

INTRODUCTION

The Utah Department of Public Safety's Highway Safety Office was created as a result of the U.S. Highway Safety Act of 1966. Each year, Congress allocates funds for reducing deaths and injuries on the highways, with distribution through the U.S. Department of Transportation to each state. In Utah, the Highway Safety Office is required by legislation to secure the maximum amount of federal highway safety funds available.

Since 1969, the injury and fatal crash rates have steadily declined in Utah. This success can be attributed to using the federal funds for local and statewide traffic safety programs, increased enforcement activities, and increased awareness of traffic safety issues in local communities.

The Highway Safety Office continues its tradition of large achievements on a relatively small budget by nurturing close partnerships with other DPS agencies, state and local government and law enforcement agencies, the National Highway Traffic Safety Administration's (NHTSA) Rocky Mountain Region Office, and a diverse group of traffic safety coalitions and non-profit organizations.

Designing Our Future

UTAH HIGHWAY SAFETY PLAN FEDERAL FISCAL YEAR 2006

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 Highway Safety Office (HSO) has developed a new look and format for the Highway Safety Plan this year to accent the interface with its DPS annual Strategic Plan. The shift toward data-driven performance goals and measures continues through strengthened data collection and analysis abilities, and staff member training and development.

In FFY2006, the HSO will continue to use the "Click It Or Ticket" branding for seat belt information, education and enforcement campaigns, and to better integrate with the national messaging used by the National Highway Traffic Safety Administration (NHTSA). Our goal is to reduce the percentage of unbelted crash occupants, with attention on children age 0-14.

The "You Drink & Drive. You Lose." branding will be continued in FFY2006, with goals of reducing the rate of alcohol and other drug-related crash fatalities, and special focus on reducing the number of drivers age 15-24 involved in an alcohol or other drug-related crash.

Another area of special focus in FFY2006 is the high percentage of fatal crashes that involve a single vehicle rollover. A fatigued driving education program "Sleep Smart. Drive Smart." is planned for all motorists, with emphasis on younger drivers.

The HSO desires funding increases to accelerate improvements to driver and traffic records systems as recommended in the recent Traffic Records Assessment, provide more overtime enforcement shifts, and to address the increasing number of requests for police traffic equipment.

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PERFORMANCE PLAN

Trends, Problem Identification and Goals

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 of previous year's programs by program management staff and discussion of future focus areas.
- February: Analyze Utah-specific crash data and prepare the Highway Safety Office's Strategic Plan with specific performance goals.
- March: Estimate federal funding amounts as part of the planning process, and solicit input from partner agencies and key stakeholders on program direction.
- April: Request project proposals (due May 15) to address performance goals.
- May: Review new and continuing project proposals and evaluate alignment with HSO performance goals.
- June: Identify desired projects while keeping within the predicted funding levels.
- July: Prepare, review, print and submit a draft Highway Safety Plan (with integral Performance Plan) to NHTSA Regional Office for input.
- August: Make changes and final additions to Highway Safety Plan.
- September: Submit the final Highway Safety Plan to NHTSA for approval.
- October: Implement approved and funded grants and contracts.
- 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.

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 necessitate a change in focus areas. The uncertainty of funding levels and areas has been especially challenging over the past few years. The recently passed multi-year transportation funding bill, which the President signed into law, includes interesting changes in direction and focus, while continuing the occupant protection, impaired driving and other traditional programs. The interpretation by NHTSA of the reauthorization language is progressing as this is written, but will not be completed before this HSP is submitted for approval.

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

DATA ANALYSIS

Data collection 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 Study Statistical Analysis Reports
- ◆ 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 NHTSA and 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
- ◆ SAFEKIDS Coalition
- ◆ Regional and local health and law enforcement agencies
- ◆ Various non-profit highway safety organizations and coalitions

As a result of this process, the program management staff finalizes the specific problems that it desires to address in the HSP.

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 aspects of performance planning often overlooked 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 20% 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.

THE 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 current year HSP process, and as the kickoff point to begin the process for the next HSP.

HIGHWAY SAFETY PLAN

Performance Measures & Project Descriptions

POLICE TRAFFIC SERVICES PROGRAM

Performance Goal:

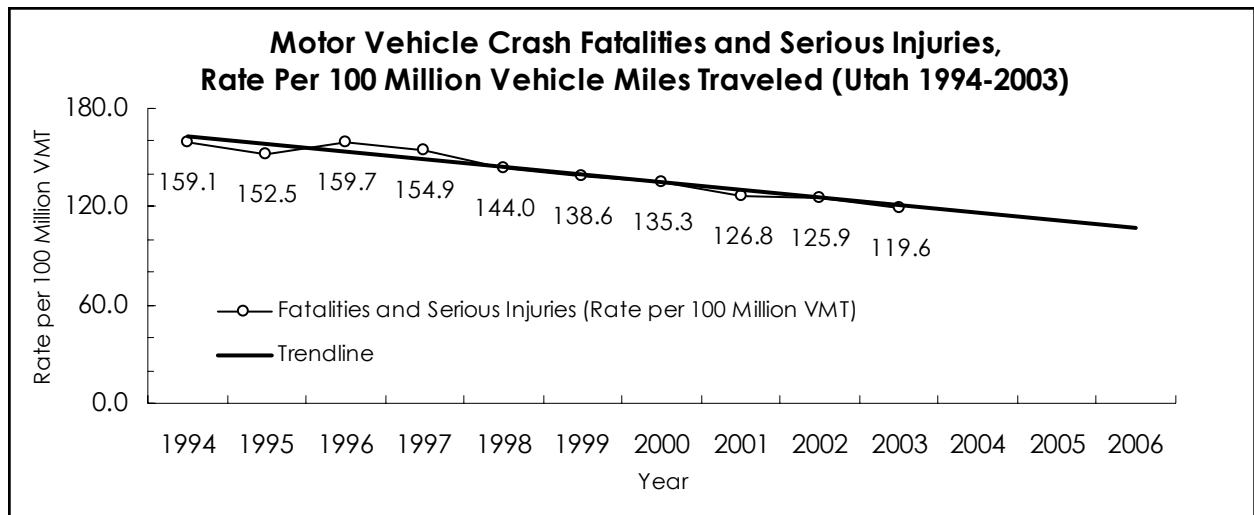
Provide police traffic services support to reduce the traffic fatality and serious injury rate in Utah.

Performance Measure:

Continue the favorable trend by demonstrating a reduction in the motor vehicle crash fatalities and serious injuries rate per 100 million vehicle miles traveled from 119.6 in CY 2003 to 106.6 in CY 2006.

Action Plan:

- ◆ Fund seven speed monitor trailers, five mobile vision cameras, and 15 radar/lidar units for distribution to local law enforcement agencies in both rural and urban areas.
- ◆ Provide specialized motor-training to four officers.
- ◆ Supply 14 LED Pursuit Emergency Systems for UHP motors.



Justification:

- ◆ Although the total motor vehicle crash rate and injury crash rate decreased from 2002 to 2003, the fatal crash rate remained virtually the same for three years, prompting the UHP to set more aggressive goals in reducing the number of crashes on Utah's highways.
- ◆ The need for increased enforcement continues to be a budget constraint, especially with regard to high traffic holiday periods, special DUI blitzes and seat belt enforcement.
- ◆ While the majority of all crashes occur in urban areas of the state (65%), the majority of fatal crashes occurred in rural areas (66.8%). Equipment requests will be considered to address this disparity and attempt to assist with enforcement statewide of speed, aggressive driving, DUI, and other traffic safety laws.
- ◆ Many law enforcement agencies, both in urban and rural areas, suffer from budget limits on technical assistance and training, equipment, and personnel and have come to value our 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 and personnel.
- ◆ The Utah Highway Patrol uses DUI reinstatement and impound funds to assist many smaller police agencies with impaired driving enforcement training and equipment, and overtime enforcement shifts.
- ◆ UDOT uses its portion of 163 incentive funds for safety projects initiated by the Traffic and Safety Division.

Police Traffic Services Projects

PT06-01-01 POLICE TRAFFIC SERVICES & EQUIPMENT (KAY)

FUNDING SOURCE: 157 Incentive/406

Project funds will be used to assist local law enforcement agencies that have limited resources for technical assistance, equipment, information, and overtime. Funding will be used to provide overtime shifts for selective traffic enforcement, equipment (speed trailer monitors, radars, lasers, in-car video surveillance cameras, portable breath testers), training, and public information and educational supplies. Requesting agencies will be encouraged to provide problem identification along with an action plan to remedy their traffic safety problems/issues, and contribute to a reduction in serious injuries and fatalities overall. The post-approval process will be used to solicit NHTSA approval for equipment purchases.

PT06-01-02 GUNNISON AREA PTS PROJECT (KAY)

FUNDING SOURCE: 402

Two laptop computers and one in-car video surveillance system will be purchased for the police department. The laptop computers will allow officers an efficient way to retrieve needed information and write reports, thus allowing more patrol time. An in-car video camera will assist with the conviction rate of impaired drivers and speed violators, in addition to aiding with officer safety and performance while on duty. The police department will also work with Gunnison Elementary School to provide training on bicycle safety. This elementary school includes children from the communities of Gunnison, Centerfield, Axtell, and Fayette.

PT06-01-03 DUI REINSTATEMENT (DAVE)

FUNDING SOURCE: STATE MATCH

Funds collected from driver license reinstatement fees after a DUI-related sanction are used to provide equipment, training and overtime shifts for enforcing DUI laws statewide.

PT06-01-04 SALT LAKE MULTI-AGENCY TASK FORCE (TERI)

FUNDING SOURCE: 402

The task force is a coalition of law enforcement representatives from agencies throughout the Salt Lake Valley area who meet and discuss current traffic safety problems in their communities. They promote traffic safety programs and participate in the "Click It or Ticket" mobilizations and "You Drink and Drive. You Lose" crackdowns. Monthly training classes regarding traffic safety issues and enforcement are also provided.

PT06-01-06 DUI IMPOUND FUND (DAVE)

FUNDING SOURCE: STATE MATCH

Funds collected from vehicle impoundment fees related to DUI arrests are used to provide equipment, training and overtime shifts for enforcing DUI laws throughout the state.

PT06-01-08 POLICE MOTORS EQUIPMENT & SUPPORT (KAY)

FUNDING SOURCE: 402

The Utah Highway Patrol will assess local law enforcement needs and conduct a basic and/or re-certification course for local area law enforcement motor squads, and purchase needed motor squad equipment. The UHP and other agency motor squads along the Wasatch Front participate in the "Click It or Ticket", "You Drink and Drive. You Lose" and other HSO mobilizations and campaigns.

PT06-01-09 NORTHWESTERN INSTITUTE (KAY)

FUNDING SOURCE: 157 Incentive

Many law enforcement agencies have formed special units to deal with major crashes, but have not obtained the necessary training for crash investigators to conduct a proper investigation. Funding from this project will train 30 local law enforcement officers in expert crash reconstruction, provided through the Northwestern Institute. The course will be held in Salt Lake City and officers from local law enforcement agencies will be attending.

PT06-01-10 UHP SAFETY PROJECT (DAVE)

FUNDING SOURCE: 163 .08 BAC

The Utah Highway Patrol will use this funding to enhance the impaired driving enforcement, crash investigation and data collection programs, and to provide officer safety equipment.

COMMUNITY TRAFFIC SAFETY PROGRAM

Performance Goal:

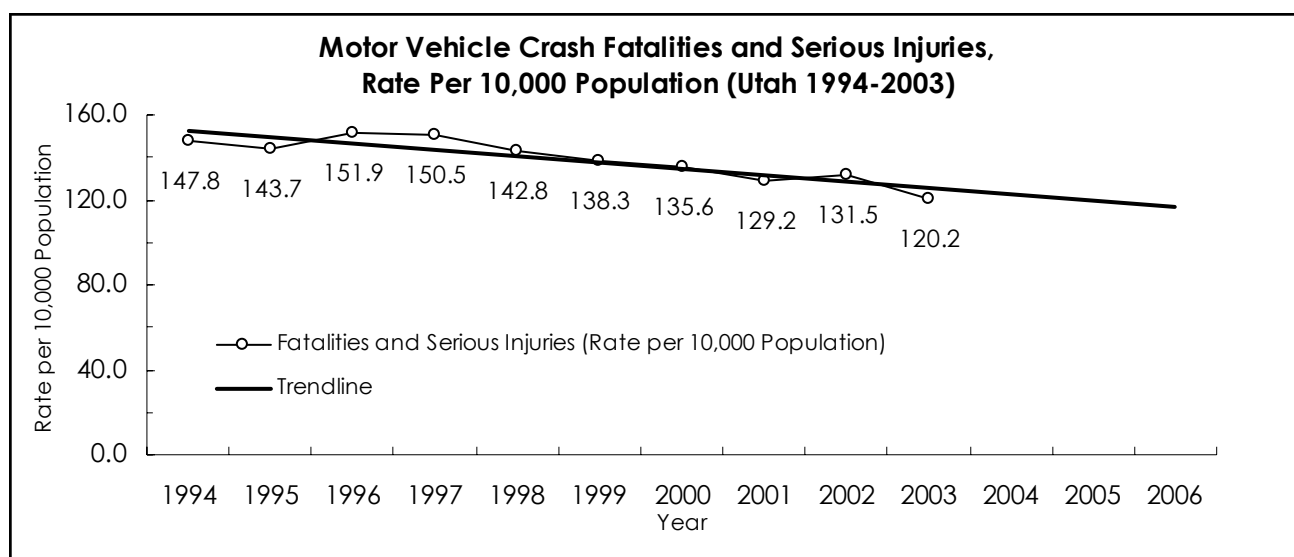
Work with community traffic safety programs in participating counties to continue the downward trend of Utah's traffic-related fatality and serious injury rate.

Performance Measure:

Continue the favorable trend by demonstrating a reduction in the motor vehicle crash fatalities and serious injuries rate per 10,000 population from 120.2 in CY 2003 to 116.6 in CY 2006.

Action Plan:

- ◆ Fund 13 Safe Community Projects, including two new projects in areas with high death and/or injury crash rates.
- ◆ Fund 4 Community Traffic Safety Programs (funded under Police Traffic Services).
- ◆ Provide specialized training and networking opportunities to project coordinators and UHSO staff.
- ◆ Outreach Utah's largest minority population with highway safety information by supporting an Hispanic Traffic Safety Program.



Justification:

- ◆ Although the majority of fatal and serious injury crashes occurred in the most populous counties of Cache, Davis, Salt Lake, Utah, Washington, and Weber, the rural counties of Emery, Millard, and Beaver had the highest rates of fatal crashes per 10,000 population. It is important that as a state we divide our resources not only with the urban traffic centers, but with small rural communities that experience a disproportionate amount of crashes that place an extra burden on the resources and emergency medical services in these counties.
- ◆ Utah's Hispanic population is the largest growing immigrant population and comprises approximately 13% of the state's population. Motor vehicle crashes are the leading cause of death for Hispanics through age 44. Coupled with the newly passed "Driving Privilege Card" for all undocumented immigrants, it will be incumbent upon Utah to communicate effectively with this population for them to understand our laws and educate them on traffic safety issues.
- ◆ Safe Community projects have proven effective in influencing the behavioral attitudes of rural and minority communities through involvement with local community members.

Other Partnering Agencies:

- ◆ While the majority of counties have a SAFEKIDS Coalition Chapter, some communities must rely totally on funding their health departments can apply for to address traffic safety and occupant protection issues.

Community Traffic Safety Projects

CP06-02-01 DAVIS COUNTY SAFE COMMUNITY (KRISTY)

FUNDING SOURCE: 402

Davis County is the third most populated county in Utah and is the fastest growing of the four major urban communities along the Wasatch Front. Statistics show that alcohol and seat belt use among young drivers, pedestrian and child passenger safety are three of the main traffic safety issues facing the county. The project will work to reduce traffic injuries and fatalities in the county through activities and education designed to raise awareness and change behavior among the target population. Activities will include safety belt use surveys and comprehensive high school campaigns, youth alcohol outreach, pedestrian and bicycle programs, booster seat and car seat promotions and educational activities. Program income will be acquired through fees charged to attend the car seat safety class for parents. The income will be used to purchase child safety seats to distribute to class attendees. A portion of the funding will be used to provide a position that is dedicated specifically to this continuing highway safety project.

CP06-02-04 TRICOUNTY SAFE COMMUNITY (TERI)

FUNDING SOURCE: 402

The TriCounty (Uintah, Daggett and Duchesne counties) Safe Community project is located in a rural area with a combined population of 43,031, and included in it's boundaries are the Uintah and Ouray Indian Reservation. It is estimated to grow at an alarming rate this year due to the huge oilfield boom that is occurring. The TriCounty area has a high number of low-income families. The average median household income is \$32,216 while the State is \$45,726. Because of the low-income families, TriCounty receives many child safety seat and bicycle helmet requests for needy families. TriCounty's commitment to the health and safety of the residents includes providing training and educational services with every car seat and bike helmet supplied. Activities TriCounty will implement are a community awareness campaign on the importance of using seat belts, child safety seats and bike helmets. Bicycle and pedestrian safety education classes will be provided for school/PTA and scouting groups, and other community groups. Under-privileged and challenged families will receive assistance with safety materials, education, and equipment. Impaired driving education will also focus on youth alcohol consumption and purchasing.

CP06-02-05 WEBER-MORGAN SAFE COMMUNITY (TERI)

FUNDING SOURCE: 402

The Weber-Morgan Safe Community covers an interesting mix of cultures with Weber County one of the most urban at 205,000 residents and Morgan County very rural with about 7,500 residents. Teenage driver crashes account for 31% of the 4,558 crashes in Weber County. Weber-Morgan Safe Community's goal is to reduce the number of motor vehicle injuries and death by educating and increasing safety belt use among adults, teenagers, tweens (8-15 years) and children (0-10 years) and will be conducting occupant safety restraint observations and seat belt safety campaigns, with pre- and post seat belt observations and media campaigns focusing on the teen driver. They plan to conduct safety restraint observations at 6 Weber and 3 Morgan locations and publish the results. Anti-alcohol campaigns are planned with focus on high school and college students during football season and at the local rodeo. A competitive program between high schools (traveling trophy) for safety belt wearers is promoted. Other campaigns to increase awareness and safe pedestrian behaviors and seat belt usage for children age 14 and under include meeting with pediatricians, presenting at elementary schools and daycare providers.

CP06-02-06 BOX ELDER SAFE COMMUNITY (TERI)

FUNDING SOURCE: 402

Box Elder County is a rural county in the northwest corner of Utah with a population of 44,000. Two major interstates, I-15 and I-84 pass through Box Elder County. Box Elder County has an estimated 66.2% seat belt use, as many drivers, passengers and pedestrians are not implementing safe traffic behaviors. Student seat belt use has increased during the campaign of "Battle of the Belts" which is a competitive program between high schools. However, use rates overall have been consistently below the state level. Box Elder Safe Community plans to reduce the number of injuries and fatalities due to motor vehicle crashes by increasing restraint use

among all age groups. Activities include conducting low cost booster seat sales for parents, brochures/information regarding seat belt use/car seat check points at "Back to School" night, workshops/clinics regarding child safety seats at community events, training to healthcare providers and community area worksites. Other projects include Operation Safe Graduation, MADD assemblies and 3D Month to provide alcohol and DUI prevention resource. Project income will be used to purchase additional car seats.

CP06-02-07 SOUTH SUMMIT SAFE COMMUNITY (TERI)

FUNDING SOURCE: 402

South Summit County consists of two rural communities and one resort town. Over the past few years Summit County has experienced much growth with many people moving in to escape the big city. Unfortunately, this growth brings more traffic and traffic safety problems. South Summit is working at increasing the awareness of traffic safety issues in their community, more specifically, the incidence of ATV, bicycle and motorcycle crashes in remote recreational areas. A public awareness campaign targeting helmet usage with bicycles, motorcycles, and ATV's as well as focusing on child passenger safety, seat belt use and the avoidance of impaired driving are some of the activities planned for this fiscal year.

CP06-02-08 TOOELE COUNTY SAFE COMMUNITY (KRISTY)

FUNDING SOURCE: 402

Tooele County has a large percentage of commuters and an observed seat belt use of only 63%. In addition, the motor vehicle related crash deaths increased last year. The project will work to reduce traffic-related injury and death rates in the area through increasing safety belt and child safety seat use, promoting the use of bicycle and scooter helmets, improving pedestrian safety and increasing awareness of the dangers of drinking and driving. Program income will be acquired through a low-cost car seat and bicycle helmet program. The income will be used to purchase supplies such as car seats and helmets to help continue the program.

CP06-02-09 UTAH COUNTY SAFE COMMUNITY (KRISTY)

FUNDING SOURCE: 402

Motor vehicle crashes are the leading cause of unintentional deaths in Utah County. Several issues make up this problem, including safety belt and car seat use, helmet use, pedestrian safety, as well as young drivers. The goal of the project is to increase safety belt use, decrease the misuse of child safety seats, increase the use of booster seats, and increase helmet use. This will be done through education and increased awareness by conducting various activities and campaigns that outreach the target population. A portion of the funding will be used to provide a position that is dedicated specifically to this continuing highway safety project.

CP06-02-10 SOUTH JORDAN SAFE COMMUNITY (KRISTY)

FUNDING SOURCE: 402

South Jordan City is a rapidly growing community in the Salt Lake Valley with increased traffic flow on the small local roadways due to growth and close proximity to larger urban areas. Traffic crash data and public surveys show that nonuse of safety belts and helmets, misuse of child safety seats, speeding, and young driver concerns are among the traffic safety issues facing the city. The project will work to decrease traffic related death and injury by promoting traffic safety awareness and educating the community. Program income will be acquired through fees charged to attend the car seat safety class. Program income will be used to purchase safety seats for needy parents who attend the class. The project will also purchase five hand-held portable radar units (\$2,000 each) to help aggressively enforce traffic laws and help prevent crash-related death and injury.

CP06-02-11 WEST JORDAN SAFE COMMUNITY (TERI)

FUNDING SOURCE: 402

West Jordan City is a community located in the southwest area of the Salt Lake Valley with an estimated population of 94,000 residents. The Healthy West Jordan Committee (HWJC) that manages the funding and projects for the grant will be conducting educational programs targeting the safe installation and use of child safety seats. HWJC fosters community support by providing information fairs, block parties, Crime Prevention Activities and Events, Police Appreciation Events and fire fighter involvement in community education. HWJC will hold at least two seat belt observations, the results of which will be published in the community newspaper. They provide no-cost or low-cost child safety seats, two community child safety seat checks and provide Spanish outreach when available. An educational booster seat campaign is planned in the elementary school and will target low income and Hispanic populations in the community.

CP06-02-12 WASATCH COUNTY SAFE COMMUNITY (KRISTY)**FUNDING SOURCE: 402**

The motor vehicle-related death rate in Wasatch County is three times higher than the statewide rate. In addition, traffic crashes are the leading cause of death and disability for children and adults ages 1-44 in the county. The goal of the project is to promote health and safety by preventing unintentional injuries and fatalities through increasing knowledge and support for pedestrian, bicycle, and traffic safety in Wasatch County. Increasing the use of seat belts, child safety seats, and helmets among the target population will be a key objective of the project. Program income will be acquired through fees charged to attend the car seat safety class for parents. The income will be used to purchase child safety seats to distribute to class attendees. A portion of the funding will be used to provide staff support for the project.

CP06-02-13 HISPANIC OUTREACH PROJECT (KRISTY)**FUNDING SOURCE: 402**

Through effective communication and targeted educational efforts, the Utah Latino Community Information and Education Center will work to increase safety belt and child safety seat use, deter impaired driving, educate the community about traffic laws and increase awareness regarding pedestrian and bicycle safety issues. The methods used to outreach and educate the Hispanic communities throughout Utah will include the distribution of relevant educational materials, the production of a Spanish radio and television program and public service announcements, the promotion of a telephone information line and various traffic safety activities. The ULCIEC will use a portion of the funding to provide two positions that are dedicated specifically to this continuing highway safety project.

CP06-02-14 CACHE COUNTY SAFETY COMMUNITY (TERI)**FUNDING SOURCE: 402**

Cache County is located in the north central region of Utah. With a population of 91,391, Cache County has a mix of urban and rural communities. Logan City's population at 42,725 is the largest city in the County and the economic hub for several small rural communities. The secondary targeted community is the Hispanic population in Cache County. This Hispanic/Latino population comprises 6.3% of the total county population. The population of ethnic minorities in Cache County has increased 225% in the past ten years. The primary focus of this traffic safety program is child passenger safety, but also addresses safety issues such as bike and pedestrian safety, and adult seat belt use. Cache County Safe Community project plans to conduct six child safety seat checkpoints and conduct monthly car seat clinics at the Logan Bear River Health Department. They plan to market and offer Kids First car seat safety education classes for court and self-referred persons. Each person attending will receive a child safety seat. Coordinate with 3 local pediatricians or family practice physicians to promote the use of child safety seats and provide physicians with information to distribute in English and Spanish. They will coordinate with the Hispanic Health Coalition to obtain baseline data for Latino drivers and passengers. Coordinate with local law enforcement agencies on 4 enforcement projects including Click-It or Ticket and You Drink & Drive You Lose mobilizations. They will provide two occupant protection articles and/or advertisements to the Latino's Hoy Magazine for publication.

CP06-02-15 TAYLORSVILLE CITY SAFE COMMUNITY (TERI)**FUNDING SOURCE: 402**

Taylorsville City sits in the heart of the Salt Lake Valley with a population of 61,000 people that reside in 18,000 residences. They have several major traffic corridors that intersect the community. These roadways carry large volumes of traffic and create a substantial impact on the traffic patterns and public safety of the city. Many major traffic corridors and intersections have impacted public safety with increases in vehicular traffic, and pedestrian and bicycle traffic. The city needs assistance in developing traffic safety programs to address seat belt usage, child passenger safety, pedestrian and bicycle safety, increased awareness and promoting compliance with new DUI laws. The newly established police department of Taylorsville is striving to create a safe and secure environment for the citizens of Taylorsville. They are in the process of organizing a community task force to help coordinate efforts and accomplish activities and objectives. A training curriculum is being developed to educate the public on the proper use of child restraints, safety equipment and risk factors that contribute in injuries and fatalities in traffic crashes. Education and proactive enforcement of traffic violations that target pedestrians, bicyclists and vehicles is being created. A coordinated media plan will be utilized to announce enforcement actions to gain community support and increased compliance. Printed media will be distributed at community events promoting safety procedures, safety programs and resources for improved highway safety.

ALCOHOL PROGRAM

Performance Goal:

Through continued support of prevention, educational and enforcement programs, sustain the reduction trend in the alcohol-related fatality and serious injury rate.

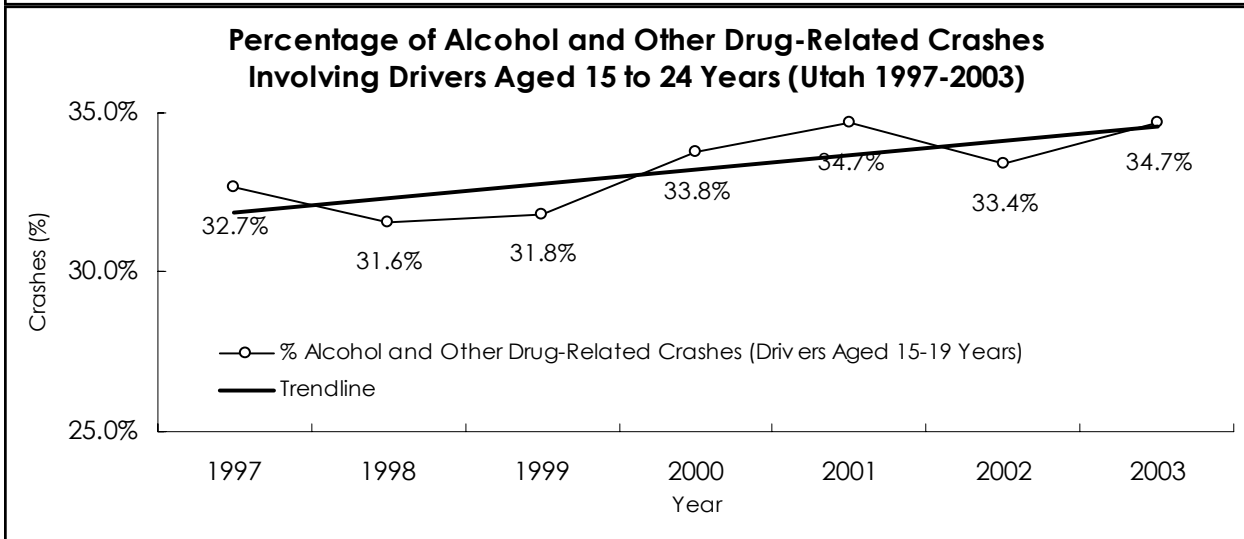
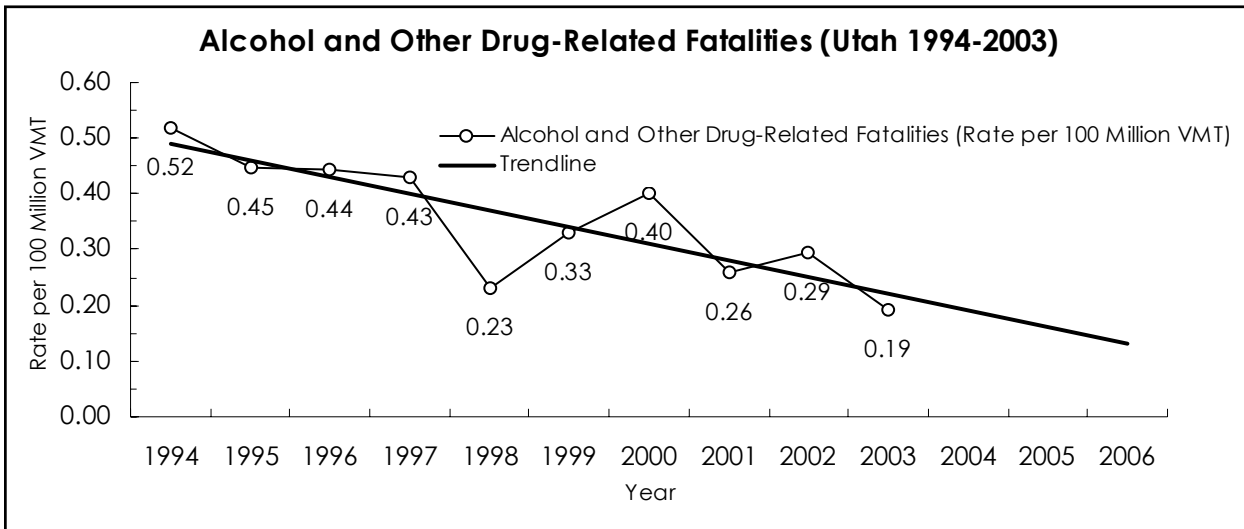
Performance Measures:

Continue the favorable trend by demonstrating a reduction in the alcohol and other drug-related traffic fatalities rate per 100 million vehicle miles traveled from 0.19 in CY 2003 to 0.13 in CY 2006.

Reduce the upward trend of alcohol and other drug-related crashes involving drivers aged 15-24 years to 32% in CY 2006.

Action Plan:

- ◆ Provide specialized and updated training for law enforcement officers including youth enforcement.
- ◆ Conduct DUI enforcement mobilizations and provide overtime shift funding.
- ◆ Fund high school and college campus programs for alcohol/drug prevention.
- ◆ Continue collaborative efforts with safety and prevention partners to educate children and adults regarding the dangers of impaired driving and underage drinking.
- ◆ Continue to strengthen the branding identity of the "You Drink and Drive. You Lose" slogan for alcohol enforcement campaigns.



- ◆ Support sustained enforcement by conducting two enforcement efforts using combined *Click It or Ticket* (CIOT) and *You Drink. You Drive. You Lose.* (YDYDYL) messaging.

Justification:

- ◆ Effective July 1, 2005, a new DUI law went into effect targeting repeat offenders. The “Alcohol Restricted Driver” Law (UCA 41-6a-529), which states that when a driver has been convicted or sanctioned for one of the DUI offenses, they will be subject to an alcohol restricted driving privilege. Affected drivers will retain full driving privileges, except are prohibited from having any alcohol in their system while driving.
- ◆ In 2003, approximately 15% of motor vehicle fatalities involved alcohol or other drugs, but over a ten year average this jumps to 22%.
- ◆ Male drivers aged 20-24 represent the highest percentage of drivers involved in alcohol and drug-related crashes, therefore programs are targeted to college and high school aged teens and young adults in an effort to influence positive behaviors and safe driving habits are learned and practiced.
- ◆ The HSO will continue to fund high school and college programs due to the over-representation of young drivers in Utah traffic crashes and fatalities.

Other Partnering Agencies:

- ◆ The Office of Juvenile Justice has routinely supported projects that provide positive reinforcement to our teens and college-aged youth in making good life decisions in not using drugs or alcohol. Several supported projects also deal with controlling underage purchase of alcohol and law enforcement associated with such, and the training of justice court judges and peer courts.
- ◆ Promote sustained enforcement of alcohol laws during the year by supporting local efforts that involve media, enforcement and educational activities. These efforts are typically assumed by local law enforcement agencies and the Utah Highway Patrol, with the support and guidance of the UHSO.

Alcohol Projects

AL06-03-01 YOUTH SUPPORT (KAY)

FUNDING SOURCE: 410

This project funds a variety of programs to support high schools and middle/junior high schools with traffic safety education. Funding will be distributed to the Governing Youth Council for their annual conference that is held in Utah. Student representatives and their advisors are also sent to the National Student Safety Program annual conference each year, so they can network with students from around the nation and bring back ideas and programs for implementation in Utah communities. Funding will also be distributed to help train local students involved in developing peer leadership skills throughout the state, and the Iron County School District/Truancy Support Center.

AL06-03-02 ALCOHOL PROGRAMS PI&E (TERI)

FUNDING SOURCE: 410

This project provides information, education, training, brochures and incentive materials to the community regarding alcohol and drug programs. Special emphasis is placed on underage drivers, the effects of driving under the influence of alcohol or drugs, and the risks and consequences of DUI violations.

AL05-03-03 PER SE ADMINISTRATIVE HEARINGS (DAVE)

FUNDING SOURCE: STATE MATCH 410

Fund the Driver License Division administrative hearing/drive improvement program including: 14 full-time and 18 part-time hearing officers, and a chief hearing officer to oversee the program. Hearing subjects include DUI arrests, auto homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

AL05-03-05 UTAH HIGHWAY PATROL DUI PROGRAM (DAN)

FUNDING SOURCE: 410

The Drug Recognition Expert Training (DRE) program, sobriety checkpoints and portable breath tester are provided by this project. Training includes two DRE courses (25 officers in each course), advanced DRE training

out-of-state, and DRE Certification for the Utah instructors. The operation and maintenance of two BAT-mobiles and three BAT-trailers are provided for UHP DUI enforcement efforts. Support for the portable breath tester program is provided through training and equipment.

AL06-03-06 COLLEGE CAMPUS PROGRAMS (TERI)

FUNDING SOURCE: 410

Support for the Utah Students for Substance Abuse Prevention (USSAP) on nine college and university campuses throughout Utah is provided by this project. Focus includes alcohol and drug prevention campaigns and programs, and includes assistance with training, education and workshops.

AL06-03-07 DIXIE YOUTH SERVICES (KAY)

FUNDING SOURCE: 410

Dixie Youth Services will continue their juvenile alcohol/drug education program in Washington and Iron Counties, and have now expanded to service the Beaver County area. They plan to purchase MADD programs to aid their educational efforts, and will hire a coordinator to assist with administrative efforts.

AL06-03-09 SOUTHWEST PREVENTION CENTER (KAY)

FUNDING SOURCE: 410

Funding from this project will assist in the development and production of educational materials for distribution and training for at-risk youth in the five-county area. The Center works with all area schools to provide them with traffic safety activities, ideas, and prevention programs.

AL06-03-10 ALCOHOL MANAGEMENT (DAVE)

FUNDING SOURCE: 410

This project partially funds a program manager (50%) to coordinate and oversee alcohol programming in the Highway Safety Office, a law enforcement liaison (75%) to coordinate and oversee alcohol programming for DUI patrols and underage drinking surveillance and retail compliance, and a financial officer (20%) to provide budget and financial services as needed for the alcohol-related programs.

AL06-03-11 TECHNOLOGY TRANSFER (MARK)

FUNDING SOURCE: 410

Assist with expenses incurred for highway safety programs and activities by providing funding for training/workshops, travel expenses, supplies and operating, equipment, personnel, contractual services, and developing and distributing educational materials.

AL06-03-12 STUDENT SAFETY MINI-GRANTS (KAY)

FUNDING SOURCE: 410

Funding will provide assistance to high school traffic safety programs, and will largely focus on graduation celebrations which keep graduation students in an alcohol and drug free environment on graduation night. This funding will be distributed through peer leadership clubs, student safety government councils, and the local PTA groups.

AL06-03-13 COPS, CLUBS, & DABC (TERI)

FUNDING SOURCE: 410

Provide funding for overtime shifts for law enforcement and employees of Driver License Division to review DUI reports to determine if the subject had been drinking at a Department of Alcoholic Beverage Control (DABC) licensed establishment. The data is used to identify target establishments for SIP OP (Serving Intoxicated Persons), and CUB OP (Covert Underage Buyers) operations. Collaborate with DABC to train owners/managers and employees of clubs about enforcement efforts to control DUI. The training will include SIP OP and CUB OP's.

AL06-03-14 IMPAIRED DRIVING ENFORCEMENT (TERI)

FUNDING SOURCE: 410/2009

Provide overtime shifts to law enforcement during the NHTSA media campaigns and selective enforcement mobilizations during targeted peaks during the year. Conduct one *You Drink. You Drive. You Lose.* high-visibility enforcement campaign during August/September 2006. Provide highly visible enforcement saturation patrols and sobriety checkpoints.

AL06-03-15 TRAFFIC SAFETY RESOURCE PROSECUTOR

FUNDING SOURCE: 410/402/405

Utah is a diverse state with county populations ranging from Salt Lake County's almost one million residents, to Daggett County with just over 900 residents. The Traffic Safety Resource Prosecutor (TSRP) will provide critical support to prosecutors statewide to effectively prosecute traffic safety violations. The TSRP will assess, develop and provide training for prosecutors, and offer technical assistance and legal research. The TSRP will also meet regularly with local law enforcement to answer questions, and receive suggestions, while fostering effective law enforcement/prosecutor cooperation. The major focus areas will include impaired driving and underage drinking, and other focus areas will be added as the project develops.

AL06-03-16 COMBINED ENFORCEMENT PROGRAM (TERI/KRISTY)

FUNDING SOURCE: 406

Conduct two combined enforcement campaigns, in an effort to reduce alcohol/drug-impaired driving and to increase the use of safety belts and child safety seats. Sustained enforcement activities for alcohol/drug and safety belt laws will be conducted during November/December 2005 and July 2006 using the *You Drink. You Drive. You Lose.* and *Click It or Ticket* messaging to promote safety belt use and safe and sober driving through a statewide media and public information effort. Overtime shifts will be funded for saturation patrols with law enforcement agencies in the targeted communities.

OCCUPANT PROTECTION PROGRAM

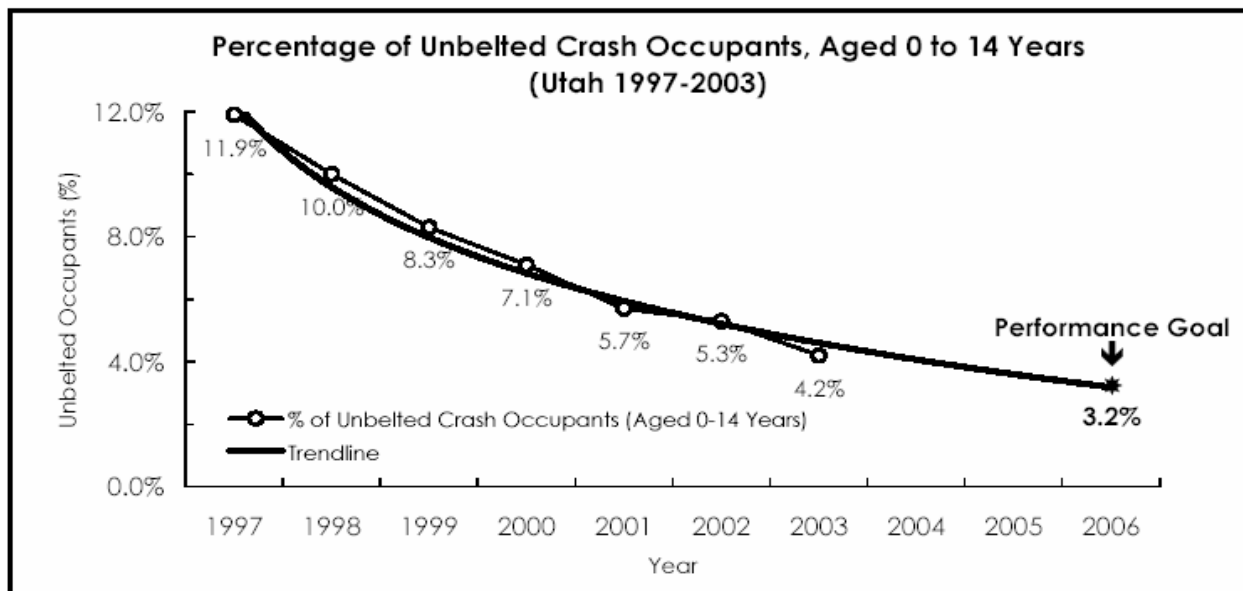
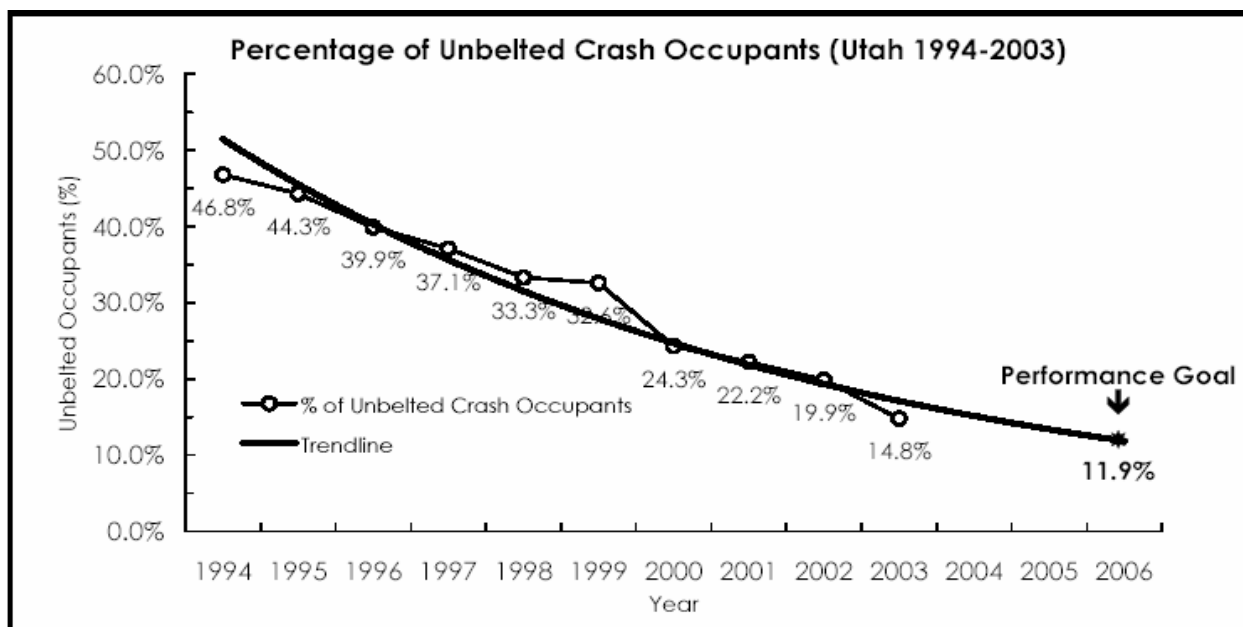
Performance Goal:

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 by demonstrating a reduction in the percentage of unbelted crash occupants from 14.8% in CY 2003 to 11.9% in CY 2006.

Continue the favorable trend by demonstrating a reduction in the percentage of unbelted crash occupants aged 0-14 years from 4.2% in CY 2003 to 3.2% in CY 2006.



Action Plan:

- ◆ Establish branding for the "Click It Or Ticket" identifier for the May Mobilization.
- ◆ Conduct a safety restraint enforcement mobilization 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 Child Passenger Safety Technician Courses in CY 2006.
- ◆ Conduct two Child Passenger Safety Technician Renewal Courses in CY 2006.
- ◆ Conduct a statewide Safety Belt Observational Survey in June 2006.
- ◆ Conduct an Occupant Protection For Children (OPC) Assessment.
- ◆ Support sustained enforcement by conducting two enforcement efforts using combined *Click It or Ticket* (CIOT) and *You Drink. You Drive. You Lose. (YDYL)* messaging.

Justification:

- ◆ Although safety belt use has increased during the past several years (2004 rate 85.7%, 2005 rate 86.9%) 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 is increasing, however, there is still a large number of children ages 5-8 who ride in an adult-sized safety belt or totally unrestrained.
- ◆ Research proves that the fear of getting a ticket is the best way to try to reach the nearly 329,000 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, we have targeted single vehicle roll-overs which account for 36% of all fatal teenage driver crashes

Other Partnering Agencies:

- ◆ The Utah SAFE KIDS Coalition supports and helps fund 14 coalition Chapters throughout Utah. Traffic Safety activities are conducted and include car seat checkpoints, presentations, parent classes and trainings.
- ◆ The Primary Children's Medical Center Child Advocacy program oversees and conducts various programs affecting hospitals statewide. Their occupant protection is progressive and works to improve the safe transport of children.
- ◆ Promote sustained enforcement of alcohol laws during the year by supporting local efforts that involve media, enforcement and educational activities. These efforts are typically assumed by local law enforcement agencies and the Utah Highway Patrol, with the support and guidance of the UHSO.
- ◆ Promote sustained enforcement of alcohol laws during the year by supporting local efforts that involve media, enforcement and educational activities. These efforts are typically assumed by local law enforcement agencies and the Utah Highway Patrol, with the support and guidance of the UHSO.

Occupant Protection Projects

OP06-04-01 OCCUPANT PROTECTION PROGRAM COORDINATOR (KRISTY)**FUNDING SOURCE: 402**

This project funds a partial program coordinator (75%) who will oversee and manage various occupant protection programs, campaigns and activities, including the national mobilization "Click It or Ticket" Campaign. This staff member also assists with the annual Safety Belt Observational Survey, manages various car seat programs, provides assistance and support to local occupant protection projects, and is an instructor at the CPS Standardized Training Workshops.

OP06-04-02 UTAH SAFE KIDS CAMPAIGN COORDINATOR (KRISTY)

FUNDING SOURCE: 402

This project continues to work toward reducing the percentage of unbelted crash occupants aged 0-14 years. Support for the SAFE KIDS Campaign and its 16 local coalitions and chapters is provided by a project staff member who coordinates and oversees all activities. The project will be based at the Utah Department of Health (UDOH) and will work to conduct car seat checkpoints and trainings, as well as presentations regarding the proper use of child safety seats, air bags and safety belts.

OP06-04-03 UTAH COUNTY CPS PROGRAM (KERI)

FUNDING SOURCE: 405

Utah County has more children per capita than any other county in the United States. Currently, Utah County's car seat misuse rate is 97 percent, significantly higher than the national misuse rate of 80 percent. Many parents are not aware of the importance of using car seats and booster seats (booster seat use is 21 percent). The goal of the project is to increase child passenger safety awareness through education and in turn, decrease the car seat misuse rate. This goal will be obtained through offering car seat classes and car seat checkpoints to the community, providing low cost car seats, and monitoring car seat usage by conducting pre and post car seat and booster seat observational surveys.

OP06-04-04 UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)

FUNDING SOURCE: 402

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

OP06-04-05 UHP PUBLIC INFORMATION & EDUCATION (KRISTY)

FUNDING SOURCE: 405

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.

OP06-04-06 PUBLIC INFORMATION & EDUCATION (KRISTY)

FUNDING SOURCE: 402

This project will educate, promote and support occupant protection programs and activities statewide by providing technical assistance, educational materials and supplies to requestors and key stakeholders. Materials will be used to help increase the proper and consistent use of safety belts, child safety seats, and air bags. HSO will develop at least one new educational material during the project period; assist local agencies with community car seat checkpoints, and purchase and distribute child safety seats to low-income families through checkpoints and special events.

OP06-04-07 PROGRAM MATERIALS AND CPS TRAINING (KRISTY)

FUNDING SOURCE: 405

Utah desires to increase the proper and consistent use of child safety seats, safety belts and air bags through education and training. A minimum of three CPS Standardized Training workshops, two recertification classes, and at least two refresher/update workshops will be conducted. Support will include providing local advocacy agencies with child safety seats for distribution to low-income families. A Child Passenger Safety Support Conference will be conducted to enable technicians to increase their knowledge and skills regarding CPS, and a Spanish-language 32-hour CPS Technician Training will also be conducted. Educational materials and incentives 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 a NHTSA-approved Occupant Protection Assessment will be conducted.

OP06-04-08 SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)**FUNDING SOURCE: 402**

Utah conducts its annual statewide Safety Belt Observational Survey in June 2006 and utilizes the information to evaluate programs statewide and to compare with national and regional seat belt use rates. Results are Published in an annual study and distributed throughout the state and country.

OP06-04-09 SALT LAKE VALLEY CPS PROGRAM (KERI)**FUNDING SOURCE: 405**

Salt Lake County holds the largest population of the state, as well as the largest minority population, which is primarily Hispanic. Further, traffic crashes prove to be the leading cause of death and injury for children especially in minority and low-income families. Through car seat education and the availability of reduced-cost car seats, this project will be able to attain its goal of increasing consistent and proper use of safety restraints among children. The project coordinator will work with agencies that serve minority and low-income populations to implement local car seat education programs and distribution of seats at a reduced rate. Funds acquired through the low-cost programs will be utilized to purchase additional seats for distribution at car seat checkpoints and programs occurring throughout the county. Educational classes will be conducted in both English and Spanish.

OP06-04-10 WEBER-MORGAN "CHILDREN FIRST, SAFETY ALWAYS" (TERI)**FUNDING SOURCE: 405**

The "Children First, Safety Always" is a two-hour lecture, discussion and hands-on practice installing and using child restraints properly. The course is offered twice a month in English and Spanish. Upon completion of the course, any participant that does not yet have a child restraint or is in need of a replacement has the opportunity to purchase a seat from the health department at a reduced cost. Program income will be used to purchase additional seats. The following programs and/or agencies are currently referring participants to the program: Baby Your Baby, WIC, YCC, Pregnancy Crisis Center, Pregnancy Care Center, Head Start, local hospitals, pediatricians, Division of Child and Family Services, and the Weber-Morgan Health Department's "First Step" Prenatal Tobacco Cessation Program. The project will meet with local Justice Courts and educate the judges, clerks, and prosecutors to provide them with resources to refer traffic offenders to the program.

OP06-04-11 PCMC SPECIAL NEEDS CPS PROGRAM (KERI)**FUNDING SOURCE: 405**

Under the Primary Children's Medical Center's Child Passenger Safety Program, funding is required for PCMC staff to meet the growing demands of educating and training hospital staff, local physicians, and other community agencies in CPS matters, as well as the safe transportation of children with special health care needs. Provide child safety seats and education to various organizations that serve needy children and low-income families. There has been a tremendous increase in requests from families needing help transporting their children with special health care needs, so funding will be used to purchase special child safety seats necessary to meet this need.

OP06-04-12 UHP PI&E OUTREACH (KRISTY)**STATE MATCH: 157 Incentive**

Provide the public with information and education regarding traffic safety issues such as child safety seat use, impaired driving education, and aggressive driving, through Utah Highway Patrol public information officers.

OP06-04-13 UHP PI&E OUTREACH (KRISTY)**STATE MATCH: 405**

Provide the public with information and education regarding traffic safety issues such as child safety seat use, impaired driving education, and aggressive driving, through Utah Highway Patrol public information officers.

OP06-04-14 DAVIS COUNTY CPS PROGRAM (KERI)**FUNDING SOURCE: 405**

In order to meet the demands and growth of Davis County, additional funding is needed for their car seat program. Davis County has been conducting routine fitting stations for the past three years. Each year they have had an overwhelming positive response to the fitting station and for low-cost car seats. The goal of this grant is to provide individuals that request a car seat inspection with the opportunity to have a trained child passenger safety technician check his/her car seat, as well as providing low-income families with a child safety seat if needed. Funds would be used to improve resources and open at least one fitting station.

OP06-04-15 CEDAR CITY CPS PROGRAM (KRISTY)

FUNDING SOURCE: 405

Iron County has an active traffic safety task force with limited resources to maintain their local car seat resources for parents in their area. Through HSO funding, the Iron County SAFEKIDS Chapter will improve the education of all parents with children ages 0-14 years in an effort to reduce traffic related death and injury. The project will work to distribute child safety seats to needy families, provide car seat checkpoints in the community and establish an active fitting station.

OP06-04-16 GRANT COORDINATOR (KRISTY)

FUNDING SOURCE: 157 Innovative

Contract for a three-quarter project coordinator to manage the day-to-day operations of the program and help plan, organize, implement, and evaluate efforts.

OP06-04-17 CLICK IT OR TICKET ENFORCEMENT (KRISTY)

FUNDING: 2009/406/402/405

Conduct one high-visibility enforcement campaign, *Click It or Ticket*. Funds will be used to pay for approximately 8,000 overtime hours, which will be provided to the local government and the Utah Highway Patrol throughout the state who participate in the 2-week May mobilization. The majority of the available overtime hours being awarded to agencies in the 6 target counties (Cache, Davis, Salt Lake, Utah, Washington, Weber) where at least 85% of the population lives. 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.

OP06-04-18 MEDIA CONTRACTOR (KRISTY)

FUNDING SOURCE: 2009/406/405

Secure the services of an agency to assist with public relations activities and media efforts. The agency will produce and/or place television and radio spots, as well as billboards/busboards and assist the UHSO with all media efforts.

OP06-04-19 "CLICK IT OR TICKET" PAID MEDIA (KRISTY)

FUNDING SOURCE: 2009/406/405

Fund all paid media related to the Click It or Ticket Campaign and related national efforts. All paid media efforts will be proposed to and approved by the National Highway Traffic Safety Administration.

TRAFFIC RECORDS PROGRAM

Performance Goal:

Improve the collection, analysis and dissemination process to reduce the Annual Crash Summary published date from twelve months to eight months after the end of the calendar year.

Performance Measure:

Distribute the 2006 Crash Summary within eight months of the end of the calendar year.

Action Plan:

- ◆ Expand the Mobile Data Collection System to the entire UHP fleet and other police agencies statewide.
- ◆ Implement usage of the new Police Accident Report statewide beginning January 1, 2006.

Justification:

- ◆ The 2005 Traffic Records Assessment echoed the HSO's desire to reduce the delay in receiving crash data-base information for the Annual Crash Summary. This delay causes the HSO to use older crash data during the HSP planning process, and to experience delays in assessing the effectiveness of programs.
- ◆ Projects funded will assist in implementing the Traffic Records Assessment recommendations as feasible.

Traffic Records Projects

TR06-05-01 ANNUAL CRASH SUMMARY - MARILEE

FUNDING SOURCE: 402/408

Funds will be used to gather, enter, and analyze traffic crash data by contracting with a part-time research analyst, who will format and prepare the data for final publication. The Annual Crash Summary will be made available via the internet for 2004 and prior years. County-specific fact sheets for 2004 will be produced as requested, and data supplied for research and information purposes to students, state and local agencies, and the public. The findings in the Annual Crash Summary are used to plan and promote injury prevention and foster highway safety awareness.

TR06-05-02 TRAFFIC RECORDS IMPROVEMENT - MARILEE

FUNDING SOURCE: 402/408

Provide improved data in the State of Utah by partially funding CODES functions and the Traffic Records Coordinator through a contractual agreement with the Intermountain Injury Control Research Center at the University of Utah. The coordinator will continue to seek improvements to Utah's traffic records systems as directed by the Traffic Records Coordinating Committee (TRCC).

TR06-05-03 LOCAL CRASH ANALYSIS - MARILEE

FUNDING SOURCE: 402/408

The Local Technical Assistance Program (LTAP) at Utah State University will develop a model computer program to allow local government jurisdictions to track and analyze traffic crashes. They desire to provide a user-friendly interface which encourages participation and provides tools for "real time" identification and analysis of local traffic crash trends, and to better use limited local resources.

TR06-05-04 FATALITY ANALYSIS REPORTING SYSTEM - MARILEE

FUNDING SOURCE: FARS

The Fatality Analysis Reporting System funds the FARS Supervisor (80%) and the FARS Analyst (50%). This project collects and researches information on Utah traffic fatalities, interprets and analyzes the information and enters it into the FARS database. Information is provided to requestors such as news media and government agencies regarding Utah traffic fatalities and statistics.

EMERGENCY MEDICAL SERVICES PROGRAM

Performance Goal:

Improve the trauma registry data and provide specialized training.

Performance Measure:

Make significant progress in completing a data dictionary to increase the accuracy of each hospital's trauma database.

Action Plan:

- ◆ Implement a new data collection system to allow more accurate and timely research.
- ◆ Support the Emergency Room Nurses Care programs in Salt Lake and Utah Counties

Justification:

- ◆ The new database will allow more timely response to rural crash scenes, and will reduce the number of transitions from serious injury to fatal due to response delays.
- ◆ A consistency of trauma databases will assist researchers to identify further improvements to EMS response times.

Emergency Medical Services Projects

EM06-06-01 TRAUMA CARE TRAINING (MARILEE)

FUNDING SOURCE: 402

Motor vehicle crashes are one of the most frequent causes of injury in rural Utah. In order to improve trauma care provided by EMS and hospital personnel, training courses will be conducted for physicians, nurses and EMS responders in rural communities. Many of the first responders are not board certified in emergency medicine, and lifesaving skills will be the main focus of this training to reduce the transition rate from injury to fatality.

EMO6-06-02 ENCARE (TERI)

FUNDING SOURCE: 157 Incentive

Provides funding for healthcare professionals to educate the community through slide presentations about injury prevention as it relates to alcohol. Information is provided to reduce the incidence of injuries and fatalities due to drinking alcohol and driving. Brochures and other educational materials are provided to the target audience which mainly is high school-aged young adults.

PEDESTRIAN AND BICYCLE PROGRAM

Performance Goal:

With continued support of prevention, educational and enforcement programs, continue the downward trend in the pedestrian and bicyclist traffic fatality and serious injury rates.

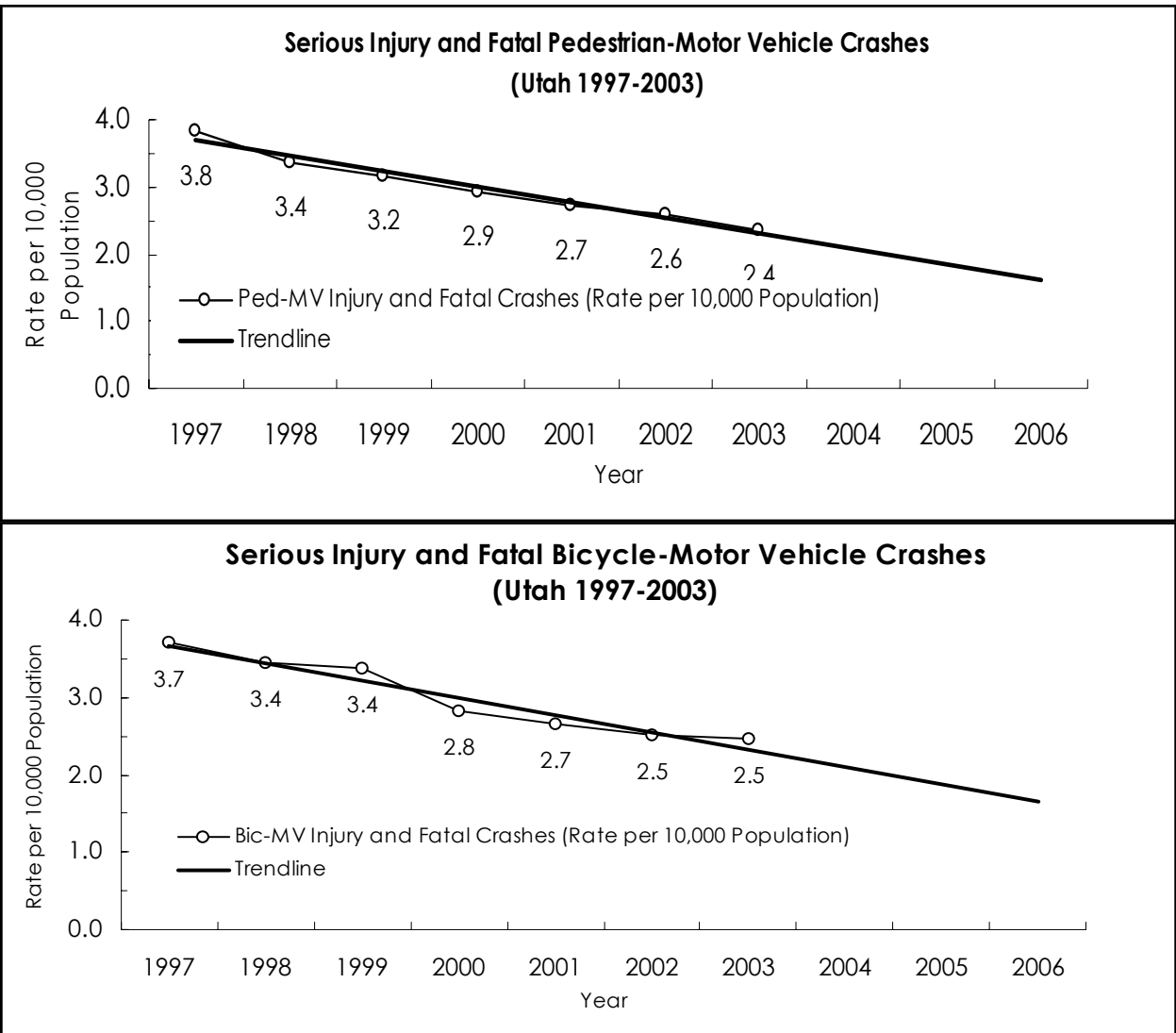
Performance Measures:

Continue the favorable trend by demonstrating a reduction in the serious injury and fatal pedestrian-motor vehicle crash rate per 10,000 population from 2.4 in CY 2003 to 1.6 in CY 2006.

Continue the favorable trend by demonstrating a reduction in the serious injury and fatal bicycle-motor vehicle crash rate per 10,000 population from 2.5 in CY 2003 to 1.6 in CY 2006.

Action Plan:

- ◆ Foster the continuing partnership on pedestrian and bicycle projects and campaigns with the Utah Department of Health and the Utah Department of Transportation.
- ◆ Establish branding for the "Share The Road" identifier with bicycle programs, and increase the public awareness of bicycle laws and bicyclist concerns.
- ◆ Restart the Pedestrian Enforcement Program in FFY2006 with emphasis on a sustained campaign.
- ◆ Outreach young bicyclists through support of the Bicycle Rodeo program.



Justification:

- ◆ Because nearly all pedestrians and bicyclists sustain serious injury as compared to motor vehicle occupants in a crash, and because fatalities rose 9% between 2002 and 2003, more focus should be given to these types of crashes to reduce serious injury and death.
- ◆ The Share the Road demonstration project partnership between UDOT, UDOH and HSO needs to complete the education and enforcement activities of the project which will help the motoring public as well as the bicycling public understand the new laws and responsibilities in operating together on public roads and highways.

Other Partnering Agencies:

- ◆ The Utah Department of Transportation continues to partner with the HSO to provide roadway improvements to increase the safety of bicyclists and pedestrians.
- ◆ Local and regional health departments, law enforcement agencies and safety coalitions continue to provide an extensive bicycle rodeo network to promote safety among young bicycle riders.
- ◆ The more urban communities such as Salt Lake City continue their aggressive pedestrian and bicycle programs by providing user friendly infrastructure such as dedicated bicycle and pedestrian paths, roadway signage, and active participation in pedestrian and bicycle coalitions.

Pedestrian & Bicycle Projects

PS06-07-01 PEDESTRIAN & BICYCLE PROGRAM COORDINATOR (MARK) FUNDING SOURCE: 402

The coordinator plans, coordinates and provides technical assistance for pedestrian and bicycle activities involving local and regional health and law enforcement agencies statewide, and other community and safety organizations. Project focus includes reducing the serious injury and fatality rate, with emphasis on the over-represented 5 to 19 year olds. The coordinator acts as the state "expert" on pedestrian and bicycle issues, and conducts the annual bicycle helmet usage observational survey. If unfunded, the position and traffic safety programs would be eliminated.

PS06-07-02 PEDESTRIAN AND BICYCLE PI&E (MARK) FUNDING SOURCE: 402

This project provides technical assistance, educational materials and supplies to requestors to encourage, promote and support pedestrian and bicycle programs and activities statewide. "Mini-grant" 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 of various bicycle rodeo programs.

PS06-07-03 ADVANCING BICYCLE SAFETY (MARK) FUNDING SOURCE: 403

This model implementation of the "Share the Road" demonstration project includes both educational and enforcement components. The project's second (and last) year activities include evaluation and reporting aspects to the NHTSA contracts office.

PS06-07-04 SPOT THE TOT (MARK) FUNDING SOURCE: 402

This project will implement an educational program to increase awareness of driveway and parking lot "back-over" dangers. Educational materials will be developed with detail on the dangers, and to provide ideas and materials for best practices. The project will use earned and paid media to reach the target group, and will develop educational and informational broadcast messages.

ROADWAY SAFETY PROGRAM

Performance Goal:

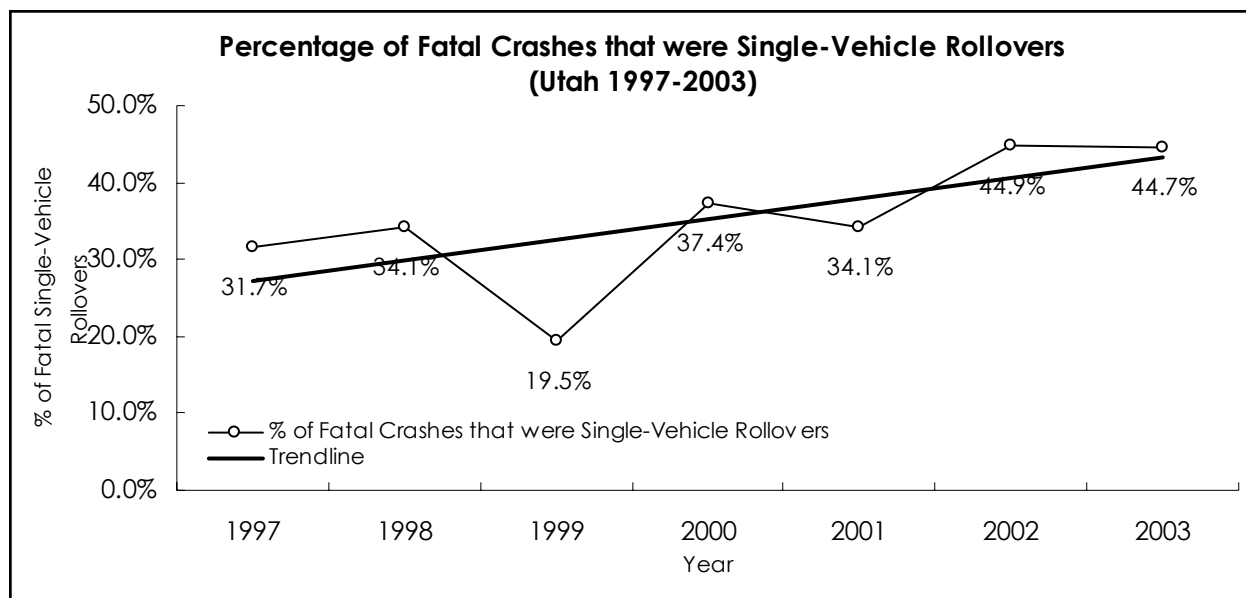
Support prevention, educational and enforcement programs to reduce the single-vehicle rollover fatality and serious injury rate.

Performance Measure:

Reduce the upward trend in the percentage of fatal crashes that were single vehicle rollovers from 44.7% in CY 2003 to 40% in CY 2006.

Action Plan:

- ◆ Implement a fatigued driving education program with special focus on young drivers.
- ◆ Establish branding for the "Share The Road" identifier with motorcycle programs, and increase the public awareness of motorcyclist concerns.
- ◆ Partner with the Driver License Division and the Utah Chapter of American Bikers Aimed Towards Education (ABATE) to distribute educational materials.



Justification:

- ◆ Drowsy driving and speed too fast are contributing factors in fatal teenage driver crashes and will be the focus of new projects.

Roadway Safety Projects

RS06-08-01 OPERATION LIFESAVERS (KAY)

FUNDING SOURCE: 402

The Operation Lifesavers program addresses railroad, trucking industry, and transit traffic safety issues. It works closely with representatives from these industries and the National Operation Lifesavers program. All funding will be used to develop, produce, and distribute educational materials and coordinate training instruction workshops.

RS06-08-02 FATIGUED DRIVING PREVENTION PROGRAM (KRISTY)

FUNDING SOURCE: 402

Fatigued or drowsy driving is a major contributing factor to the number of fatal and overall crashes in Utah. Between 1999 and 2003, 164 fatal crashes (11.6% of the total) and 2,000 injury crashes were caused directly by driver fatigue. In addition, drivers ages 16 to 24 accounted for 55% of all fatigue-related crashes, which is a disproportional demographic and will be the focus of the "Sleep Smart. Drive Smart." Campaign. The project 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, increased roadway signage, placement of media advertisements and young driver outreach efforts.

RS06-08-03 DRIVER EDUCATION OUTREACH (MARILEE)

FUNDING SOURCE: 157 Incentive

The driver education system in Utah needs assistance in developing and updating educational materials for new drivers. This project will provide funding to develop and distribute these materials.

RS06-08-04 AGGRESSIVE DRIVING EDUCATION & ENFORCEMENT (KAY)

FUNDING SOURCE: 157 Incentive

SR6 continues to be one of Utah's deadliest highways. Though many engineering and structural improvements have been made to the roadway, history has shown that when the presence of law enforcement is absent, motorists continue to speed and use unsafe passing behaviors. Funding from this project will be used for selective overtime enforcement to patrol this deadly stretch of highway, and other problem areas in the state.

MOTORCYCLE SAFETY PROGRAM

Performance Goal:

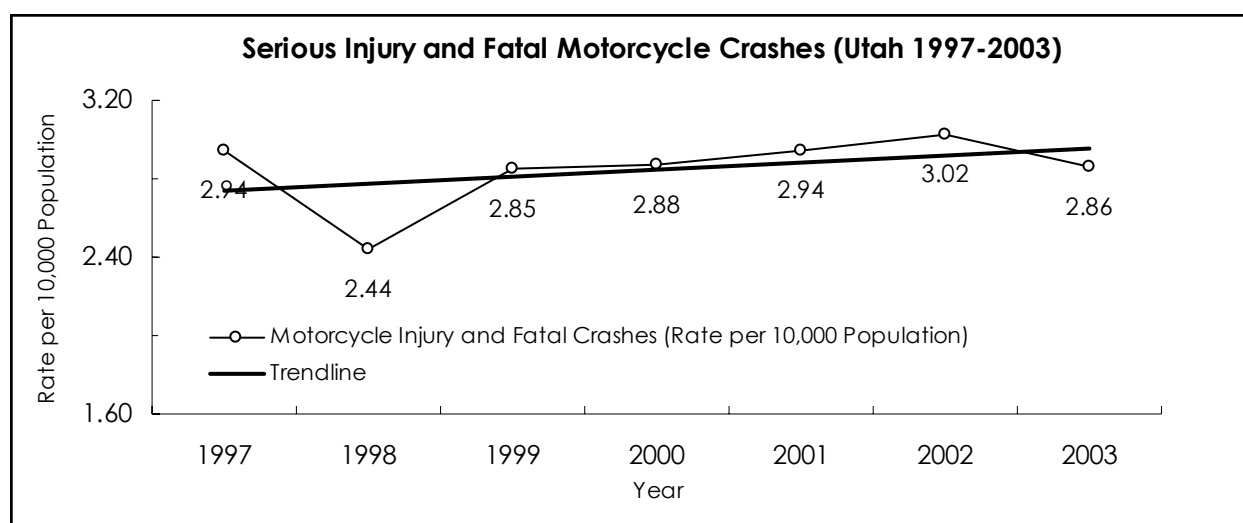
To provide training and educational programs to reduce the upward trend in the motorcyclist traffic fatality and serious injury rate.

Performance Measure:

Reduce the upward trend in the serious injury and fatal motorcycle crash rate per 10,000 population from 2.86 in CY 2003 to 2.75 in CY 2006.

Action Plan:

- ◆ Establish branding for the "Share The Road" identifier with motorcycle programs, and increase the public awareness of motorcyclist concerns.
- ◆ Partner with the Driver License Division and ABATE (American Bikers Aimed Towards Education) of Utah to distribute educational materials.



Justification:

- ◆ Although Utah does not have a mandatory helmet law, more education and public awareness needs to be given to the young motorcycle/ATV riders of the state, since the current law does cover those under 18.

Other Partnering Agencies

- ◆ The Utah Driver License Division continues to provide a motorcycle safety and education coordinator to oversee motorcycle safety schools in Utah. This program also provides educational materials and supplies to schools and motorcycle safety organizations.
- ◆ Motorcycle manufacturers and dealers provide financial support to fund instructors for approved motorcycle education programs in the Utah.

Motorcycle Safety Projects

MC06-09-01 MOTORCYCLE SAFETY PI&E (KERI)

FUNDING SOURCE: 402/2010

Project funds will be used to increase public awareness of motorcyclist concerns through promotion of the "Share The Road" campaign. In turn, motorcycle safety awareness will be more visible furthering efforts to reduce the upward trend in the motorcyclist traffic fatality rate in Utah. Campaign partners will include (but not limited to) the Driver License Division and ABATE of Utah. Educational materials will be distributed to motorists and motorcyclists, with special focus on younger drivers.

PLANNING AND ADMINISTRATION

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 UHSO staff members.

Performance Measures:

Afford each staff member the opportunity to attend a professional development function.

Provide justification to increase the state match portion (10% of Section 402 monies, about \$130,000) to take full advantage of the matching federal P&A funds.

Successful alignment of goals and measures of success of the UHSO Strategic Plan and the annual Highway Safety Plan (HSP).

Action Plan:

- ◆ Encourage professional development of staff members by assuring each staff member is afforded at least one opportunity to attend training or other function with enhancing professional development as the goal.
- ◆ Identify various justifications to increase the state match portion to maximize the utilization of federal planning and administration monies.
- ◆ Foster program manager participation to meld the goals and measures of success in the UHSO Strategic Plan so they also meet the NHTSA requirements for the annual Utah HSP.

Planning and Administration Projects

PA06-10-01 PLANNING & ADMINISTRATION (DAVE)

FUNDING SOURCE: 402

To provide direction for the highway safety program in Utah, this project provides problem identification, analysis of state and local resources, and provide project development, support, resources, technical assistance, reporting and monitoring in support of the HSP.

PA06-10-02 PLANNING & ADMINISTRATION (DAVE)

FUNDING SOURCE: State Match

This state match portion compliments the federal funds in providing problem identification, analysis of state and local resources, and provide project development, support, resources, technical assistance, reporting and monitoring in support of the HSP. Other expenses include some staff training and development, and includes office operating expenses such as machines, vehicle operating costs, office furniture, and other expenses not allowed under federal rules.

PA06-10-03 PERSONNEL (DAVE)

FUNDING SOURCE: 402

This project provides HSO staff to oversee, coordinate and assist the local Safe Community Programs, special highway safety projects, and provide support services to the Safe Community Coalitions, projects, and the HSO. Staff funded includes two full-time (100%) and two partial (50% and 20%) program managers administering the programs, one full-time (100%) instructor that deals primarily with Child Occupant Protection issues, one full time (100%) office technician and one partial (25%) law enforcement liaison. The UHSO Director is partially funded (25%) under this project, the senior program manager/assistant director is fully funded (100%), as is the executive secretary (100%). The finance officer is also partially funded (20%) by this project.

PA06-10-04 TECHNOLOGY TRANSFER (DAVE)

FUNDING SOURCE: 402

Assist with expenses incurred for highway safety programs and activities by providing funding for training/workshops, travel expenses, supplies and operating, equipment, personnel, contractual services, and developing and distributing educational materials.

MEDIA PLAN

Media Plan

Media is a key component of the Highway Safety Office's (HSO) plan to inform the public about traffic safety issues and campaigns. Each year the HSO works with partnering agencies to create and disseminate safety messages through media outlets such as radio, television, outdoor and print. The majority of all messaging is placed and distributed through earned media; however, some paid media is used.

During FFY2006, the HSO will implement an effective media plan that will inform the public about traffic safety issues affecting the health and quality of life for Utah's citizens and visitors. Issues such as impaired driving, safety belt and child safety seat use, pedestrian and bicycle safety, aggressive driving, drowsy driving and motorcycle safety will be communicated through the media during the year. This includes a partnership with UDOT to put select national campaign messages on the variable message boards on Utah roadways. Below is a proposed timetable of the media campaigns that will be implemented by the HSO.

PM06-11-01 HIGHWAY SAFETY RADIO ANNOUNCEMENT PROGRAM FUNDING SOURCE: 402/405/410

The HSO will work with the Salt Lake Radio Broadcaster's Association (SLRBA) to develop and place monthly non-commercial sustaining announcements promoting 12 traffic safety issues. The Salt Lake Radio Broadcasters Association is a non-profit corporation and is affiliated with a total of 37 local radio stations and several Spanish stations. The SLRBA will provide a deliverables package of 60 second radio messages and 10 second promotional copy messages that precede special events. The HSO will write and produce the announcements with the assistance of the association. Each month different traffic safety messages will be selected and will coordinate with national and state campaigns.

TOPIC	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
YOU DRINK & DRIVE YOU LOSE												
CLICK IT OR TICKET												
UHP-3' LAW FOR BICYCLES												
SHARE THE ROAD MOTORCYCLES												
SHARE THE ROAD-BICYCLES												
CPS & BOOSTERS												
SPEED												
AGGRESSIVE DRIVING												
MOVE OVER												
UNDERAGE DRINKING												
FATIGUED DRIVING												
PEDESTRIAN SAFETY												
INCLEMENT WEATHER												

TENTATIVE SCHEDULING OF RADIO SPOTS

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 Non-profit 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.

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

The State will provide a drug-free workplace by:

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) through (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 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply 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 Fiscal Year 2006 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).

Governor's Representative for Highway Safety

Date