, drowsy driving, impaired driving, and pedestrian and bicycle safety, among other safety issues.

OP090405 **BUCKLE TOUGH CAMPAIGN (KRISTY)**
FUNDING SOURCE **405**
PROJECT YEAR **THIRD**

National studies report that of those who still fail to buckle up, most are young males, drive pickup trucks, and live in rural areas. According to Utah's Trauma Registry in 2005, 1556 children ages 19 and under, experienced a traumatic injury as a result of motor vehicle crashes. Of those children, 73% were ages 15-19 years old. In addition, approximately 40% of people killed in a traffic crash on Utah's roads were riding in a light truck, which is nearly 10% above the national average.

The Emergency Medical Services for Children (EMSC) program and the State's local health departments will work to decrease traffic-related death and injury among teens by delivering the "Buckle Tough" message to young rural drivers. The program will target young male truck drivers by conducting key activities aimed at increasing safety belt use. The funds will be used to develop a

theater spot and promote the message through local theaters in rural communities. Funds will also be used to help support a part-time EMSC coordinator and purchase promotional and educational materials.

OP090406 PCMC SPECIAL NEEDS CHILD PASSENGER SAFETY PROGRAM (KERI)
FUNDING SOURCE 2011
PROGRAM YEAR ONGOING

Motor vehicle crashes are the leading cause of injury and death to children. Primary Children's Medical Center (PCMC) sees and treats the vast majority of children in Utah who have been in serious crashes, who are critically ill, or have special health care needs. As children are discharged from the hospital, it is an essential service to have a Child Passenger Safety Technician available to assist in safe transportation issues. In addition, special needs child restraints are a necessity for some of the children being discharged from the hospital. A portion of the project funding will be used to employ a part-time CPS technician to assist in this manner and facilitate child safety seat inspections at the Child Safety Seat Inspection Station for community members. A portion of the grant funding will be used to purchase child safety seats and other supplies for the inspection station. PCMC will continue to maintain the CPS Hotline, conduct an on-site inspection station, and provide resource assistance to families of children with special health care needs. The requests have increased with the passing of the new booster seat law.

OP090407 TRAFFIC SAFETY OUTREACH (DAVE)
FUNDING SOURCE STATE MATCH FOR 405
PROGRAM YEAR ONGOING

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

OP090408 PROGRAM MATERIALS & CPS TRAINING (KRISTY)
FUNDING SOURCE 405/2011
PROGRAM YEAR ONGOING

While Utah's safety belt use rate is a high level, further increasing the usage rate remains a priority for the HSO as failure to buckle up contributes to more fatalities than any other traffic safety related behavior. The project will work to provide education, training, and resources in an effort to decrease motor vehicle-related death and injury. A minimum of three CPS Standardized Training workshops, one recertification class and one refresher/update workshop will be conducted. In addition, at least one Child Passenger Safety Training for school buses will be organized. A program will be established to provide incentives to partnering agencies that organize Continuing Education Unit (CEU) opportunities for CPS Technicians. Support will include providing local advocacy agencies with child safety seats for distribution to low-income families. Educational materials and promotional materials will be purchased, and support provided to develop new occupant protection brochures, videos and information materials. The national enforcement mobilization for the "Click It or Ticket" campaign will be supported by purchasing resources and materials, and overtime hours may be provided to conduct selective safety belt enforcement.

OP090409 SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)
FUNDING SOURCE 402/405
PROGRAM YEAR ONGOING

Utah will conduct its annual NHTSA-approved statewide Safety Belt Observational Survey in June 2009. Study results will be utilized to evaluate programs and to compare with national/regional seat belt use rates. Due to the recent passage of a booster seat law, an observational booster-use survey will be conducted to help establish a baseline usage rate. Results will be published in an annual study and distributed throughout the State.

OP090410 CLICK IT OR TICKET STEP SUPPORT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

This project will fund the high-visibility enforcement component of the *“Click It or Ticket”* campaign in May and June 2009. Funds will be used to pay for approximately 4,400 overtime hours, which will be provided to the local law enforcement agencies and the Utah Highway Patrol throughout the State who participate in the 2-week mobilization. The majority of the available overtime hours will be awarded to agencies in the 6 target counties (Cache, Davis, Salt Lake, Utah, Washington, Weber) where at least 85% of the population resides. Enforcement efforts will target safety belt and child safety seat non-use, as well as other traffic violations such as impaired driving, speed, and aggressive driving.

OP090411 ALIVE AT 25 – DEFENSIVE DRIVING COURSE (KRISTY)
FUNDING SOURCE 405
PROJECT YEAR SECOND

In 2005, Utah teen drivers represented 7.4% of all licensed drivers in Utah, yet they were involved in 26.8% of all motor vehicle crashes, and approximately one out of six fatal crashes involved a teen driver. The mission of the *“Alive at 25”* program is to help young drivers choose safe driving practices, take responsibility for their behavior, and be aware of the typical driving hazards. It is a highly interactive 4.5-hour program that focuses on the attitudes and behaviors that affect young drivers and prepares them to identify dangerous driving habits and situations. The program is taught by law enforcement officers who have attended a mandatory instructor course. The course will be taught in at least 5 schools and court systems during the project year. In addition, the program will host assemblies and presentations in support of the activity. The program will be administered by the Utah Safety Council with the future goal of becoming a self-sufficient program. Funds will be used to help support a program coordinator who is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP090412 RURAL OUTREACH TO INCREASE SEAT BELT USE (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR FIRST



Utah encompasses an area of 84,916 square miles with a varied geographic distribution of its population including large rural and frontier areas. While the 23 rural counties house less than 25% of the State’s population, they contribute to the majority of the crash fatalities. During 2005, 65.5% of Utah’s total traffic fatalities occurred in rural areas. In addition, crashes occurring in rural areas were 5.4 times more likely to result in a fatality than crashes in urban areas. One big factor is lower safety belt use on rural roadways. Based on a 2008 study, rural communities have seat belt usage rates near 60%, whereas the urban areas have rates above 85%. For the past several years, much of the federal funds were obligated for safety belt programs focused on the most populated areas of the State. In turn, overtime funds for rural law enforcement agencies to enforce the State’s safety belt law have been minimal. Additionally, the State’s messaging has not specifically targeted rural groups; therefore, it may not have been effective at changing behavior.

This project will provide overtime hours to rural law enforcement agencies during the "Click It or Ticket" campaign, develop area specific messages, and place paid and earned media in the rural Utah market. Traffic safety partners and Safe Community Coalitions will be recruited to help develop and support this program.

OP090413 **CPS FITTING STATION SUPPORT (KRISTY)**
FUNDING SOURCE **402/406**
PROJECT YEAR **FIRST**



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

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



The UHP continues its program to outreach to school age teen drivers on the importance of using seat belts. Teenage drivers age 15 to 19 years represented 7.4% of the licensed drivers in Utah in 2005, yet they were involved in over one-quarter (26.8%) of all motor vehicle crashes. Using non-enforcement involvement with a specific school, a UHP trooper will interact with the students throughout the school year, including rewarding the desired behavior of using their seat belt. The local health department will conduct pre and post surveys to measure seat belt use and how the program has affected the problem. This is a follow-up to the successful pilot program conducted at Provo High School.

TRAFFIC RECORDS PROGRAM

Performance Goal:

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

Performance Measures:

- Reduce the median number of minutes for a crash injury report to be posted in the EMS Bureau System from 259,200 minutes to 64,800 minutes.
- Reduce the median number of days for crash investigation reports to be submitted to the electronic crash repository from 1030 days to 60 days.
- Increase the number of crash investigation reports containing geographic coordinates from 0 reports to 10,000 reports.
- Increase the percentage of roadways, characters and features accurately identified and referenced in Utah Department of Transportation's system from 50% to 90%.
- Increase the percentage of electronic citations validated through the electronic submission process from 0% to 50%.

Action Plan:

- Conduct annual and/or quarterly Utah Traffic Records Advisory Committee meetings. Issue the call for project proposals, ensuring the submitted projects meet the criteria set within the core data systems and performance measure areas.
- Select those projects that would achieve the greatest amount of measurable progress in a performance measure within a given core data system, from the submitted proposals.
- Facilitate the efforts of the projects and working group meetings in order to maintain momentum of production on designated projects.
- Continually support the work being done on the Central Crash Repository, EMS Bureau system and the Administrative Office of the Courts project, including facilitating working group meetings and act as a liaison between the partnering agencies.

Justification:

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

Other Partnering Agencies:

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

Traffic Records Projects

TR090501 LOCAL CRASH ANALYSIS (CARRIE)
FUNDING SOURCE 402
PROJECT YEAR THIRD

The Local Technical Assistance Program (LTAP) at Utah State University has developed a royalty-free GIS mapping program with functionality that is useful in the analysis of crashes (MapWindows). In order to take advantage of this program, modules need to be developed that are specific to local crash analyses and local GIS roadway files. This project is a continuation of the Local Crash Analysis Program and will provide for the implementation and effective use of the Safety Software Suite in cities and counties of Utah, and also offer it to other states interested in using this program. The program also allows local agencies to assure the uniform application of standards for the installation of traffic control devices, better analyze local roadway infrastructure for crash frequency and identify needed improvements to traffic signs and placement. Based on the interest that has been generated, a broad-based effort to assist local agencies to implement and effectively use the Safety Software Suite will be launched. The effort will include technical assistance in installing the Safety Software Suite, training on the use of each of the modules of the Suite, training and technical assistance in data collection and uploading of existing crash data. This implementation process will take place in at least six additional counties in Utah.

TR090502 CENTRALIZED CRASH REPOSITORY (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR THIRD

Timely accessibility to quality crash data is paramount to the efforts of Utah's traffic safety community in contributing to the reduction of injuries and death associated with motor vehicle crashes. In the past, Utah's crash data has been entered manually by Utah Department of Transportation's Traffic and Safety Division, with an effort to submit UHP records electronically. However, technical issues and political difficulties rendered efforts relatively unsuccessful. The purpose of the Centralized Crash Repository project is to provide the traffic safety community with timely, accurate, complete and uniform crash data within 30 days. During this project year, planned project activities include implementing a web application to allow law enforcement agencies, who do not have access to an electronic format or vendor, the opportunity to enter and submit their crash reports electronically into the Centralized Crash Repository. Another planned activity for the coming year is a gap analysis of the two other main crash database systems, Driver License and UDOT. This will provide the necessary information to complete the final phase of the entire project, the integration of these data sources into one central system. This step, combined with the complete deployment of the web application, will functionally bring all the crashes into one database. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR090503 ENTERPRISE LEVEL REPORTING SYSTEM (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR SECOND

The traffic records "picture" in each state is comprised of multiple elements including driver, citation, crash, court and injury/fatality information. This pertinent information relevant to the "big picture" of motor vehicle crashes in Utah is housed at four different State agencies: the Utah Department of Public Safety, the Administrative Office of the Courts, the Utah Department of Transportation, and the Utah Department of Health. Currently, this information is not linked, and each of these agencies can only see the "small pieces" contained in their own separate systems. This project will entail the research and purchase of an enterprise level reporting tool that will enable the real-time linking and

reporting of crash information that is stored in separate databases. This project will also involve establishing access to databases, and training agencies on the use of this tool. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR090504 GEOCODING SERVICE WITH ACCURATE ROADS DATA (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR SECOND

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

TR090505 UTRAC COORDINATOR (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR THIRD

Utah's traffic record information systems involve six agencies. These agencies are the Utah Departments of Public Safety, Transportation, Technology Services, and Health, the Utah Tax Commission, and the Administrative Office of the Courts. Each agency has data systems in-house for their own records. Historically, these systems have been designed to only function within the agency and not link or integrate with outside agencies, and in some cases the systems are not working efficiently in-house. This has caused redundancy, incompleteness, inaccuracy and lack of timeliness. Utah implemented the Utah Traffic Records Advisory Committee (UTRAC) as a means to coordinate the data efforts within the agencies involved with traffic records and to implement a comprehensive Traffic Safety Information Systems Strategic Plan. The UTRAC Coordinator has the responsibility to maintain, monitor and coordinate the Traffic Safety Information Systems Strategic Plan, as well as the operation of the Utah Traffic Records Advisory Committee. The UTRAC Coordinator also supports and coordinates the efforts of the UTRAC's technical and working committees.

TR090506 EMS PRE-HOSPITAL DATA REPORTING (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR SECOND

The Bureau of EMS (BEMS) collects data from every emergency medical response by EMS agencies licensed or authorized to operate within the State of Utah. During the past federal fiscal year, implementation of the BEMS reporting system, POLARIS, was finalized, enabling the electronic transfer of Patient Care Reports. Since then, the data has transferred well within the timeliness goal set by the BEMS project group. Additionally, as of November 2007, the POLARIS system began uploading its EMS data to National Emergency Medical Services Information System (NEMSIS). Over the next fiscal year, planned projects for the next phase of the POLARIS system are to complete the deployment and training of law enforcement agencies, fire services, first responders and ambulance providers statewide on the use of the web-based application. Also during this phase of the project, the BEMS will focus on the improvement of the statewide trauma registry used by local hospitals. Improvements to this system will facilitate the linkage between the pre-hospital and trauma data. The result of linking these two systems will be the ability to analyze the data in combined form providing reports and public

summaries with greater detailed elements. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR090507 **BAC REPORTING PROJECT (CARRIE)**
FUNDING SOURCE **408**
PROJECT YEAR **FIRST**



The HSO has the responsibility to maintain and preside over Utah’s Fatality Analysis Reporting System (FARS). The crash database content, timeliness, accuracy and completeness are monitored closely by NHTSA. One of the required data elements in a fatal crash file is information on the involvement of alcohol or drugs. This particular data element is of great significance in NHTSA’s statistical reporting; therefore it is vital this element meets the timeliness, accuracy and completeness mandates. This data is also used quite extensively at the state level in crash analysis, the management of the HSO’s Impaired Driving Program, and by other alcohol/drug prevention coalitions. For this data to be used to its greatest value, it must be collected and analyzed in a timely manner. In the past, obtaining the BAC results for any one crash has proven to be time consuming and difficult to complete. The current process is a paper chain that takes the request through several hands before being fulfilled and being returned. This project will entail an evaluation of the process, and confidentiality concerns, by meeting with all the stakeholders. A more efficient means will be determined from this meeting that will fulfill both the timeliness requirements as well as the confidentiality issues. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR090508 **CRASH BUSINESS MODEL PROJECT (CARRIE)**
FUNDING SOURCE **408**
PROJECT YEAR **FIRST**



Utah’s Centralized Crash Repository has been the focus of the traffic records community in Utah over the past several years. The system was taken off-line, and during the rebuild the developers have experienced many challenges as they have worked with several agency users, the historic data, and new system requirements. Now that the system is deployed, concerns are growing in regards to its business operation, or the management of the database. Concerns include lack of edit checks, bad data in the repository, the lack of monitoring of the users, no coordinated process in place to add new agencies, no data quality management and the lack of buy-in from agencies statewide. This project will implement processes and programs to address those issues. Education and outreach programs will be developed and presented by members of the traffic records community at several conferences and training opportunities around the State. These opportunities will talk to both the administrative level, as well as the records division level of the law enforcement agencies. Materials presented will cover topics such as importance of quality data, the use of crash data within the State and what crash data can do in terms of possible funding or improvements within a community. Analysis of crash data will determine which agencies are using the old system. For those agencies, this project will assist them in determining the best options to move their crash programs forward technologically, and a process will be implemented to bring to agencies online. This process will include coordination with all involved agencies, reporting and timelines. For quality data concerns, data analysis will be conducted on acute crash data elements on all records. These reports will be in summary form and distributed to law enforcement agencies statewide.

TR090509 **NHTSA TRAFFIC RECORDS ASSESSMENT (CARRIE)**
FUNDING SOURCE **408**
PROJECT YEAR **FIRST**



As part of the 408 Data Improvement Grant Certification process, Utah must certify that it has had a Traffic Records Assessment completed within the last five years. A Traffic Records Assessment is performed by a review board made up of NHTSA members and traffic records experts from around the

country. During the assessment, the review board will interview individuals from each of the six traffic record areas within the State of Utah. The six Utah agencies involved in traffic record data are the Department of Public Safety, the Department of Transportation, Department of Technology Services, the Department of Health, the Administrative Office of the Courts and the Utah Tax Commission. Depending on the scope and type of traffic records held within each of the Departments, often people are interviewed several times regarding the different facets of the record repositories. The last Traffic Records Assessment performed by NHTSA for Utah was in April of 2005. This project would necessitate working with our region office to place our State on the schedule for the assessment. Activities for this project will be making necessary meeting room and travel arrangements for the assessment team, locate and schedule the individuals to be involved in the assessments, complete the initial questionnaire for the assessment team, and provide any other administrative needs for the overall project.

TR090510 DATA PROJECTS (CARRIE)
FUNDING SOURCE 406
PROJECT YEAR FIRST



The HSO has the responsibility for disseminating traffic record data. Statutorily, the Department of Public Safety is required to provide a summary of this data annually to stakeholders statewide for use in their programs. The HSO also answers requests from its customers for specific data reports concerning current, legislative or local events. This project would entail the HSO becoming more proactive in its data dissemination. Initially, this would require research and discussion with the stakeholders to determine what enhancements are needed and the technological resources required. Another phase of this project would be to provide the most current technological tools available to enhance research capabilities, timeliness and quality of the data outputs. Improving data research quality and timeliness can only improve the programs the data supports. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR090511 ASSESSMENT OF CURRENT RACIAL PROFILING DATA (CARRIE)
FUNDING SOURCE 1906
PROJECT YEAR FIRST



Utah created a database monitoring the ethnicity and gender of both the law enforcement officer and the person at a traffic stop, as required by laws passed during the 2002 Legislative Session. After the initial study and findings, maintenance of the data has not been a high priority to the State over the last few years. In order to fully understand Utah's current status regarding ethnicity issues in traffic stops and safety behaviors, an assessment will be conducted and will involve those having a background in database functions, as well as those having an ethnic affairs data background. This assessment will determine the functionality of the current data and processes, and report on needed modifications. The group will focus on the accuracy and completeness of the data, and also determine if the database content is such that data analysis and monitoring of racial issues can be effective and of value.

TR090512 WEB-BASED CITATION REPORTING APPLICATION (CARRIE)
FUNDING SOURCE 1906
PROJECT YEAR FIRST



Currently, law enforcement agencies outside the Department of Public Safety (DPS) periodically send citation information to the Department of Public Safety/Utah Highway Patrol citation repository. A batch job is run nightly, and a file containing citation information is placed on a secure FTP server at DPS. The Administrative Office of the Courts then collects the file electronically and processes it. Because of current delays in obtaining and processing electronic citation information, errors in the data that do not pass court edits are not detected until long after the officer has written the citation.

There is currently no electronic process in place allowing the citation information to be returned to the officer for correction. This project will entail developing the web services functionality at the Administrative Office of the Courts to be able to receive citation information in real time, process it, and send rejection or acceptance information back to the submitter. Additionally, the DPS will need to enhance their web services functionality to forward the information to the courts as it receives the information from law enforcement. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

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



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

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



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

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



The SMS application is an Oracle database used by the Utah Department of Transportation for the storage, retrieval, and analysis of crashes within the State of Utah. Crashes are located on the Utah Road Network using the LRS as defined in the SPP application. SMS contains a record of every crash within the State of Utah. Crashes are entered into SMS two different ways: 1) By manual entry from a paper crash report sent in by law enforcement; and 2) By electronic submittal. One objective of this project is to allow the seamless retrieval of data across both the LRS and the SMS so crash data and roadway data can be joined together for greater flexibility in analysis of frequent crash locations.

INFORMATIONAL **INTEGRATION OF COURT SYSTEMS (BARRON)**
FUNDING SOURCE **COURTS**
PROJECT YEAR **N/A**



The Administrative Office of the Courts (AOC) has been involved with converting data from outside vendor systems to the state system, CORIS. The AOC, through funding by the Board of Justice Court Judges and Judicial Council, has written programs to convert data out of the vendor court

management systems. The Board of Justice Courts and Judicial Council recognize the benefits from having all court data in a single format housed in an accessible and consistent manner. The funding for this project is expected to continue through June 2009, so that the AOC can continue their work on converting justice courts to the CORIS format.

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



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

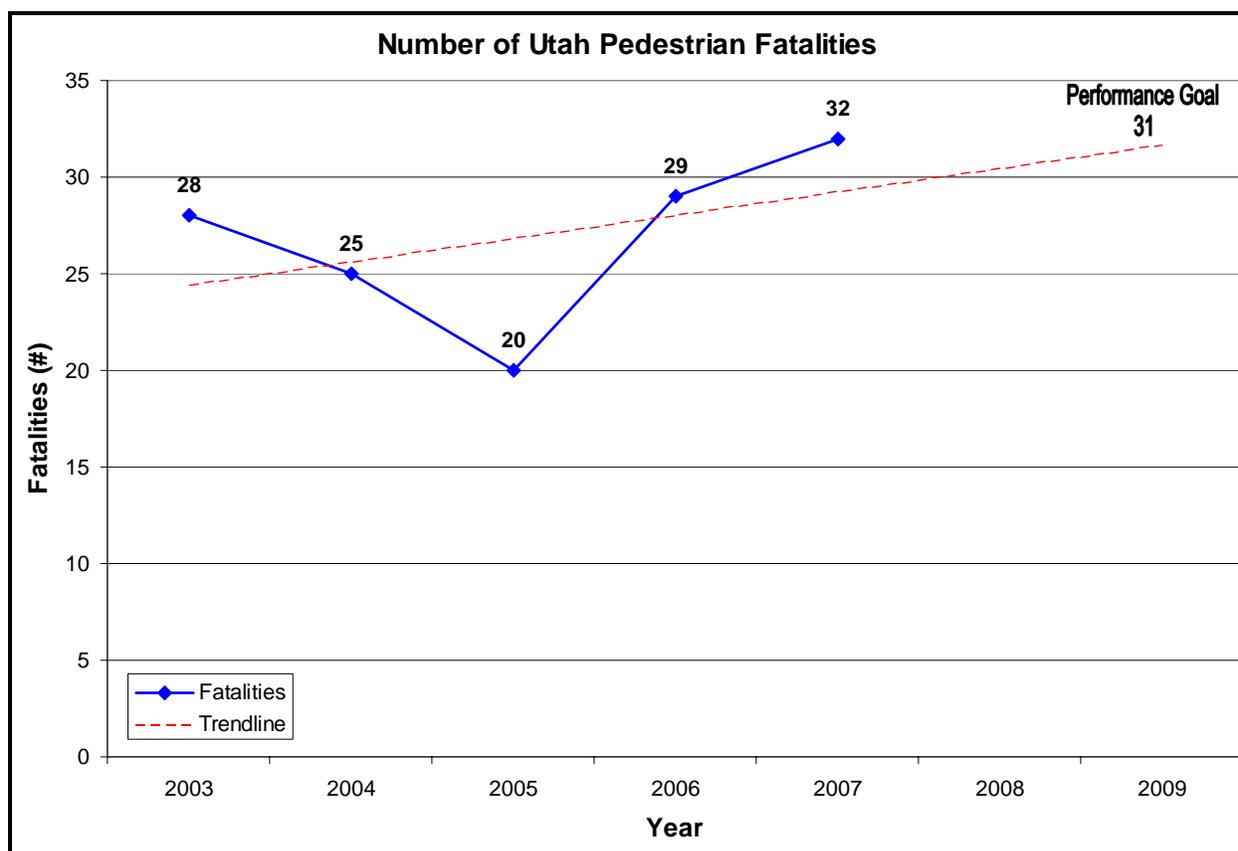
PEDESTRIAN & BICYCLE PROGRAM

Performance Goal:

- Through support of prevention, educational and enforcement programs, reduce the pedestrian and bicyclist traffic fatality crashes.

Performance Measure:

- Reduce the upward trend by demonstrating a reduction in pedestrian fatalities to 31 in CY2009.



Action Plan:

- Continue fostering the partnership on pedestrian and bicycle projects and campaigns with the Utah Department of Health and the Utah Department of Transportation.
- Continue to establish branding for the "Share the Road" identifier with bicycle programs, and increase the public awareness of bicycle laws and bicyclist concerns through public and private groups.
- Continue the "Heads Up Utah" Pedestrian Safety Media and Enforcement Campaign.

Justification:

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

Other Partnering Agencies:

- The Utah Department of Transportation has awarded Transportation Enhancement Funds for a pedestrian project, and also uses HSIP flex monies to support pedestrian and bicyclist safety projects.
- The Utah Department of Health provides in-kind and materials support for this focus area.
- Primary Children's Medical Center provides additional support for the "Spot the Tot" program.

Pedestrian & Bicycle Projects

PS090701 **PEDESTRIAN & BICYCLE COORDINATOR (KERI)**
FUNDING SOURCE **402**
FUNDING YEAR **ONGOING**

Pedestrians and bicyclists are the road users most at risk in a crash involving an automobile or truck. In fact, in 2006, fatalities among both groups increased. Bicycle fatalities reached an all time high over the past 19 years with 10 bicyclists killed in a single year. Pedestrian and bicycle safety efforts are coordinated statewide through the Pedestrian and Bicycle Coordinator, a position housed at the Utah Department of Health. The Coordinator works closely with local and regional health departments, statewide law enforcement agencies, and other community and safety organizations. Project focus includes reducing the serious injury and fatality rate, with emphasis on the 5 to 19 year old age group. The coordinator will act as the State "expert" on pedestrian and bicycle issues and conduct the Annual Bicycle Helmet Usage Observational Survey. This project also provides educational materials and supplies to requestors to encourage, promote and support pedestrian and bicycle programs and activities statewide. Support is also offered to programs or projects that show promise for reducing the pedestrian and bicycle serious injury and fatality rates, and includes support for the various bicycle rodeo programs. If unfunded, the position and traffic safety programs would be eliminated.

PS090702 **OGDEN CITY BICYCLE SAFETY PROGRAM (KERI)**
FUNDING SOURCE **402**
FUNDING YEAR **FIRST**



Bicycle riding is a popular recreational activity and also plays an increasingly important mode of transportation to school each day for the intercity youth in Ogden. The Ogden City Police Department has tried to address this important safety need for more than 10 years with very limited resources, and intends to expand the reach of the program using resources available through this project. The project goal is to prevent injuries and death by educating children about bicycle, traffic and pedestrian safety. Education and hands-on training are essential keys in this safety program. Participants will learn about proper helmet fitting, bike inspection, rules of the road, driveway dangers, stop signs, road hazards and riding safely. Project funds will be used to purchase bicycle rodeo kits, including bicycles and helmets, among other supplies and operating materials.

PS090703 **PEDESTRIAN SAFETY CAMPAIGN (KERI)**
FUNDING SOURCE **UDOT TRANSPORTATION ENHANCEMENT FUNDS**
PROJECT YEAR **THIRD**



In 2007, the number of pedestrian fatalities in Utah reached 31, and accounted for over 10% of Utah's traffic fatalities. In addition, pedestrians are 20 times more likely to be killed in a motor vehicle crash than occupants of a motor vehicle. To combat this highly preventable cause of death, this project will continue the "Heads Up Utah" campaign using paid media and enforcement to educate pedestrians and motorists about pedestrian safety and the responsibilities of each group. The media component has covered almost 18 months, and included an aggressive radio, billboard and a busboard campaign. The enforcement aspect involved 20 law enforcement agencies in identified problem areas in the State and provided specialized training to assist the officers in identifying both pedestrian and motorist violations.

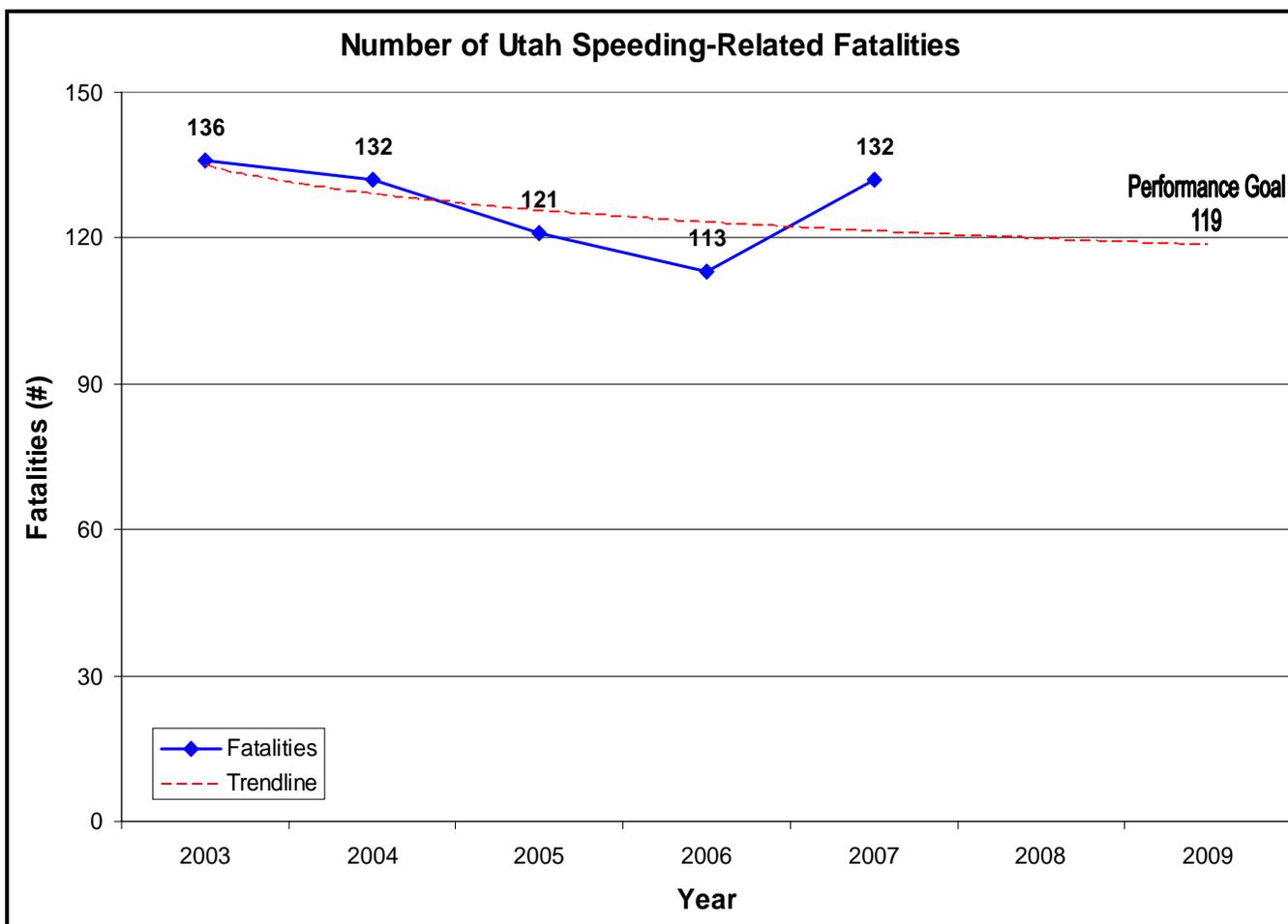
ROADWAY SAFETY PROGRAM

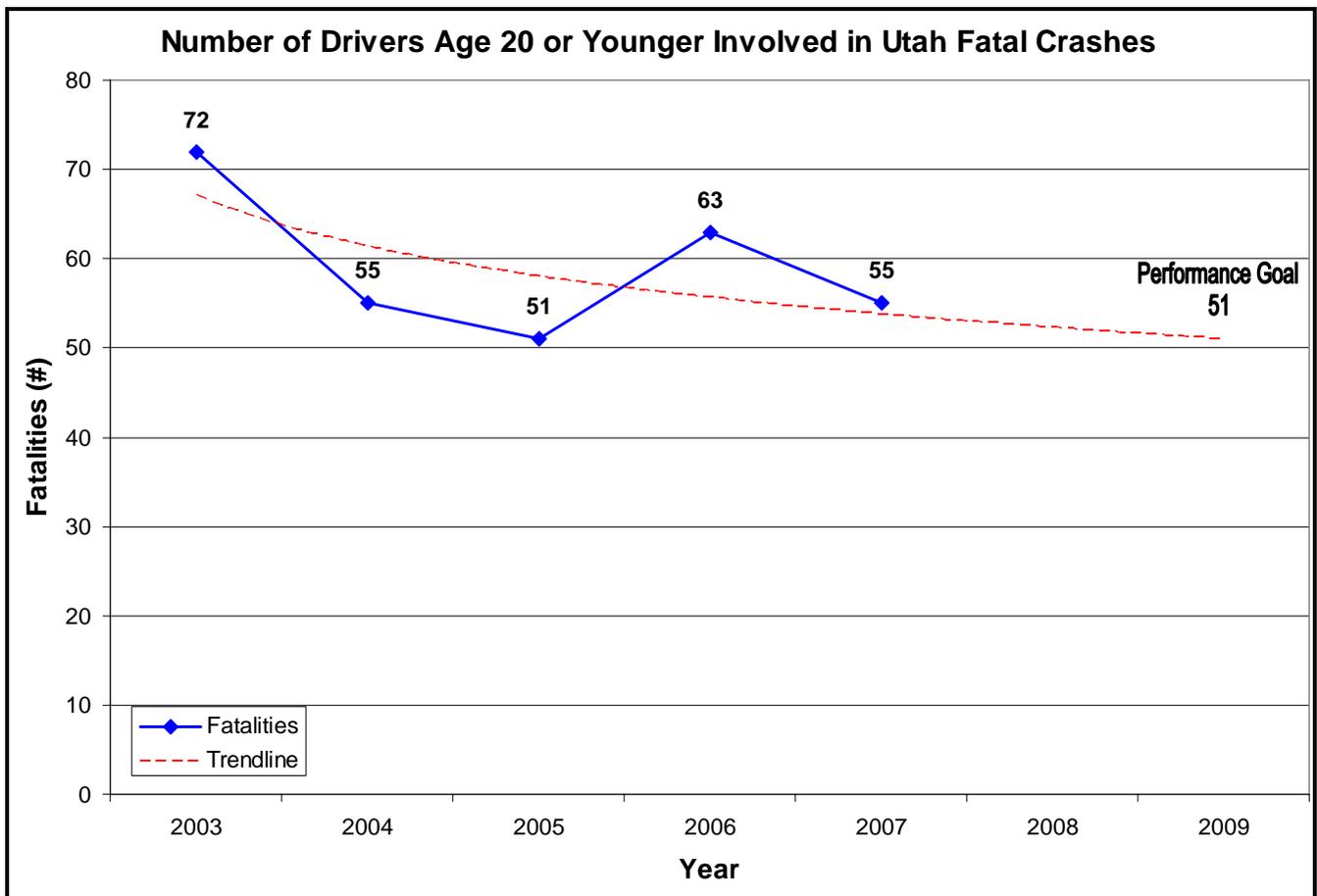
Performance Goal:

- Support prevention, educational and enforcement programs to reduce the speed-related fatality rate.

Performance Measures:

- Continue the downward trend in the number of fatal crashes that were speed-related to 119 in CY 2009.
- Continue the downward trend in the number of drivers age 20 or under involved in a fatal crash to 21 in CY2009.





Action Plan:

- Continue teen driving education and outreach to reduce their over-representation in motor vehicle crashes.
- Develop a comprehensive speed management program for implementation in problematic areas of the State.
- Continue partnership with the *"Zero Fatalities"* program administered by the Utah Department of Transportation.
- Implement the *"Drive Friendly"* program to promote traffic calming.

Justification:

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

Other Partnering Agencies:

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

Roadway Safety Projects

RS090801 **OPERATION LIFESAVER (TED)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The Operation Lifesaver program in Utah continues to address railroad and transit traffic safety within the State through education, enforcement of traffic laws and engineering problem solving. This program targets all segments of the population from school age children to businesses, churches and various civic groups. Activities include lectures, safety fairs and the distribution of educational materials. Efforts are underway to expand their operations by training new presenters to accommodate all the requests received each year.

RS090802 **SPEED MANAGEMENT PROGRAM (TED)**
FUNDING SOURCE **406**
PROJECT YEAR **SECOND**

As traffic increases, and Utah's population continues to grow, so have the challenges to provide motorists with a safe driving environment on the highways. Similar to the national trend, many Utah traffic crashes can be traced to speeding, which continues to be identified as a major factor in many of Utah's traffic fatalities each year. This comprehensive program will examine the problem from a wide range of perspectives. In a cooperative partnership with the Utah Department of Transportation (UDOT), the project will use data to locate problem areas statewide related to speeding, and determine whether roadway infrastructure, signage or speed limits can be used to calm traffic. In cases where there is an identified corridor, and driver behavior is the root cause, earned and paid media will be used to educate drivers about the dangers. Also, the project will solicit local and county law enforcement agencies, and the Utah Highway Patrol, to participate in an extensive, high visibility enforcement campaign. The Tooele County pilot project will be used as a best practices sample due to their great success with the program in its first year. Periodic evaluation studies will be conducted by UDOT in the targeted corridors to measure the program's success.

RS090803 **TEEN DRIVING EDUCATION AND OUTREACH PROGRAM (KRISTY)**
FUNDING SOURCE **406**
PROJECT YEAR **THIRD**

Teenage drivers age 15 to 19 years represented 7.4% of the licensed drivers in Utah in 2005, yet they were involved in over one-quarter (26.8%) of all traffic crashes. On average, motor vehicle crashes account for 40 deaths, 330 hospitalizations, and 5,400 emergency department visits a year for Utah residents ages 15-19. In addition, hospital charges for 15-19 year-old motor vehicle crash victims added up to \$13 million in Utah for the treatment of injuries in 2005. To help combat this traffic safety problem, the Teen Driving Task Force will work to develop resources and implement programs designed to increase safety belt use, reduce impaired driving, and decrease distracted driving among this high risk group. The group will coordinate efforts with State, local and private agencies and other programs. The task force brings together driver license officials, emergency responders, hospitals, law enforcement, public health, public safety, school officials, state legislators, and transportation officials.

RS090804 **DRIVE FRIENDLY PROGRAM (CARRIE)**
FUNDING SOURCE **406**
PROJECT YEAR **FIRST**



Aggressive and inattentive driving are contributing factors in over 41% of Utah's crashes in each of the last two years. As the driving population continues to increase, without an increase in roadway space,

this can only translate to an increase in these types of crashes. The *“Drive Friendly”* program is a public awareness program aimed at increasing the knowledge of the benefits of driving more in a courteous and compassionate manner. Some activities will target the teen drivers which will include incorporating the message into other programs such as the UHP *“Adopt a High School”* program. Other teen driver activities will include a pledge to drive friendly, activities involving school sporting events and dances, etc. Activities to involve the general driving public will be public information booths, articles in local newsletters, signage at public events and radio spots.

RS090805 **INNOVATIVE HIGHWAY SAFETY PROJECTS (MARK)**
FUNDING SOURCE **406**
PROJECT YEAR **FIRST**



Federal highway safety monies are intended to serve as seed money to fund projects which might not be implemented due to funding deficiencies. The HSO desires to encourage innovation in addressing identified highway safety issues within the State. The HSO will periodically solicit *“outside-the-box”* ideas and proposals and, through extensive discussions with the proposing agency, assess the viability of the project. As part of this periodic solicitation process, the HSO may ask for proposals targeting specific focus areas, or may elect to accept proposals within the broad range of highway safety areas.

RS090806 **DIVERSITY TRAINING (CARRIE)**
FUNDING SOURCE **1906**
PROJECT YEAR **FIRST**



Utah’s population has shown a continued growth of more than 14% over the past 7 years. With this growth, the cultural and ethnic makeup has changed statewide. Other cultures have differing views of law enforcement personnel, traffic enforcement and safety behavior enforcement. The project will provide education about the cultural diversity of the State, as a proactive approach for law enforcement and other Department of Public Safety personnel to become more aware of their interactions with the public as they perform their duties. Activities with this project will include setting up a contract with the Utah Department of Public Safety’s Professional Development Center (PDC), to develop and implement a Diversity Sensitivity Program. This program would be made available at regularly scheduled sessions during the year to those attending Peace Officers Standards and Training Academy (POST), as well as Department personnel and members of the many Multi-Agency Task Forces throughout the State. Currently there are two Multi-Agency Task Forces in place that deal with a wide range of highway safety issues, and about 10 that specialize in youth alcohol issues. Curriculum content will include such topics as the legal aspects of profiling individuals based on ethnicities, the differences in safety and social behaviors among cultures, and procedures to follow in order to avoid the appearance of and/or the practice of racial profiling. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

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



This campaign is intended to raise the awareness of the public and develop an operational philosophy within the State’s safety organizations of the benefits of establishing a goal to achieve zero fatalities from traffic crashes. The effort is focused on an educational advertising campaign about the dangers of certain driving behaviors. It will also attempt to develop a cultural change in the community. This culture change applies to the 4 E’s of safety: Engineering, Enforcement, Education, and Emergency Medical Services.

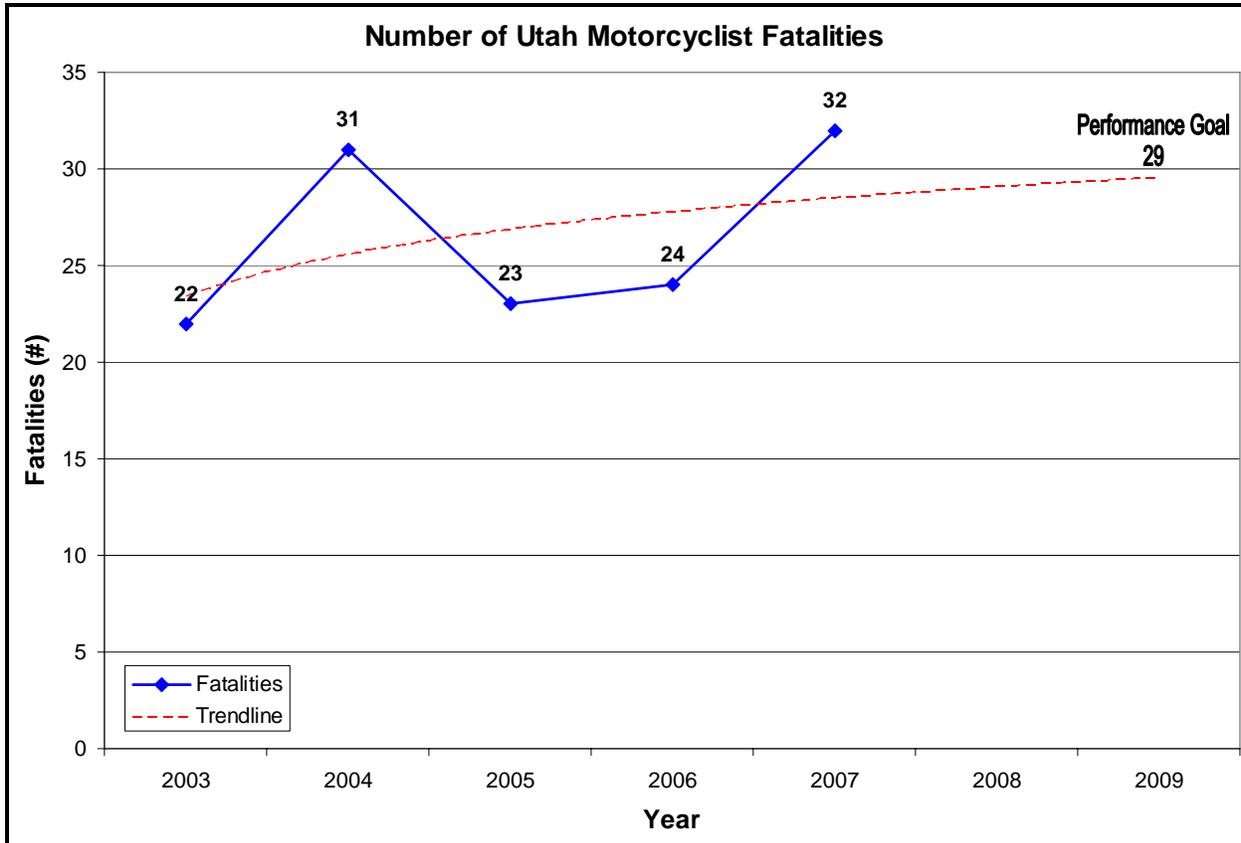
MOTORCYCLE SAFETY PROGRAM

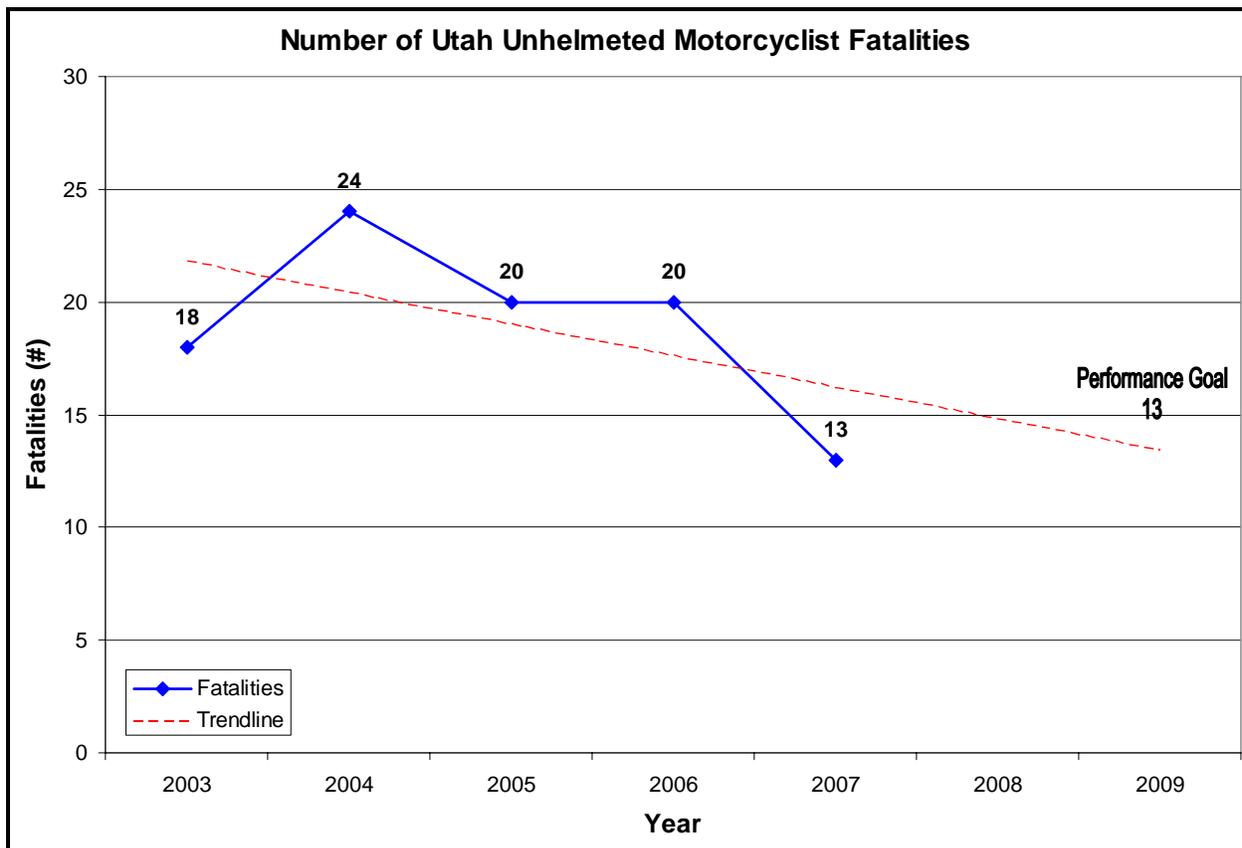
Performance Goal:

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

Performance Measures:

- Reduce the upward trend in the number of motorcycle crash fatalities to 29 CY2009.
- Continue the downward trend in the number of non-helmeted motorcyclist fatalities to 13 in CY2009.





Action Plan:

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

Justification:

- Motorcycle registration levels and driver license motorcycle endorsements continue to increase in Utah.
- The number of recreational riders increases each year.
- The number of new and non-traditional riders is predicted to increase due to rising gasoline costs.

Other Partnering Agencies:

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

Motorcycle Safety Projects

MC090901 **MOTORCYCLE SAFETY PI&E (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Motorcycle riders now account for one out of every nine U.S. road fatalities each year, with motorcyclist deaths from traffic crashes rising each of the last nine years. Utah has shown an upward trend in the motorcycle serious injury and fatality rate, mirroring the national numbers. The goal of this project is to increase motorcycle safety awareness and educate motor vehicle drivers to *"Share the Road"* with motorcyclists. This will be achieved by participating in Motorcycle Safety Awareness Month in May 2009, conducting a press event, and supporting campaign partners. This project provides support including technical assistance, educational materials and supplies to encourage, promote and support motorcycle safety programs and activities statewide. Sub-grantee support is also offered to programs or projects showing promise for creating motorcycle safety awareness, providing education, and promoting the *"DRIVE AWARE. RIDE AWARE."* campaign.

MC090902 **MOTORCYCLE OFFICERS TRAINING (DEREK)**
FUNDING SOURCE **402**
PROGRAM YEAR **ONGOING**

The Utah Highway Patrol (UHP) is actively involved in training and instructing motorcycle officers from Utah and surrounding states. In FFY 2009, the UHP Motor Squad will conduct two basic motor officer training courses, one motor officer instructor course, and the courses will be offered to police agencies statewide. Two motor officers will be sent to attend a national police motorcycle training course which will allow them to strengthen their instructor skills and maintain their certification. The UHP Motor Squad will host a regional motorcycle training event for allied agencies, especially motor officers from several western states. Project funds will be used to help support saturation patrols during the busy holiday periods of Memorial Day weekend, the Fourth of July, and Labor Day. As part of this project, the UHP Motor Squad will promote general motorcycle safety and participate in the *"Click It or Ticket"* and *"DRIVE AWARE. RIDE AWARE."* campaigns.

MC090903 **MOTORCYCLE RIDER EDUCATION PROGRAM (STROMBERG)**
FUNDING SOURCE **STATE MATCH FOR 2010**
PROGRAM YEAR **ONGOING**



The Motorcycle Rider Education Program has been in effect in Utah since 1994, with a program-specific coordinator appointed by Utah's Commissioner of Public Safety. This program administers rider training programs for beginner and experienced riders, and also an instructor training course. The courses are available statewide, and specifically in the counties where over 80 % of motorcycles are registered in the State. The standards for all the training courses meet or exceed those set by the Motorcycle Safety Foundation (MSF), and all instructors in the Utah program are MSF-certified. This program is funded with monies collected during the motorcycle registration process, and also motorcycle endorsement fees collected as part of the driver licensing process.

PLANNING & ADMINISTRATION PROGRAM

Performance Goal:

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

Performance Measures:

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

Action Plan:

- Offer at least one professional development opportunity to each staff member in FFY2009, promote attendance at the Leadership Academy, and support professional affiliations.
- Participate as part of the Utah Safety Leadership Team and the updating process of the Utah Comprehensive Safety Plan.
- Encourage staff interaction with highway safety advocacy groups and organizations.

Planning & Administration Projects

PA091001	PLANNING & ADMINISTRATION (DAVE)
FUNDING SOURCE	402/406/2011
PROJECT YEAR	ONGOING

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

PA091002	PLANNING & ADMINISTRATION (DAVE)
FUNDING SOURCE	STATE MATCH
PROJECT YEAR	ONGOING

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

PA091003	PLANNING & ADMINISTRATION (DAVE)
FUNDING SOURCE	STATE MATCH (EASY)
PROJECT YEAR	THIRD

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

PA091004 PAID MEDIA CAMPAIGN EVALUATIONS (DEREK)
FUNDING SOURCE 402
PROJECT YEAR THIRD

With the increased emphasis placed on media campaigns as a tool for highway safety behavioral modification projects, the HSO believes it is important to measure the effectiveness of the various media projects in reaching the target audiences. A deliverables contract will be negotiated with a vendor to conduct an evaluation to measure the market penetration and recognition of selected "branding" messages each year. This evaluation is planned to be conducted in the Summer of 2009.

PA091005 ELECTRONIC GRANT TRACKING PROJECT (MARK)
FUNDING SOURCE 406
PROJECT YEAR FIRST



Considering the potential savings in staff time and resources by moving away from a paper-based process for handling its grants, the HSO will ask for proposals regarding a web-based grants management system designed specifically to manage Highway Safety grant programs within the State. This system will facilitate the online submission, review, and processing of Highway Safety grant proposals in addition to providing automated financial tracking and reporting. Due to the length of the procurement process, it is uncertain whether this purchase will be made in FFY2009 or FFY2010.

PAID MEDIA PROGRAM

Performance Goal:

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

Performance Measure:

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

Action Plan:

- Provide over 5000 sustained highway safety radio "spots" throughout the State in FFY 2009, including a wide range of traffic safety subjects.
- Provide a year-long, sustained media campaign to educate the public on the dangers of underage alcohol consumption, and the social implications of early alcohol addiction.
- Continue an aggressive "Click It or Ticket" media campaign in conjunction with the national efforts.
- Continue an aggressive "Drunk Driving. Over the Limit, Under Arrest." media campaign.
- Continue the sustained fatigued driving prevention media campaign, "Sleep Smart. Drive Smart."
- Continue a sustained radio, billboard and busboard campaign on pedestrian safety, in conjunction with earned media from press releases and enforcement blitzes.
- Continue the use of the "DRIVE AWARE. RIDE AWARE." identifier for the motorcycle safety and education media campaign.
- Continue the "Spot the Tot" media campaign to raise awareness of the driveway "back over" danger for children.

Justification:

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

Other Partnering Agencies:

- Utah Department of Transportation
- Department of Alcohol Beverage Control
- Primary Children's Medical Center
- Governor's Motorcycle Safety Council

Paid Media Projects

PM091101	HIGHWAY SAFETY RADIO CAMPAIGN (DEREK)
FUNDING SOURCE	402/405
PROJECT YEAR	ONGOING

The HSO will contract with the Salt Lake Radio Broadcaster's Association (SLRBA) for a year-long campaign to place monthly, sustained radio messages focusing on traffic safety issues. The SLRBA is a non-profit organization with a membership of approximately 40 local radio stations, including several Spanish-language stations. The SLRBA will provide a deliverables package of 30-second radio messages broadcast monthly on its member stations, and 10-second promotional copy messages used to precede special events. The HSO will write and produce the announcements with the assistance of the association. Different traffic safety messages will be selected monthly, and will coordinate with national campaigns.

PM091102 **CLICK IT OR TICKET MEDIA CAMPAIGN (KRISTY)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

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

PM091103 **MOTORCYCLE MEDIA CAMPAIGN (DEREK)**
FUNDING SOURCE **406/2010**
PROJECT YEAR **SECOND**

As of mid-calendar year 2008, motorcycle fatalities in Utah have increased 17 % over the previous year. Utah’s *“DRIVE AWARE. RIDE AWARE.”* motorcycle safety awareness campaign will continue its efforts to decrease the rate of motorcycle injuries and fatalities by educating motor vehicle drivers and motorcyclists about the importance of awareness on roadways. The media contractor will continue to promote the *“DRIVE AWARE. RIDE AWARE.”* slogan and artwork through billboards and radio spots, conduct public relations activities, and assist with all facets of developing a well-rounded motorcycle safety awareness campaign. The campaign media messages will be placed by the contractor during the time of year when motorists and motorcycles are most heavily traveling the roads and highways.

PM091104 **SPOT THE TOT MEDIA CAMPAIGN (KERI)**
FUNDING SOURCE **402**
PROJECT YEAR **FOURTH**

Between 1997 and 2007, more than 40 Utah children were killed and over 600 were seriously injured by vehicle backover, and at least one Utah child under the age of 10 is injured or killed by a backover every week. Even with the increased education and awareness that is focused on this risk area, children continue to be injured or killed by vehicle backovers. Primary Children’s Medical Center remains committed to addressing this problem by providing public awareness and promoting the adoption of new safety tactics to the driving public that are critical approaches to preventing future incidents. *“Spot the Tot”* continues to serve as the model campaign across the nation and internationally, and continues to increase awareness of this preventable tragedy. The project will develop educational and informational broadcast messages and use earned and paid media to reach the target group. Educational materials will be distributed to health fairs, schools, day care providers, pediatricians, and family practice doctors.

PM091105 **FATIGUED DRIVING PREVENTION MEDIA CAMPAIGN (KRISTY)**
FUNDING SOURCE **402/406**
PROJECT YEAR **FOURTH**

Fatigued or drowsy driving is a major contributing factor to the number of fatal and overall crashes in Utah. In Utah, in 2005, 19 people died and 499 were injured as a result of someone falling asleep at the wheel. In addition, a 2006 telephone survey showed that 40% of Utah drivers (about 642,000 people) say they have fallen asleep or nodded off while driving and that “driving while severely sleepy or drowsy” is just as concerning as “drinking and driving” and “running red lights” with regard to the respondents’ personal safety and the safety of their families. The *“Sleep Smart. Drive Smart.”* task force will work to reduce fatigue-related motor vehicle crashes in an effort to reduce the upward trend in the percentage of fatal crashes that were single vehicle roll-overs. The program will involve improved public information and education, placement of media advertisements and young driver and public

outreach efforts. The services of an advertising agency will be contracted to assist with public relations activities and media efforts related to the "Sleep Smart. Drive Smart." campaign. The agency will develop and produce all paid media spots, as well as campaign materials. This project will fund paid media activities related to the fatigued driving prevention program, and may include the purchase and placement of television, radio and outdoor advertisements promoting awareness of falling asleep at the wheel.

PM091106 IMPAIRED DRIVING MEDIA CAMPAIGN (TERI)
FUNDING SOURCE 410
PROJECT YEAR THIRD

The highest risk demographic for impaired driving, males aged 18-34, is also the most elusive and coveted advertising demographic. Utilizing various types of media, which is the most effective way to reach this audience, can prove very costly. This project will implement an educational/public awareness program that will inform the public, with special emphasis on the focus group, about the dangers, risks and consequences of driving impaired. The project will utilize the NHTSA national campaign messages such as "Drunk Driving. Over the Limit, Under Arrest" that communicate and encourage social responsibility. A media agency contractor will develop both print and radio messages to reach the target group, including non-traditional methods which will likely attract a significant portion of earned media.

PM091107 TRAFFIC REPORT MESSAGES PROJECT (DEREK)
FUNDING SOURCE 402
PROJECT YEAR FIRST



Rush-hour traffic and congestion can increase aggressive driving, and cause other traffic safety problems, during the morning and evening commute. The HSO is requesting proposals from media agencies to place traffic safety announcements as part of the live traffic reports on a variety of radio stations. The messages will focus on increasing the public's awareness on traffic safety-related issues, while reaching audiences across the State while driving in their motor vehicles. It is intended to broadcast the messages during prime drive-time commutes, during the Monday through Friday work week, to reach this captive audience.

PM091108 MOTORSPORTS MEDIA CONTRACT (DEREK)
FUNDING SOURCE 402
PROJECT YEAR FIRST



In an effort to reach the difficult demographic of males aged 16-34 with traffic safety messages, the HSO will begin a new campaign targeted toward those attending local motorsports events such as circle track racing and drag racing. Traditionally, the largest percentage of those attending such events are male, but recently the number of female spectators and participants has increased at these venues. Message content will be traffic safety subjects that target event spectators with relevant information tailored for the target demographic. Promotional events, banner signs and public announcements will be in place during the racing season.

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



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

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

Drug-Free Workplace

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

The State will provide a drug-free workplace by:

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

workplace.

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

Buy America Act

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

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

Political Activity (Hatch Act)

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

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Restriction On State Lobbying

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

Certification Regarding Debarment And Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Federal Fiscal Year 2009 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Scott T. Duncan, Commissioner
Utah Department of Public Safety
Governor's Representative for Highway Safety

Date

APPENDICES

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2009-10-01-00	FED9 - 402 - ADMINISTRATION (FEDERAL)	\$.00	\$.00	\$.00	\$ 200,000.00	\$ 200,000.00	\$.00
	PA-2009-10-02-00	000025 - ADMINISTRATION (STATE MATCH)	\$.00	\$ 57,720.00	\$.00	\$.00	\$.00	\$.00
	PA-2009-10-03-00	000064 - EASY P&A	\$.00	\$ 164,280.00	\$.00	\$.00	\$.00	\$.00
	PA-2009-10-04-00	MEV9 - PAID MEDIA CAMPAIGNS EVALUATION	\$.00	\$.00	\$.00	\$ 22,000.00	\$ 22,000.00	\$.00
	Planning and Administration Total		\$.00	\$ 222,000.00	\$.00	\$ 222,000.00	\$ 222,000.00	\$.00
Alcohol								
	AL-2009-03-01-00	YTH9 - YOUTH SUPPORT	\$.00	\$.00	\$.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
	AL-2009-03-03-00	402 - STATE MATCH PER SE HEARINGS	\$.00	\$ 1,000,000.00	\$.00	\$.00	\$.00	\$.00
	AL-2009-03-07-00	DUC9 - DUI COURTS	\$.00	\$.00	\$.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00
	AL-2009-03-10-00	000064 - EASY NON P&A	\$.00	\$ 370,300.00	\$.00	\$.00	\$.00	\$.00
	AL-2009-03-11-00	CMP9 - CAMPUS PROGRAMS	\$.00	\$.00	\$.00	\$ 27,500.00	\$ 27,500.00	\$ 27,500.00
	Alcohol Total		\$.00	\$ 1,370,300.00	\$.00	\$ 88,500.00	\$ 88,500.00	\$ 88,500.00
Motorcycle Safety								
	MC-2009-09-01-00	MCP9 - MOTORCYCLE SAFETY PI & E	\$.00	\$.00	\$.00	\$ 22,000.00	\$ 22,000.00	\$.00
	MC-2009-09-02-00	MTR9 - MOTORCYCLE OFFICERS TRAINING PROG	\$.00	\$.00	\$.00	\$ 25,000.00	\$ 25,000.00	\$.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$ 47,000.00	\$ 47,000.00	\$.00
Occupant Protection								
	OP-2009-04-02-00	USK9 - UTAH SAFE KIDS CAMPAIGN COORDINAT	\$.00	\$.00	\$.00	\$ 47,500.00	\$ 47,500.00	\$ 47,500.00
	OP-2009-04-09-00	SBS9 - 402 - SAFETY BELT OBSERVATIONAL S	\$.00	\$.00	\$.00	\$ 23,000.00	\$ 23,000.00	\$ 23,000.00
	OP-2009-04-10-00	STS9 - CLICK IT OR TICKET STEP SUPPORT	\$.00	\$.00	\$.00	\$ 165,000.00	\$ 165,000.00	\$ 110,000.00
	OP-2009-04-13-00	CFS9 - 402 - CPS FITTING STATION SUPPORT	\$.00	\$.00	\$.00	\$ 55,000.00	\$ 55,000.00	\$ 44,000.00

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Occupant Protection Total			\$.00	\$.00	\$.00	\$ 290,500.00	\$ 290,500.00	\$ 224,500.00
Pedestrian/Bicycle Safety								
	PS-2009-07-01-00	PED9 - PEDESTRIAN & BICYCLE COORDINATOR	\$.00	\$.00	\$.00	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00
	PS-2009-07-02-00	BSP9 - OGDEN CITY BICYCLE SAFETY PROGRAM	\$.00	\$.00	\$.00	\$ 23,000.00	\$ 23,000.00	\$ 23,000.00
Pedestrian/Bicycle Safety Total			\$.00	\$.00	\$.00	\$ 119,000.00	\$ 119,000.00	\$ 119,000.00
Police Traffic Services								
	PT-2009-01-01-00	PTS9 - PT SERVICES & EQUIPMENT	\$.00	\$.00	\$.00	\$ 250,000.00	\$ 250,000.00	\$ 183,000.00
	PT-2009-01-02-00	402 - DUI REINSTATEMENT STATE MATCH	\$.00	\$ 400,000.00	\$.00	\$.00	\$.00	\$.00
	PT-2009-01-03-00	MAF9 - MULTI-AGENCY TASK FORCES	\$.00	\$.00	\$.00	\$ 17,000.00	\$ 17,000.00	\$ 17,000.00
	PT-2009-01-04-00	000107 - DUI IMPOUND FUNDS STATE MATCH	\$.00	\$ 405,000.00	\$.00	\$.00	\$.00	\$.00
Police Traffic Services Total			\$.00	\$ 805,000.00	\$.00	\$ 267,000.00	\$ 267,000.00	\$ 200,000.00
Traffic Records								
	TR-2009-05-01-00	LCA9 - LOCAL CRASH ANALYSIS	\$.00	\$.00	\$.00	\$ 27,500.00	\$ 27,500.00	\$ 27,500.00
Traffic Records Total			\$.00	\$.00	\$.00	\$ 27,500.00	\$ 27,500.00	\$ 27,500.00
Community Traffic Safety Project								
	CP-2009-02-01-00	DCS9 - DAVIS COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 37,000.00	\$ 37,000.00	\$ 37,000.00
	CP-2009-02-02-00	TCC9 - TRI-COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 15,500.00	\$ 15,500.00	\$ 15,500.00
	CP-2009-02-03-00	WMS9 - WEBER / MORGAN SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 39,000.00	\$ 39,000.00	\$ 39,000.00
	CP-2009-02-04-00	BCS9 - BEAR RIVER SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 24,500.00	\$ 24,500.00	\$ 24,500.00
	CP-2009-02-05-00	SUM9 - SUMMIT COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00
	CP-2009-02-06-00	TCS9 - TOOELE COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00
	CP-2009-02-07-00	USC9 - UTAH COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00
	CP-2009-02-08-00	SEU9 - SOUTHEASTERN UTAH SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 19,000.00	\$ 19,000.00	\$ 19,000.00
	CP-2009-02-09-00	CEU9 - CENTRAL UTAH SAFE COMMUNITY	\$.00	\$.00	\$.00	\$ 17,500.00	\$ 17,500.00	\$ 17,500.00

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	CP-2009-02-10-00	WCS9 - WASATCH COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$13,500.00	\$13,500.00	\$13,500.00
	CP-2009-02-11-00	SWU9 - SOUTHWEST UTAH SAFE COMMUNITY	\$.00	\$.00	\$.00	\$22,000.00	\$22,000.00	\$22,000.00
	CP-2009-02-12-00	SLV9 - SALT LAKE COUNTY SAFE COMMUNITY	\$.00	\$.00	\$.00	\$22,000.00	\$22,000.00	\$22,000.00
	CP-2009-02-13-00	UMC9 - HISPANIC COMMUNITY OUTREACH	\$.00	\$.00	\$.00	\$22,000.00	\$22,000.00	\$.00
	CP-2009-02-14-00	PUB9 - PUBLIC INFORMATION & EDUCATION	\$.00	\$.00	\$.00	\$42,000.00	\$42,000.00	\$.00
	CP-2009-02-17-00	PER8 - 402 - PERSONNEL	\$.00	\$.00	\$.00	\$440,000.00	\$440,000.00	\$.00
	CP-2009-02-18-00	RTS9 - RURAL TRAFFIC SAFETY COORDINATOR	\$.00	\$.00	\$.00	\$35,500.00	\$35,500.00	\$.00
	CP-2009-02-19-00	TTR9 - TECHNOLOGY TRANSFER	\$.00	\$.00	\$.00	\$165,000.00	\$165,000.00	\$.00
	CP-2009-02-20-00	TSS9 - TRAFFIC SAFETY SUMMIT	\$.00	\$.00	\$.00	\$23,000.00	\$23,000.00	\$.00
	CP-2009-02-21-00	LCR9 - LOCAL COMMUNITY RESOURCES	\$.00	\$.00	\$.00	\$126,000.00	\$126,000.00	\$126,000.00
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$1,131,500.00	\$1,131,500.00	\$404,000.00
	Roadway Safety							
	RS-2009-08-01-00	LFS9 - OPERATION LIFESAVER	\$.00	\$.00	\$.00	\$27,500.00	\$27,500.00	\$.00
	Roadway Safety Total		\$.00	\$.00	\$.00	\$27,500.00	\$27,500.00	\$.00
	Paid Advertising							
	PM-2009-11-01-00	PDM9 - 402 - HIGHWAY SAFETY RADIO CAMPAI	\$.00	\$.00	\$.00	\$13,500.00	\$13,500.00	\$.00
	PM-2009-11-02-00	MDC9 - CLICK IT OR TICKET MEDIA CAMPAIGN	\$.00	\$.00	\$.00	\$128,000.00	\$128,000.00	\$.00
	PM-2009-11-04-00	STT9 - SPOT THE TOT MEDIA CAMPAIGN	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$.00
	PM-2009-11-05-00	FTG9 - 402 - FATIGUED DRIVING PREVENTION	\$.00	\$.00	\$.00	\$11,000.00	\$11,000.00	\$.00
	PM-2009-11-07-00	TRM9 - TRAFFIC REPORT MESSAGES	\$.00	\$.00	\$.00	\$28,000.00	\$28,000.00	\$.00
	PM-2009-11-08-00	MSP9 - MOTORSPORTS MEDIA CAMPAIGN	\$.00	\$.00	\$.00	\$33,000.00	\$33,000.00	\$.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$230,500.00	\$230,500.00	\$.00
	NHTSA 402 Total		\$.00	\$2,397,300.00	\$.00	\$2,451,000.00	\$2,451,000.00	\$1,063,500.00
	405 OP SAFETEA-LU							
	K2-2009-04-03-00	NET9 - UTAH SAFETY COUNCIL TRAFFIC SAFET	\$.00	\$.00	\$.00	\$33,000.00	\$33,000.00	\$.00

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	K2-2009-04-04-00	UPE9 - UHP PI & E	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$.00
	K2-2009-04-05-00	BTC9 - BUCKLE TOUGH CAMPAIGN	\$.00	\$.00	\$.00	\$22,000.00	\$22,000.00	\$.00
	K2-2009-04-07-00	405 - STATE MATCH - TRAFFIC SAFETY OUTRE	\$.00	\$215,625.00	\$.00	\$.00	\$.00	\$.00
	K2-2009-04-08-00	BOB9 - PROGRAM MATERIALS & CPS TRAINING	\$.00	\$.00	\$.00	\$138,000.00	\$138,000.00	\$.00
	K2-2009-04-09-00	SUR9 - 405 - SAFETY BELT OBSERVATIONAL S	\$.00	\$.00	\$.00	\$23,000.00	\$23,000.00	\$.00
	K2-2009-04-11-00	ALV9 - ALIVE AT 25 DEFENSIVE DRIVING COU	\$.00	\$.00	\$.00	\$41,000.00	\$41,000.00	\$.00
	405 Occupant Protection Total		\$.00	\$215,625.00	\$.00	\$274,000.00	\$274,000.00	\$.00
	405 Paid Media							
	K2PM-2009-11-01-00	HSR9 - 405 - HIGHWAY SAFETY RADIO CAMPAI	\$.00	\$.00	\$.00	\$13,500.00	\$13,500.00	\$.00
	405 Paid Media Total		\$.00	\$.00	\$.00	\$13,500.00	\$13,500.00	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$215,625.00	\$.00	\$287,500.00	\$287,500.00	\$.00
	NHTSA 406							
	K4PA-2009-10-01-00	SBP9 - ADMINISTRATION (FEDERAL)	\$.00	\$.00	\$.00	\$290,000.00	\$290,000.00	\$290,000.00
	406 Planning and Administration Total		\$.00	\$.00	\$.00	\$290,000.00	\$290,000.00	\$290,000.00
	406 Safety Belts Paid Media							
	K4PM-2009-11-05-00	SLE9 - 406 - FATIGUED DRIVING PREVENTION	\$.00	\$.00	\$.00	\$192,500.00	\$192,500.00	\$.00
	406 Safety Belts Paid Media Total		\$.00	\$.00	\$.00	\$192,500.00	\$192,500.00	\$.00
	406 Motorcycle Safety							
	K4MC-2009-11-03-00	MMC9 - 406 - MOTORCYCLE MEDIA CAMPAIGN	\$.00	\$.00	\$.00	\$330,000.00	\$330,000.00	\$330,000.00
	406 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$330,000.00	\$330,000.00	\$330,000.00
	406 Occupant Protection							
	K4OP-2009-04-12-00	RUR9 - RURAL OUTREACH TO INCREASE SEAT B	\$.00	\$.00	\$.00	\$330,000.00	\$330,000.00	\$330,000.00
	K4OP-2009-04-13-00	FSS9 - 406 - CPS FITTING STATION SUPPORT	\$.00	\$.00	\$.00	\$55,000.00	\$55,000.00	\$44,000.00
	406 Occupant Protection Total		\$.00	\$.00	\$.00	\$385,000.00	\$385,000.00	\$374,000.00

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406 Traffic Records								
	K4TR-2009-05-10-00	DAT9 - DATA PROJECTS	\$.00	\$.00	\$.00	\$ 55,000.00	\$ 55,000.00	\$.00
406 Traffic Records Total			\$.00	\$.00	\$.00	\$ 55,000.00	\$ 55,000.00	\$.00
406 Roadway Safety								
	K4RS-2009-08-02-00	JSM9 - SPEED MANAGEMENT PROGRAM	\$.00	\$.00	\$.00	\$ 550,000.00	\$ 550,000.00	\$ 550,000.00
	K4RS-2009-08-03-00	TEE9 - TEEN DRIVING EDUCATION & OUTREACH	\$.00	\$.00	\$.00	\$ 192,500.00	\$ 192,500.00	\$ 192,500.00
	K4RS-2009-08-04-00	DRF9 - DRIVE FRIENDLY	\$.00	\$.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
	K4RS-2009-08-05-00	NHS9 - INNOVATIVE HIGHWAY SAFETY PROJECT	\$.00	\$.00	\$.00	\$ 385,000.00	\$ 385,000.00	\$ 385,000.00
406 Roadway Safety Total			\$.00	\$.00	\$.00	\$ 1,227,500.00	\$ 1,227,500.00	\$ 1,227,500.00
406 Safe Communities								
	K4CP-2009-02-15-00	LAT9 - 406 - LATINO TRAFFIC SAFETY	\$.00	\$.00	\$.00	\$ 220,000.00	\$ 220,000.00	\$ 220,000.00
	K4CP-2009-02-16-00	NAT9 - NATIVE AMERICAN SAFETY PROGRAMS	\$.00	\$.00	\$.00	\$ 220,000.00	\$ 220,000.00	\$ 220,000.00
406 Safe Communities Total			\$.00	\$.00	\$.00	\$ 440,000.00	\$ 440,000.00	\$ 440,000.00
NHTSA 406 Total			\$.00	\$.00	\$.00	\$ 2,920,000.00	\$ 2,920,000.00	\$ 2,661,500.00
408 Data Program SAFETEA-LU								
	K9-2009-05-02-00	CEN9 - CENTRALIZED CRASH REPOSITORY	\$.00	\$.00	\$.00	\$ 110,000.00	\$ 110,000.00	\$.00
	K9-2009-05-03-00	ENT9 - ENTERPRISE LEVEL REPORTING	\$.00	\$.00	\$.00	\$ 55,000.00	\$ 55,000.00	\$.00
	K9-2009-05-04-00	GSA9 - GEOCODING SVC W/ ACCURATE ROADS D	\$.00	\$.00	\$.00	\$ 44,000.00	\$ 44,000.00	\$.00
	K9-2009-05-05-00	RAC9 - UTRAC COORDINATOR	\$.00	\$.00	\$.00	\$ 105,000.00	\$ 105,000.00	\$.00
	K9-2009-05-06-00	PHD9 - EMS PRE-HOSPITAL DATA REPORTING	\$.00	\$.00	\$.00	\$ 165,000.00	\$ 165,000.00	\$.00
	K9-2009-05-07-00	BAC9 - BAC REPORTING PROJECT	\$.00	\$.00	\$.00	\$ 5,500.00	\$ 5,500.00	\$.00
	K9-2009-05-08-00	CRA9 - CRASH BUSINESS MODEL PROJECT	\$.00	\$.00	\$.00	\$ 55,000.00	\$ 55,000.00	\$.00
	K9-2009-05-09-00	TRF9 - NHTSA TRAFFIC RECORDS ASSESSMENT	\$.00	\$.00	\$.00	\$ 45,000.00	\$ 45,000.00	\$.00
408 Data Program Incentive Total			\$.00	\$.00	\$.00	\$ 584,500.00	\$ 584,500.00	\$.00

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408 Data Program SAFETEA-LU Total			\$.00	\$.00	\$.00	\$584,500.00	\$584,500.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2009-02-17-00	AMN9 - 410 - PERSONNEL	\$.00	\$.00	\$.00	\$292,000.00	\$292,000.00	\$.00
	K8-2009-03-02-00	ACP9 - ALCOHOL PROGRAMS PI & E	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	K8-2009-03-04-00	DRT9 - STATEWIDE DRUG RECOGNITION, ALCOH	\$.00	\$.00	\$.00	\$55,000.00	\$55,000.00	\$.00
	K8-2009-03-05-00	CCD9 - SERVING INTOXICATED PERSONS	\$.00	\$.00	\$.00	\$38,500.00	\$38,500.00	\$.00
	K8-2009-03-06-00	AEC9 - DUI ENFORCEMENT, CHECKPOINTS, & E	\$.00	\$.00	\$.00	\$220,000.00	\$220,000.00	\$.00
	K8-2009-03-08-00	TSR9 - TRAFFIC SAFETY RESOURCE PROSECUTO	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	K8-2009-03-09-00	TRA9 - TRACE	\$.00	\$.00	\$.00	\$5,700.00	\$5,700.00	\$.00
410 Alcohol SAFETEA-LU Total			\$.00	\$.00	\$.00	\$711,200.00	\$711,200.00	\$.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2009-11-06-00	DMC9 - IMPAIRED DRIVING MEDIA CAMPAIGN	\$.00	\$.00	\$.00	\$220,000.00	\$220,000.00	\$220,000.00
410 Alcohol SAFETEA-LU Paid Media Total			\$.00	\$.00	\$.00	\$220,000.00	\$220,000.00	\$220,000.00
410 Alcohol SAFETEA-LU Total			\$.00	\$.00	\$.00	\$931,200.00	\$931,200.00	\$220,000.00
2010 Motorcycle Safety								
	K6-2009-11-03-00	MME9 - 2010 - MOTORCYCLE MEDIA CAMPAIGN	\$.00	\$.00	\$.00	\$165,000.00	\$165,000.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$165,000.00	\$165,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$165,000.00	\$165,000.00	\$.00
2011 Child Seats								
	K3-2009-02-15-00	LTS9 - 2011 - LATINO TRAFFIC SAFETY	\$.00	\$.00	\$.00	\$55,000.00	\$55,000.00	\$55,000.00
	K3-2009-04-01-00	HST9 - CPS TRAINING COORDINATOR	\$.00	\$.00	\$.00	\$33,000.00	\$33,000.00	\$.00
	K3-2009-04-06-00	PCM9 - PCMC SPECIAL NEEDS CPS	\$.00	\$.00	\$.00	\$39,000.00	\$39,000.00	\$.00
	K3-2009-04-08-00	KKR9 - 2011 - PROGRAM MATERIALS & CPS TR	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	K3-2009-10-01-00	BSS9 - 2011 - ADMINISTRATION (FEDERAL)	\$.00	\$.00	\$.00	\$28,000.00	\$28,000.00	\$.00

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

State: Utah

Highway Safety Plan Cost Summary

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For Approval

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	2011 Child Seat Incentive		\$.00	\$.00	\$.00	\$ 185,000.00	\$ 185,000.00	\$ 55,000.00
	Total							
	2011 Child Seats Total		\$.00	\$.00	\$.00	\$ 185,000.00	\$ 185,000.00	\$ 55,000.00
	1906 Prohibit Racial Profiling							
	K10-2009-05-11-00	PRF9 - ASSESSMENT OF CURRENT RACIAL PROF	\$.00	\$.00	\$.00	\$ 22,500.00	\$ 22,500.00	\$.00
	K10-2009-05-12-00	WCR9 - WEB-BASED CITATION REPORTING APPL	\$.00	\$.00	\$.00	\$ 400,500.00	\$ 400,500.00	\$.00
	K10-2009-08-06-00	DVT9 - DIVERSITY TRAINING	\$.00	\$.00	\$.00	\$ 77,000.00	\$ 77,000.00	\$.00
	1906 Prohibit Racial Profiling		\$.00	\$.00	\$.00	\$ 500,000.00	\$ 500,000.00	\$.00
	Total							
	NHTSA Total		\$.00	\$ 2,612,925.00	\$.00	\$ 8,024,200.00	\$ 8,024,200.00	\$ 4,000,000.00
	Total		\$.00	\$ 2,612,925.00	\$.00	\$ 8,024,200.00	\$ 8,024,200.00	\$ 4,000,000.00

Amendments