

Utah Highway Safety Plan

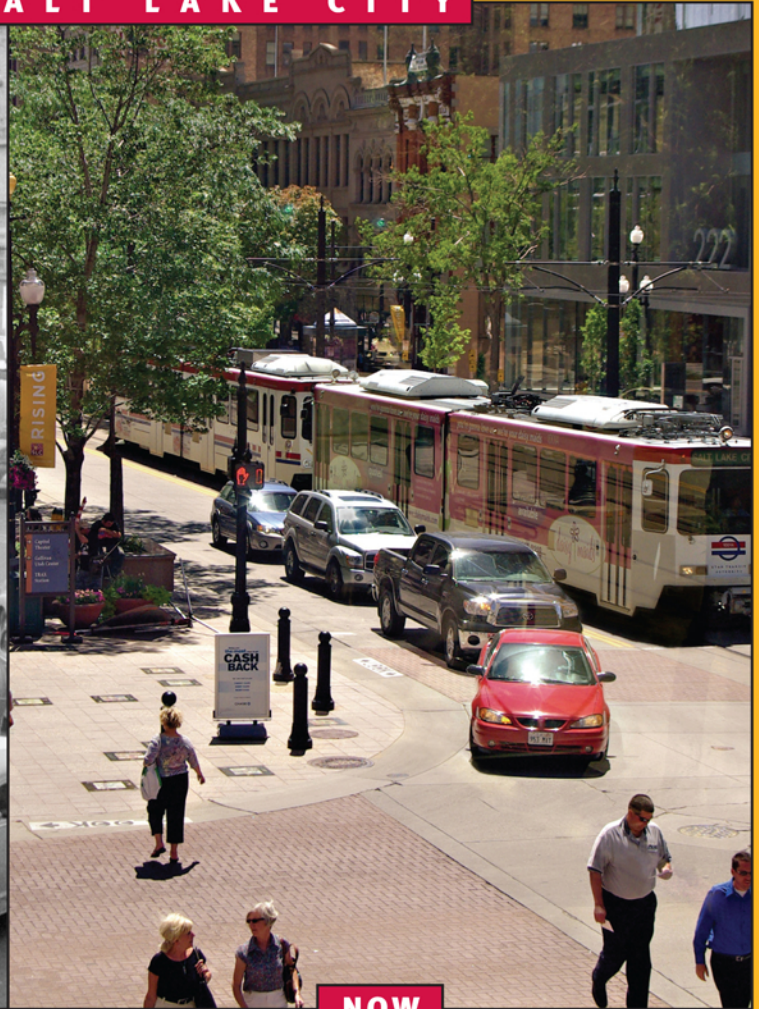
2011

FEDERAL FISCAL YEAR

DOWNTOWN SALT LAKE CITY



1947



NOW



State of Utah
Department of Public Safety

Observing the Past & Planning the Future

As we collectively transition into the second decade of the 21st century, the Highway Safety Office (HSO) faces many impending changes. An extended economic downturn, one unparalleled in its severity since the Great Depression, continues to present challenges and changes to local, state and federal government funding levels and traffic safety programs. Congress has yet to authorize a new transportation act, and will likely wait at least until after the 2010 midterm elections to do so. The completion of the decennial census will certainly reveal changes in state populations, and when reauthorization does occur, the data will alter Utah's and other states' population-based allotments. Emerging traffic safety issues, such as distracted driving, will likely continue to receive increased focus at the state and federal levels, and even incentive monies, as enforcement and education campaigns attempt to keep pace with the ever-changing mobile device industry. Amidst this climate of change, the HSO and its traffic safety partners in the Safety Leadership Team will maintain their focus on increasing the safety of Utah's roadway users and relentlessly pursuing the goal of *Zero Fatalities*.

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

For FFY2011, the Highway Safety Office (HSO) continues to partner with other Utah traffic safety stakeholder agencies in working to maintain the downward trend in fatalities and injuries on Utah's roadways. The photos on the cover of this document provide a comparison between Salt Lake City in 1947 and today, and illustrate interesting differences in pedestrian and motor vehicle traffic, and mass transit. Also notable is that during that 63 year period Utah's population has increased over threefold (340%) and vehicle-miles-traveled by more than tenfold (1,130%), while the rate of traffic fatalities per vehicle mile driven has decreased 89% and the rate per population has decreased 70%.

The HSO will continue its successful partnership with the *Zero Fatalities* campaign and will help coordinate and host the 4th *Zero Fatalities* Safety Summit in the Spring of 2011. New Multi-Agency Task Forces in Weber and Utah Counties will enhance all aspects of traffic safety enforcement in these areas, and represent an expansion of these highly effective, multi-jurisdictional task forces to cover the entire Wasatch Front. Utah's reported seat belt usage rate in 2010 was 89%, a much-welcomed increase following two years of decreasing numbers, and data from a recent study will drive a new campaign that will specifically target the 11% who continue to drive unbuckled and thus comprise the State's "hard-core" non-user group. While the highly successful street racing enforcement program will sunset, the focus will shift to education via a program targeting high-risk drivers in conjunction with a local racing facility. Sports marketing will remain a tool utilized by the HSO with traffic safety messages presented in-game to fans of teams that have recently garnered heightened attention, due to a league championship victory and a transition to a larger, nationally prominent league. Lastly, Logan Police Department will conduct a pilot project to educate drivers on Utah's distracted driving law and provide subsequent enforcement. As they have for more than four decades, the HSO and its partners will continue to change unsafe behavior among Utah's roadway users.

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PERFORMANCE PLAN

OVERVIEW OF PROCESS

The planning process for the Highway Safety Program in Utah tends to be cyclical and ongoing, and the Highway Safety Office (HSO) staff is likely to be concurrently working on three separate Highway Safety Plans (HSP) at any one time: Completing the closeout of the previous year, managing the current year, and planning the upcoming year simultaneously. The planning calendar below serves as Utah's guide for the HSP process:

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

While this calendar reflects a straightforward and logical planning process, a variety of intervening and often unpredictable factors at both the federal and state level may result in the planning process being interrupted or delayed. The appropriations process often injects interesting twists and turns and can make the planning process especially challenging.

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

DATA ANALYSIS

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

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

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

PROBLEM IDENTIFICATION

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

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

PERFORMANCE GOALS

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

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

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

PROJECT SELECTION

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

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

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

MONITORING AND TECHNICAL ASSISTANCE

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

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

ANNUAL REPORT

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

HIGHWAY SAFETY PLAN

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

HIGHWAY SAFETY PLAN

Performance Measures & Project Descriptions

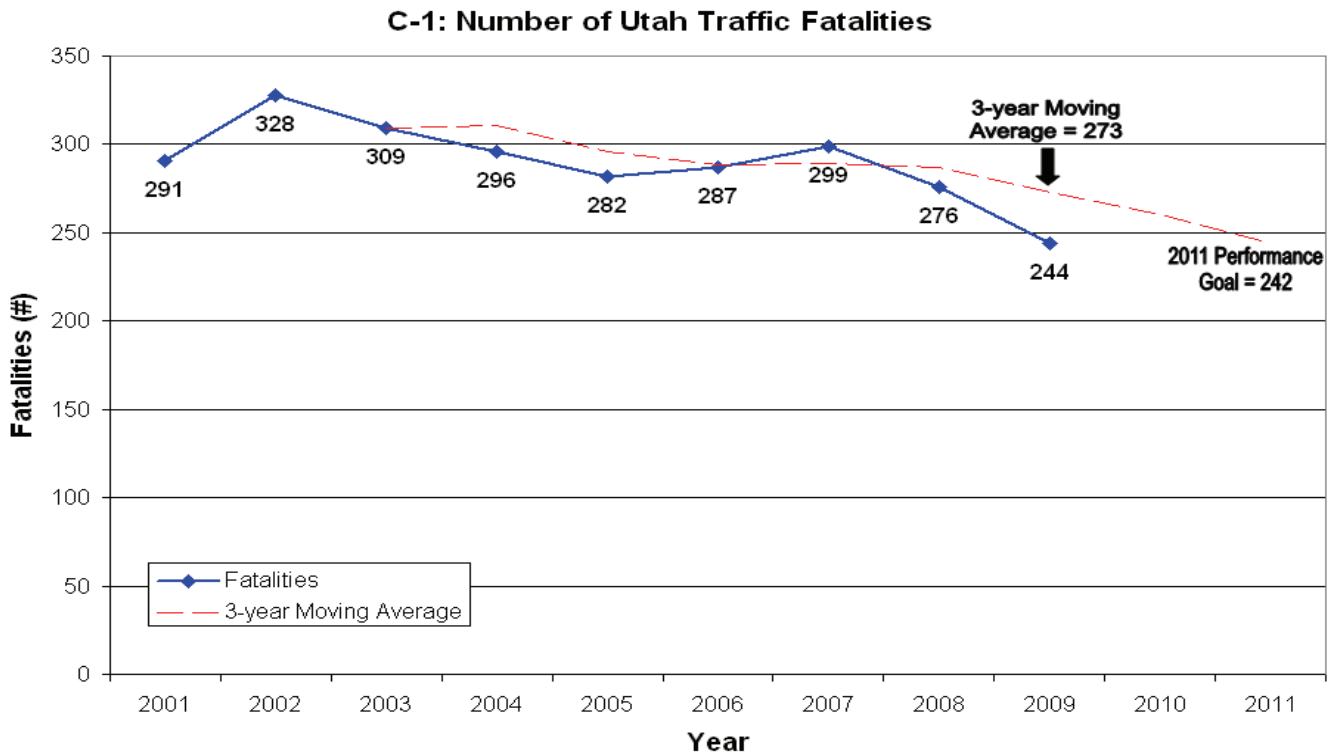
POLICE TRAFFIC SERVICES PROGRAM

Performance Goal:

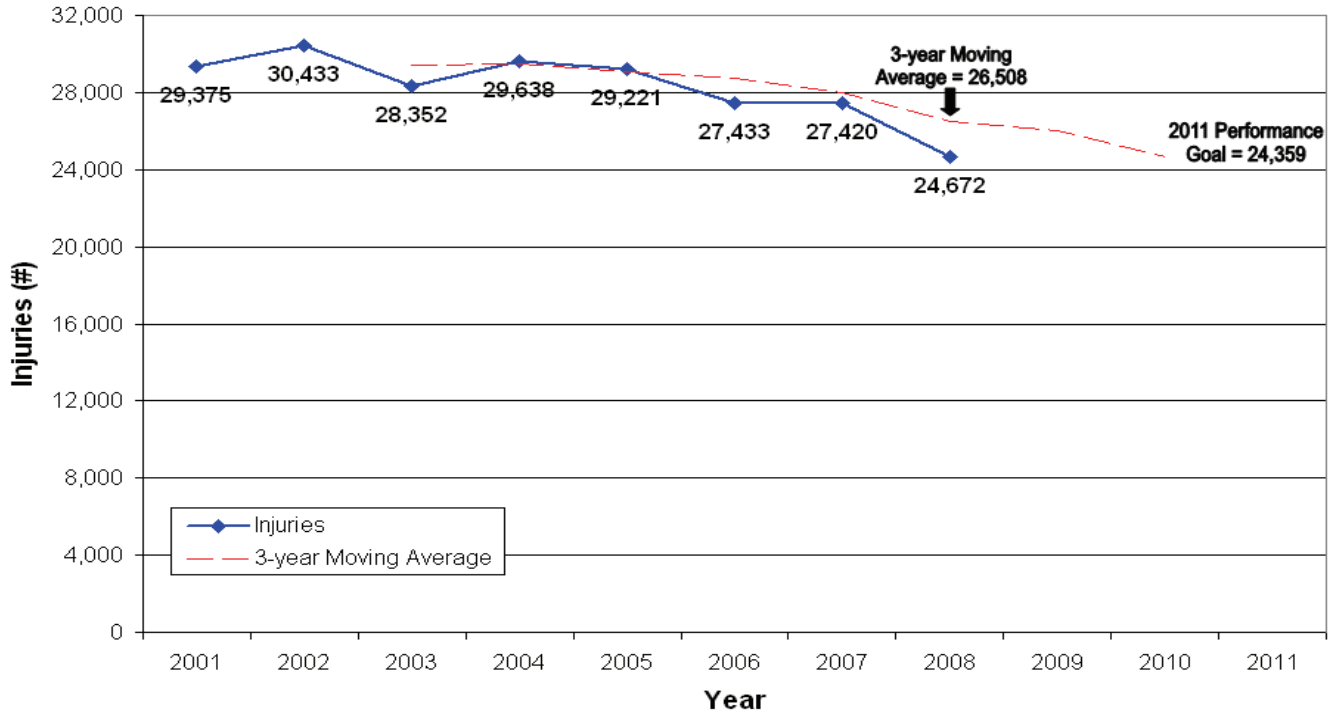
- Provide support for police traffic enforcement activities to reduce the incidence of traffic fatalities and serious injuries in Utah.

Performance Measures:

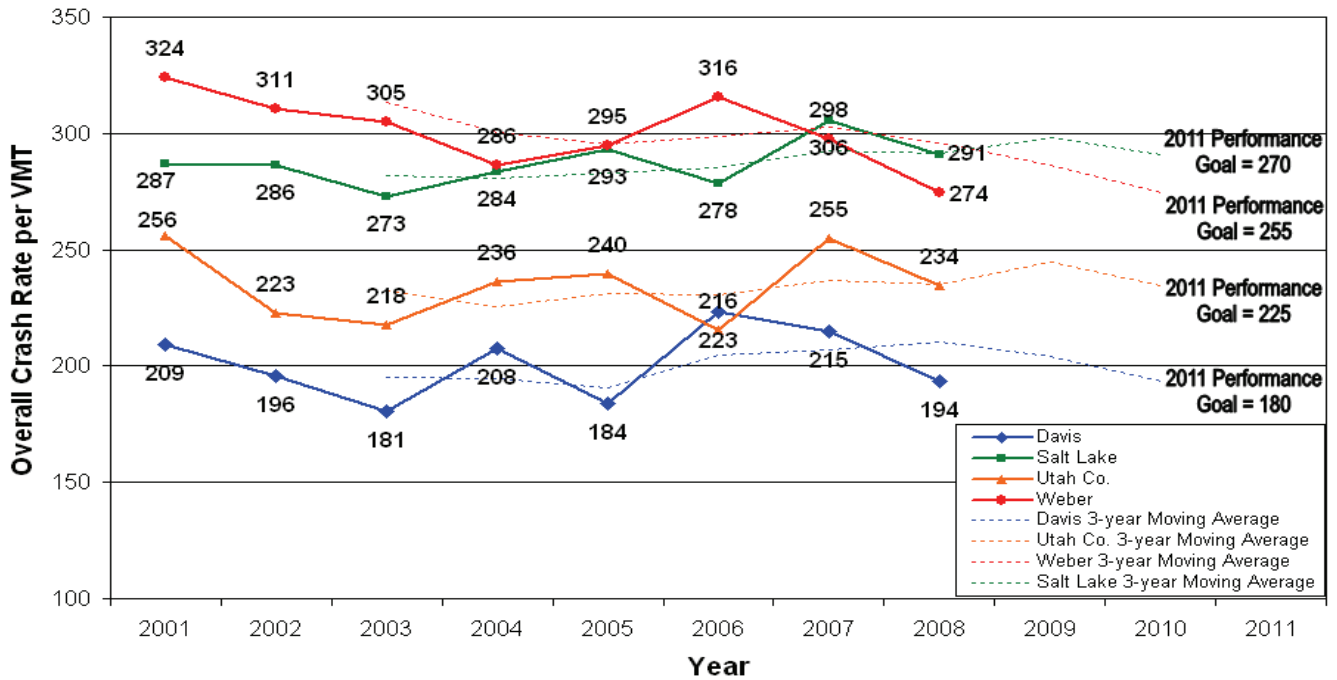
- Continue the downward trend in actual traffic fatality numbers to 242 in CY2011.
- Continue the downward trend in traffic crash serious injuries to 24,359 in CY2011.
- Reduce the crash rate in counties with multi-agency task forces to 180 in Davis, 270 in Salt Lake, 225 or Utah and 255 in Weber in CY2011.



C-2: Number of Injuries in Utah Traffic Crashes



U-1: Overall Crash Rate per 100 Million Vehicle Miles Traveled by Utah Counties With a Multi-Agency Task Force



Action Plan:

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

Justification:

- The need for increased traffic enforcement continues to strain law enforcement agency budgets.
- While most crashes happen in urban areas of the state, rural areas have higher fatal crash rates. Equipment requests will be considered to address this disparity and attempt to assist with enforcement of speed, DUI, occupant protection and other traffic safety laws statewide.
- Agencies value the HSO's expertise and assistance in providing training, equipment, and facilitating inter-agency resource sharing.
- Many of the larger law enforcement agencies in the more populated areas are able to self-fund the purchase of traffic safety equipment.

Other Partnering Agencies:

- With oversight from the ADTEC Committee, State law allocates DUI reinstatement and impound fees to assist police agencies throughout Utah with impaired driving enforcement training, equipment and overtime enforcement shifts.

Police Traffic Services Projects

PT110101	POLICE TRAFFIC SERVICES & EQUIPMENT (TED)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

The Highway Safety Office will use funds from this project to assist local, county and state law enforcement agencies in Utah in purchasing equipment to supplement their traffic safety and enforcement efforts. Agencies throughout the State are experiencing reduced and limited budgets and need financial assistance to purchase equipment to keep their traffic safety programs active or to start new programs to address identified traffic or crash problems. The equipment typically requested includes radar or lidar units, in-car video camera systems, preliminary breath testers, speed monitoring trailers with data acquisition, speed monitoring signs, accident investigation software and other equipment, as needed. These funds may also be used to assist an agency in purchasing police enforcement vehicles, such as motorcycles, which would provide another resource in their traffic enforcement and safety efforts. This project will also provide an opportunity for certified accident investigation and reconstruction courses to be offered to officers statewide in an effort to improve their skills in handling major crash scenes and fatality incidents.

Interested agencies will be required to submit a formal letter detailing the traffic safety issue they have identified, expressing why they need the equipment, and their plans to address the identified problem. Requests will be reviewed as detailed above and then either denied or approved, as funding allows. Major equipment purchases will be submitted to the NHTSA Region 8 Office for written approval prior to honoring the request for the police agency.

PT110102	SALT LAKE/DAVIS COUNTY MULTI-AGENCY TASK FORCES (TED)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

The Davis County and Salt Lake County Multi-Agency Task Forces continue to be a driving force behind many of the Highway Safety Office's traffic safety campaigns. Law enforcement officers from these task forces, with jurisdiction covering over 48% of the State's population, have created an inter-agency relationship that has helped foster powerful media and enforcement campaign efforts. Each law enforcement agency within their respective county has an officer on the task force that attends the task force meetings on a regular basis to discuss and plan various enforcement and media efforts and other activities to promote safe driving habits. The task force members receive training throughout the year such as legislative and legal updates, new technology, best practices, etc. Task Force members, and their agencies, have demonstrated their commitment to the national safety campaigns as well as local efforts to promote traffic safety and reduce traffic fatalities.

PT110103	UTAH/WEBER COUNTY MULTI-AGENCY TASK FORCES (CAMERON)
FUNDING SOURCE	402
PROJECT YEAR	FIRST



After observing the success of the multi-agency task forces in other counties, law enforcement agencies in Utah County and Weber County have asked the Highway Safety Office to assist them in duplicating this success. This project will help create new task force committees within these two urban counties and enhance opportunities to further promote national traffic safety and enforcement campaigns such as *Click It or Ticket* and *Drunk Driving. Over the Limit, Under Arrest*. Agencies within these counties are enthusiastic to become more involved with coordinated and focused traffic safety efforts and the task forces will provide greater enforcement and training opportunities for their officers. Many of the first year activities will focus on fostering inter-agency partnering and promoting resource sharing in education and enforcement efforts to help reduce traffic crashes and save lives.

INFORMATIONAL	DUI IMPOUND FUND (DAVE)
FUNDING SOURCE	STATE
PROJECT YEAR	ONGOING

Utah continues to use aggressive DUI enforcement and a hands-on, proactive approach to combating underage drinking issues which results in the State having one of lowest alcohol-related fatality rates in the nation. In 2009 there were over 15,000 DUI arrests made, and most arrests resulted in the impoundment of the violator's motor vehicle. When a vehicle is retrieved from impound by the owner, fees are collected, and the arrested person will also pay specific reinstatement fees to regain a valid driver license, when eligible. The Utah Legislature has earmarked a portion of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and digital in-car video systems to enhance officer safety and video integrity during DUI stops.

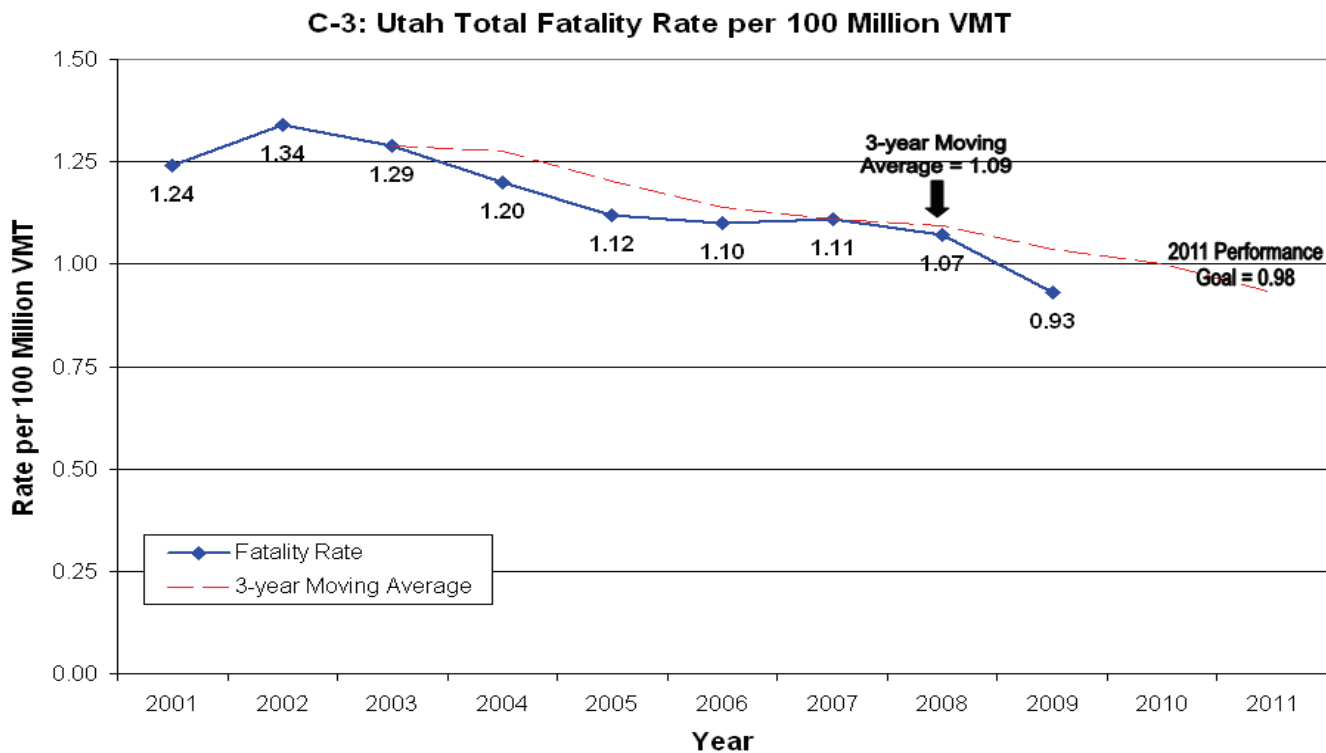
COMMUNITY TRAFFIC SAFETY PROGRAM

Performance Goal:

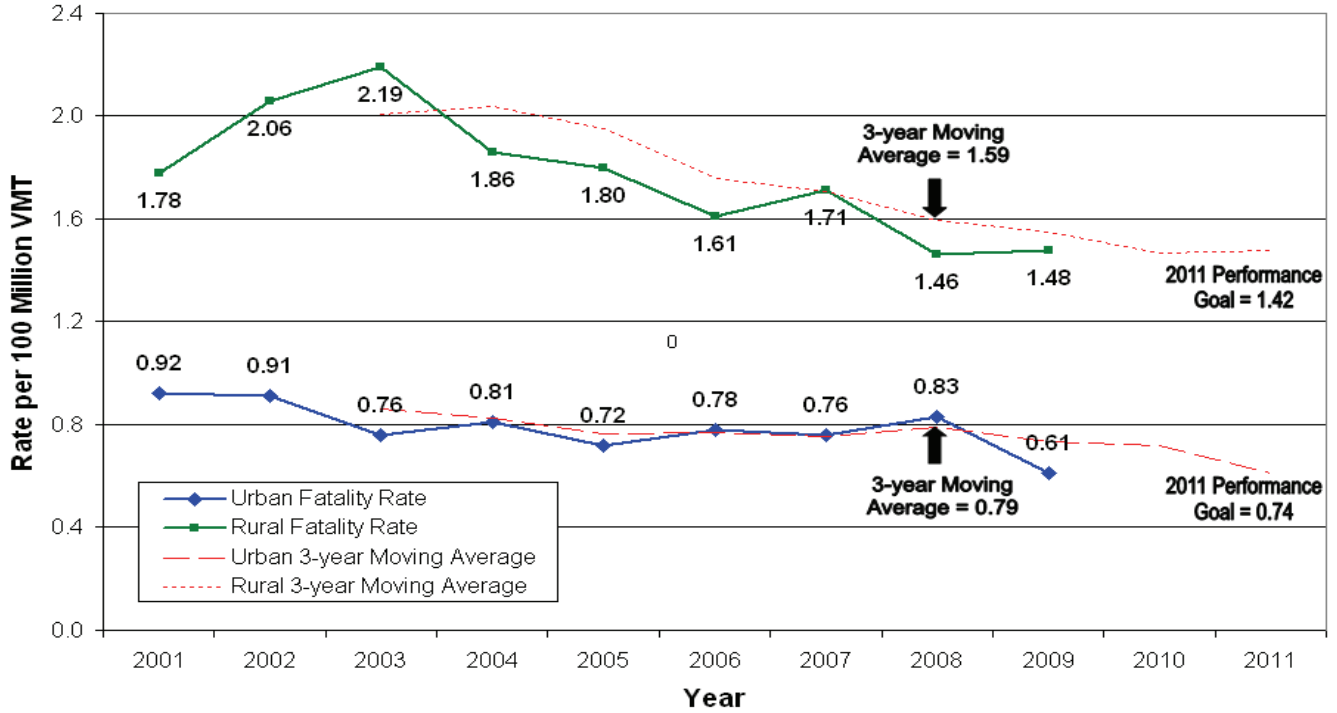
- Partner with Health Districts and traffic safety partners to foster a downward trend in Utah's traffic-related fatality rates.

Performance Measures:

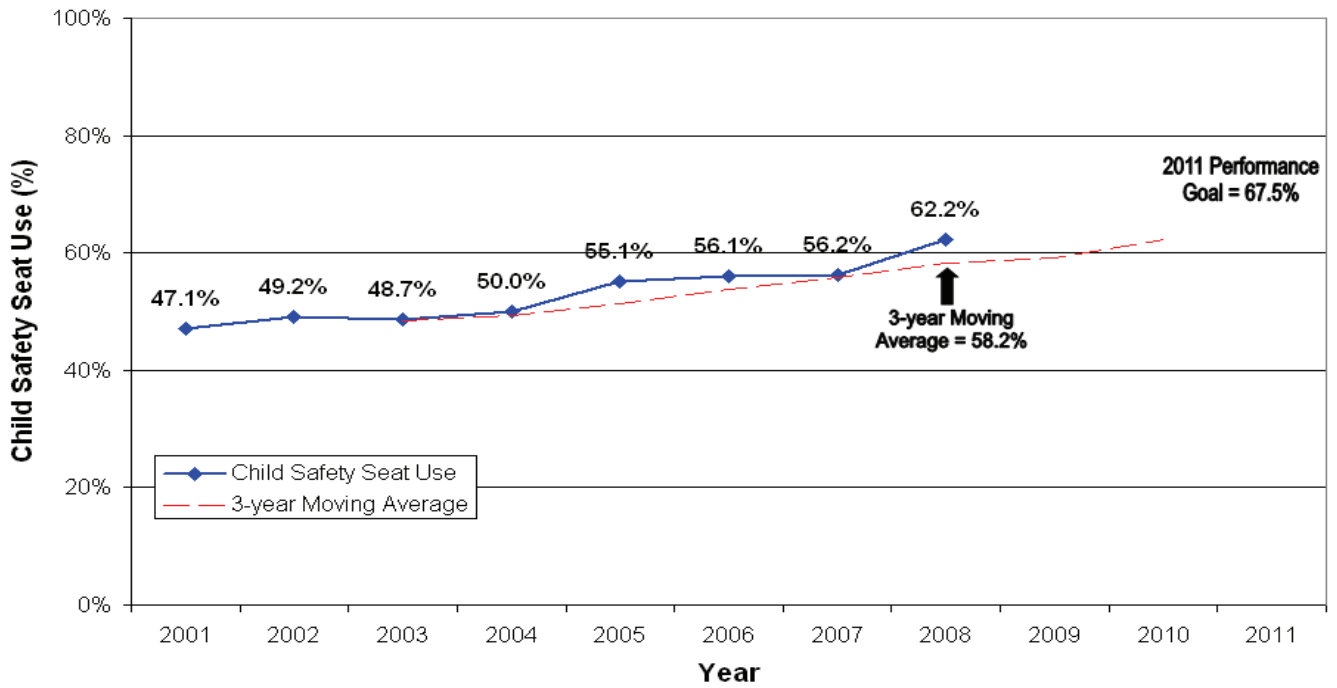
- Continue the favorable downward trend in the overall motor vehicle crash fatalities rate to 0.98 in CY2011.
- Continue the favorable downward trend in the rural areas motor vehicle crash fatalities rate to 1.42 in CY2011.
- Reduce the level trend in the urban areas motor vehicle crash fatalities rate to 0.74 in CY2011.
- Increase of child safety seat usage for children age 0-8 involved in a traffic crash to 67.5% in CY2011.
- Reduce the urban pedestrian/bicycle crash rate per 10,000 population to 5.9 in CY2011.
- Reduce the rural pedestrian/bicycle crash rate per 10,000 population to 3.0 in CY2011.
- Reduce the rate of teen driver crashes per 1,000 licensed drivers to 112 in CY2011.
- Reduce the percentage of Utah traffic deaths involving a person of Hispanic decent to 12.5% in CY2011.



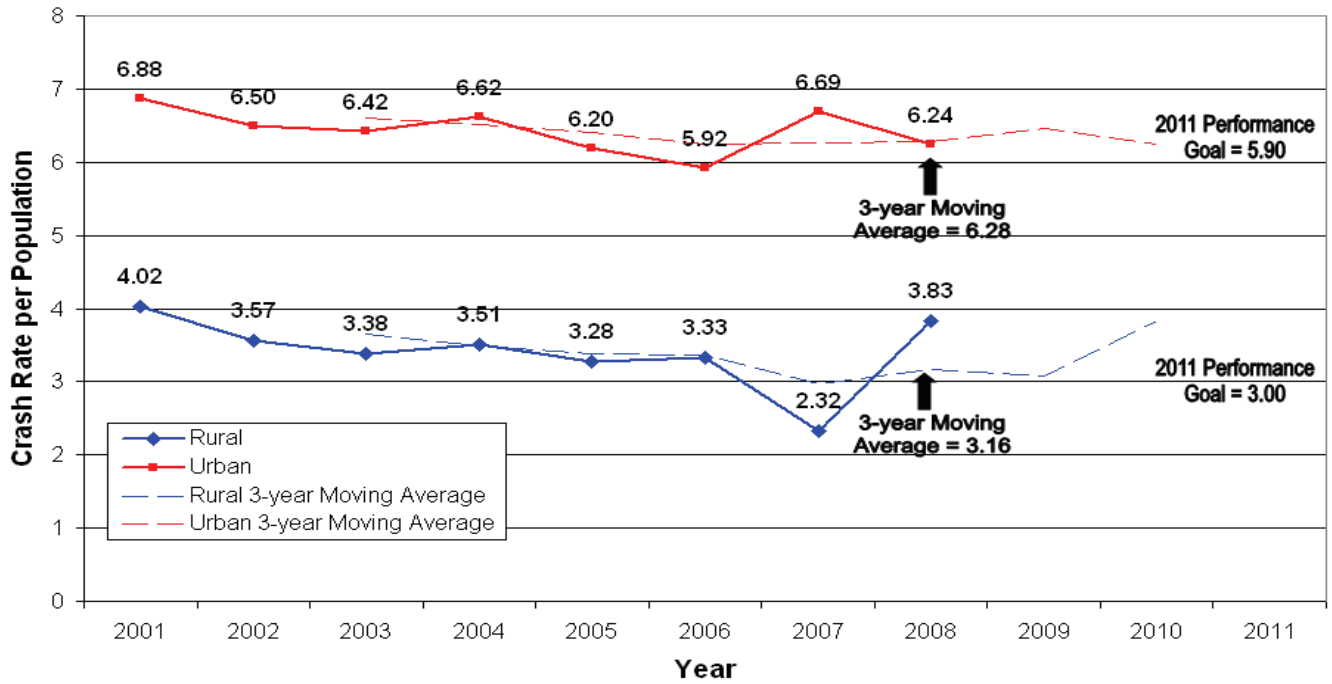
C-3a: Utah Urban/Rural Fatality Rate per 100 Million VMT



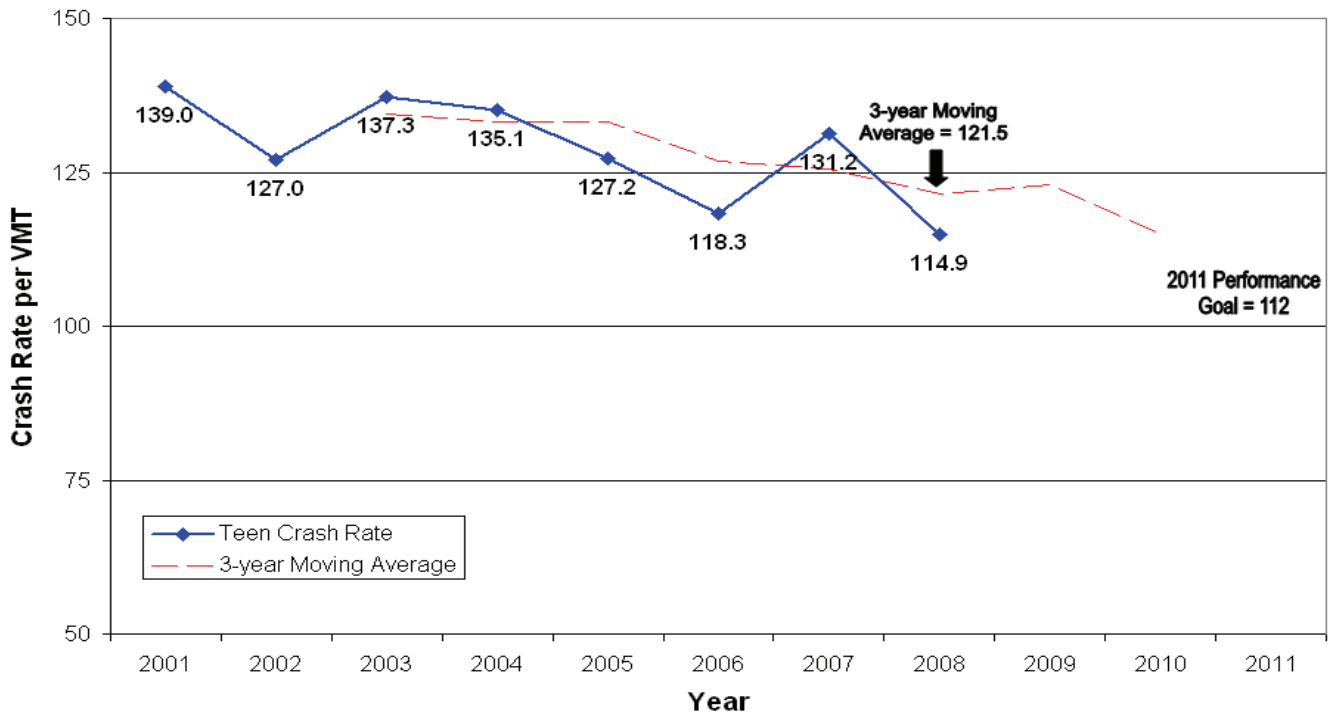
U-2: Utah Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes



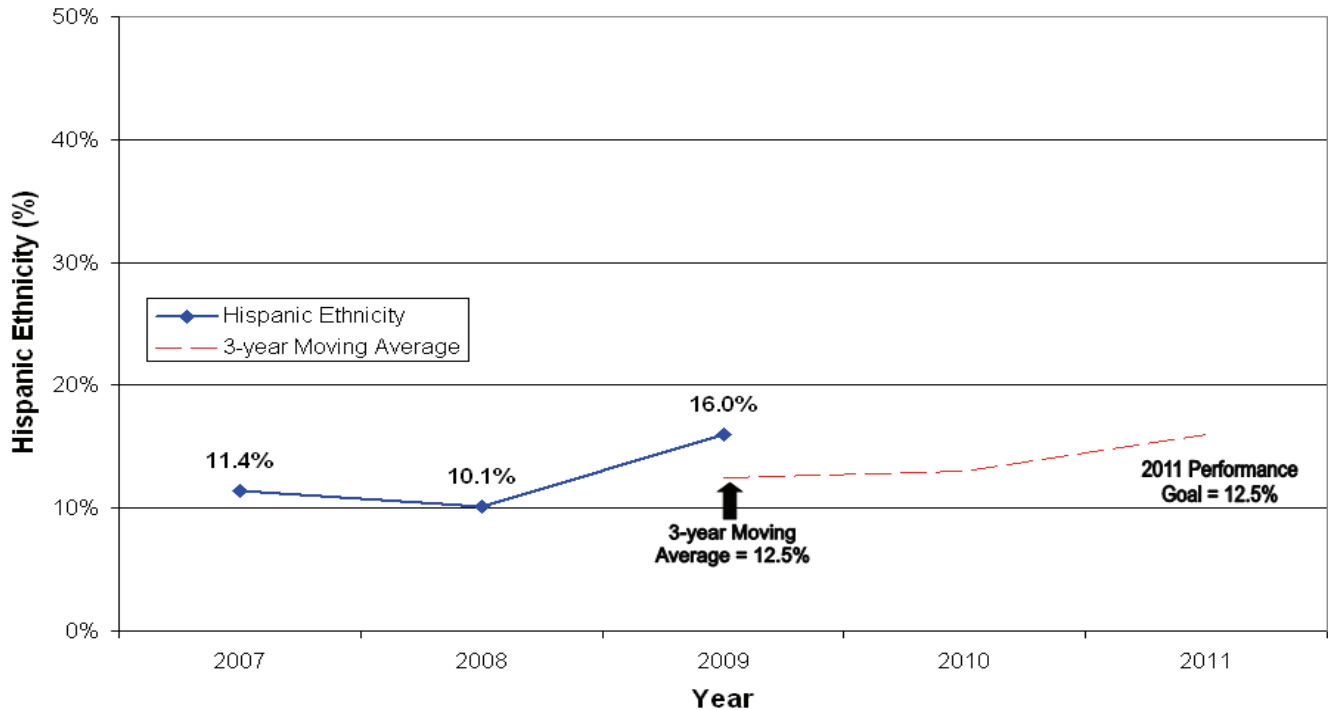
U-3: Bicycle/Pedestrian Crash Rate per 10,000 Population, Rural vs. Urban



U-4: Overall Teen Driver Utah Crash Rate per 1,000 Licensed Drivers



U-5: Percent of Utah Deaths to People With Hispanic Ethnicity



Action Plan:

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

Justification:

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

Other Partnering Agencies:

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

Community Traffic Safety Projects

CP110201 **DAVIS COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Davis County is one of the most populated counties in Utah and is continually growing. Along with the increased population and construction that growth brings, and with over 70% of the county's population commuting an average of 22 minutes daily, the volume of people traveling the roads means traffic safety is a leading issue for this community. As the Safe Community coalition works toward the goal of *Zero Fatalities*, this project will focus on reducing traffic injuries and fatalities through education, community partnerships and related activities. Utilizing quality program planning and implementation, the coalition aims to raise awareness and change behavior on a variety of traffic safety issues to include teen risk-taking behaviors, pedestrian and bicycle safety and child passenger safety. A portion of the grant funding will be utilized to support two project coordinators who operate this project. Program income will be acquired through the sale of low cost child safety seats and bicycle helmets and will be used to continue activities directly related to the traffic safety program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP110202 **TRI-COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The Tri-County Safe Community coalition serves a population spread over approximately 10,000 square miles that includes the predominantly rural counties of Daggett, Duchesne and Uintah and also the Uintah and Ouray Ute Indian Reservation. Because of the continued population growth and poverty levels in this rural area that exceed the state average, the coalition will increase its activities to reduce traffic fatalities and injuries while meeting the needs of the community by offering low cost child safety seats and bicycle helmets. Bicycle rodeos, community fairs, car seat checkpoints and partnerships with the local racetrack and the Ute Indian tribe will enable the project to accomplish its goals and reach the target audience. The coalition will also provide funding for DUI overtime enforcement shifts to address the increasing DUI problem. A portion of the grant funding will be utilized to support a project coordinator in the operation of this project, and any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to assist in the continuation of traffic safety activities. If unfunded, the position and traffic safety programs would have to be eliminated.

CP110203 **WEBER/MORGAN COUNTIES SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The Weber/Morgan Safe Community coalition was formed in 1997 and the current membership consists of more than 30 safety advocates. Coalition members will continue to work together to promote traffic safety and educate families through successful community events, the creation of long-term environmental changes and the identification of key improvements vital to child safety. In the upcoming project year the coalition will focus on increasing seat belt use; providing families with child passenger safety information and low cost child safety seats in an effort to increase proper child safety restraint use; increasing bicycle/pedestrian safety awareness and promoting safe behaviors; and increasing awareness of the effects of impaired driving. A portion of the funding will be utilized to support two part-time project coordinators in the operation of this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets,

to assist in the continuation of the project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP110204 BEAR RIVER SAFE COMMUNITY/HISPANIC OUTREACH PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Bear River Safe Community coalition serves the three northernmost counties of Utah, including Box Elder, Cache and Rich Counties. Traffic safety is a continuing concern in this largely rural and agricultural area and data collected from seat belt and child restraint observation surveys show that usage rates continue to be low. Additionally, this project will have a specific Hispanic outreach component in partnership with the Northern Utah Hispanic Health Coalition. The 2008 Utah population data shows the Hispanic population comprises 9.2% of the total Cache County population, which demonstrates a fivefold increase since 1990. The goal of this project is to increase occupant restraint usage to reduce traffic injuries and fatalities, educate the community about the negative effects of impaired driving with additional focus on teens, and to promote bicycle and pedestrian safety. A portion of the funding will be utilized to support part-time project coordinators in the operation of this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to assist in the continuation of this project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP110205 SUMMIT COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Over the past ten years Summit County's population has increased by more than one-third, and less than 40% of the current residents are native Utahns. With this expanding population comes an increased concern for traffic safety issues in this community. Seat belt observations near targeted high schools in the county show usage rates of 57.5%, well below the state average. Booster seat observational surveys conducted in Summit County reflect that only 7% of booster age children are properly restrained in this rural area. This Safe Community coalition will focus on reducing high risk behaviors in young drivers through the Alive at 25 program, promoting pedestrian and bicycle safety at areas schools and community events, and increasing occupant restraint usage with continued education and enforcement along with distribution of low cost child safety seats. A portion of the funding will be utilized to support four part-time project coordinators in the operation of this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and bicycle helmets, to assist in the continuation of the project. If unfunded, the positions and the subsequent projects would have to be eliminated.

CP110206 TOOELE COUNTY SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

Located 40 miles west of Salt Lake City, a large percentage of the residents of Tooele County travel daily to areas along the Wasatch Front for both work and leisure time activities. Interestingly, this community has one of the lowest household income levels in the State. This largely rural county had the 5th highest number of motor vehicle crash deaths in Utah in 2009 and has one of the highest per capita injury costs in the State. Data shows that teenagers are the highest at-risk group for injuries due to motor vehicle crashes. This Safe Community coalition will partner with law enforcement agencies, student councils, and driver education teachers to reduce teen crash involvement through parent

empowerment, teen education and enforcement activities. To increase overall safety restraint usage, educational and enforcement activities will be used. The coalition will also offer low cost child safety seats, along with parent education, in an effort to increase the use of child restraints. A portion of the funding will be used to support a part-time project coordinator in the operation of this program. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety programs would have to be eliminated.

CP110207 UTAH COUNTY SAFE COMMUNITY/HISPANIC OUTREACH PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

The Utah County Safe Community coalition, serving the second most populous county in the State, will continue to focus on reducing injuries and deaths due to motor vehicle crashes. Additionally, with a 94% increase in the Hispanic/Latino population since 2000 in Utah County, this project will have a specific Hispanic outreach component in partnership with Latinos in Action and community leaders. One of the coalition's objectives is to continue to educate and inform residents about the importance of seat belt use with a goal of increasing rates by 10% among teenage driver and passengers and increasing usage rates among adults from 86.4% to 90%. A related objective is to promote the proper use of car seats through child safety seat check up events and educational activities, as over 90% of car seats are installed incorrectly or misused in Utah County and usage in Latino families is low. Another objective is to increase bicycle helmet usage through presentations, bicycle rodeos and related activities, as recent helmet observations at three local elementary schools in Utah County revealed an average helmet use of only 13.8%. Also, there are indications that the major causes of traffic related deaths in the Hispanic community are due to impaired driving and distracted driving, and educational activities and enforcement will be implemented. A portion of the funding will be utilized to support two part-time project coordinators in the operation of this continuing highway safety project. Program income will be acquired through the sale of low cost child safety seats and helmets and will be used to continue activities directly related to the traffic safety program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP110208 SOUTHEASTERN UTAH SAFE COMMUNITY PROGRAM (THERESA)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

The Southeastern Utah Safe Community coalition serves the rural communities of Carbon, Emery, Grand and San Juan Counties, and crash and hospital data indicates that motor vehicle crashes continue to be the leading cause of death and disability in these communities. The coalition will continue its effort to reduce these numbers, as well as deaths and injuries as a result of pedestrian, bicycle and motorcycle related incidents. This coalition has established key partnerships with local law enforcement, the San Juan Safety Coalition, the TriCounty Safe Community coalition and local businesses such as Desert Thunder Raceway and the King Koal Theatre. The success of these partnerships will aid in their project's goal to increase seat belt use rates with an emphasis on teens, promote pedestrian and bicycle safety, and offer support for the *Zero Fatalities* campaign. The coalition will also host the 4th Annual Four Corners Without Borders Injury Prevention conference – an event created to establish coordinated traffic safety efforts with the Native American population. A portion of the funding will be utilized to support six part-time project coordinators in the operation of this continuing highway safety project. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the positions and traffic safety programs would have to be eliminated.

CP110209 **CENTRAL UTAH SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **FOURTH**

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

CP110210 **WASATCH COUNTY SAFE COMMUNITY PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

The Wasatch County Safe Community coalition is in a rural area in northern Utah where the fatal and injury crash rates have often exceeded the state average in the last five years. The goal of this project is to promote health and safety by preventing unintentional traffic safety injuries and fatalities by increasing knowledge and support for pedestrian, bicycle and traffic safety in the community. Campaigns and activities in the community will promote the use of seat belts and child safety seats, bicycle helmets, and provide education on pedestrian and bicycle safety. A portion of the funding will be utilized to support the project coordinator in the implementation of this project. Any project income will be used to purchase supplies, such as child safety seats and bike helmets, to help continue the program. If unfunded, the position and the traffic safety programs would have to be eliminated.

CP110211 **SOUTHWEST UTAH SAFE COMMUNITY (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **THIRD**

The Southwest Utah Safe Community task force has expanded its efforts and will help coordinate efforts and accomplish objectives in Iron, Washington, Beaver and Kane Counties. The focus will be to raise awareness and change behaviors on a variety of traffic safety issues including risky teen driving behaviors, impaired driving, and pedestrian and bicycle safety. The coalition will also partner with the HSO to promote seat belt and child safety seat use during the *Click It or Ticket* Campaign. Activities will include safety fairs, bicycle rodeos and child safety seat checkpoints. A portion of the funding will be utilized to support the project coordinator in the implementation of this project. Any project income will be used to purchase supplies, such as child safety seats and bike helmets, to help continue the program. If unfunded, the position and the traffic safety programs would have to be eliminated.

CP110212 **SALT LAKE COUNTY SAFE COMMUNITY/HISPANIC OUTREACH PROGRAM (THERESA)**
FUNDING SOURCE **402**
PROJECT YEAR **FOURTH**

The Salt Lake County Safe Community coalition serves the most populous county in the State with over one million residents in their service area. This county has the highest motor vehicle crash rate in the

State and a higher rate of hospitalizations from motor vehicle crashes than the State as a whole. The rate of teen injuries from motor vehicle crashes also exceeds the average rate for the State. The goal of this coalition is to prevent traffic-related fatalities and injuries by increasing seat belt and child safety seat usage, and promote bicycle and pedestrian safety through educational activities and community partnerships. In addition, the coalition will also collaborate with the Hispanic/Latino community to meet their goal of reducing traffic related injuries and deaths, specifically among ages 1-44. A portion of the funding will be utilized to support the efforts of three part-time project coordinators in the implementation of this project. Any project income will be used to purchase supplies, such as child safety seats and helmets, to help continue the program. If unfunded, the traffic safety program would have to be eliminated.

CP110213 SAN JUAN SAFETY COALITION (THERESA)
FUNDING SOURCE 402
PROJECT YEAR SECOND

San Juan County, which has one of the largest concentrations of Native Americans in the nation, is approximately 8,000 square miles with a population of 15,000. Over 55% of the county's population is Native American, and data indicates that motor vehicle crashes are the leading cause of death among Native Americans ages 1-44. With the lowest seat belt use rate in the State and the 4th highest fatal crash rate per mile driven, the coalition will work through education and enforcement efforts to increase seat belt use and child restraint use and to decrease the amount of crashes where "speed too fast" is a contributing factor through education and enforcement. Funding will be used to support the efforts of a part-time project coordinator in the implementation of this project. Any project income will be used to purchase supplies, such as child safety seats, to help continue the program. If unfunded, the position and traffic safety program would have to be eliminated.

CP110214 PERSONNEL (MARK)
FUNDING SOURCE 402/405/410
PROJECT YEAR ONGOING

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

CP110215 PUBLIC AWARENESS EVALUATION AND SURVEY (DEREK)
FUNDING SOURCE 406
PROJECT YEAR ONGOING

The HSO manages multiple campaigns throughout the year in an effort to reduce traffic crashes, injuries and fatalities. Campaigns use earned and/or paid media to focus on vehicle occupant protection, impaired driving prevention, bicyclist and pedestrian safety, motorcycle safety awareness, speed reduction, teen driving and fatigued driving prevention programs. This project will collect data to evaluate which measures have been successful and also those not performing as well. A survey will be conducted to measure changes in attitude among licensed drivers to ensure the Highway Safety Office's programs are performance-based and -oriented. The data will also be used to analyze earned media coverage and place a dollar value on the exposure. With increased emphasis placed on media campaigns as a tool for highway safety behavioral modification projects, it's beneficial to

measure the effectiveness of various statewide media projects.

CP110216 RURAL TRAFFIC SAFETY COORDINATOR (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

Utah consists of 29 counties spread over a large geographical area. Four adjoining counties make up the urban Wasatch Front where more than 75 percent of the State's population lives. While the majority of all crashes occurred in urban areas (75%) in 2008, crashes occurring in rural areas were 2.8 times more likely to result in a death and a lack of resources and services in these areas only compounds the problem. The goal of this project is to continue to contract with a Rural Traffic Safety Coordinator who will conduct a wide spectrum of national, state and local traffic safety activities in Utah's rural communities. The contractor will act as a traffic safety liaison with local media, law enforcement agencies, and other traffic safety partners, and will assist the HSO with all traffic safety training and programs that target central and southern Utah communities. In addition, the coordinator will be a CPS Technician Instructor, assist with certification and other child passenger safety courses, and be a resource to permanent car seat fitting stations and CPS Technicians.

CP110217 PUBLIC INFORMATION AND EDUCATION PROJECT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

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

CP110218 TRAFFIC SAFETY SUMMIT (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR FOURTH

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

CP110219	TECHNOLOGY TRANSFER (MARK)
FUNDING SOURCE	406
PROJECT YEAR	ONGOING

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

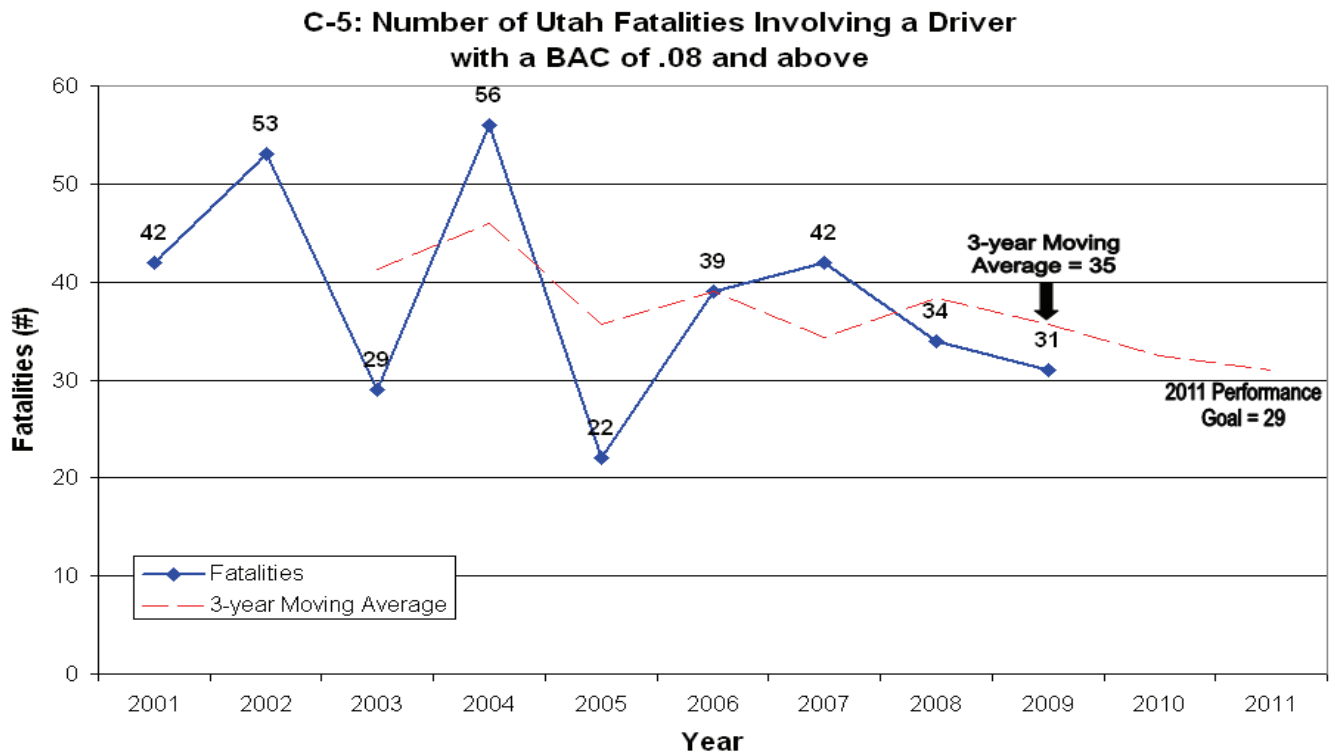
ALCOHOL PROGRAM

Performance Goal:

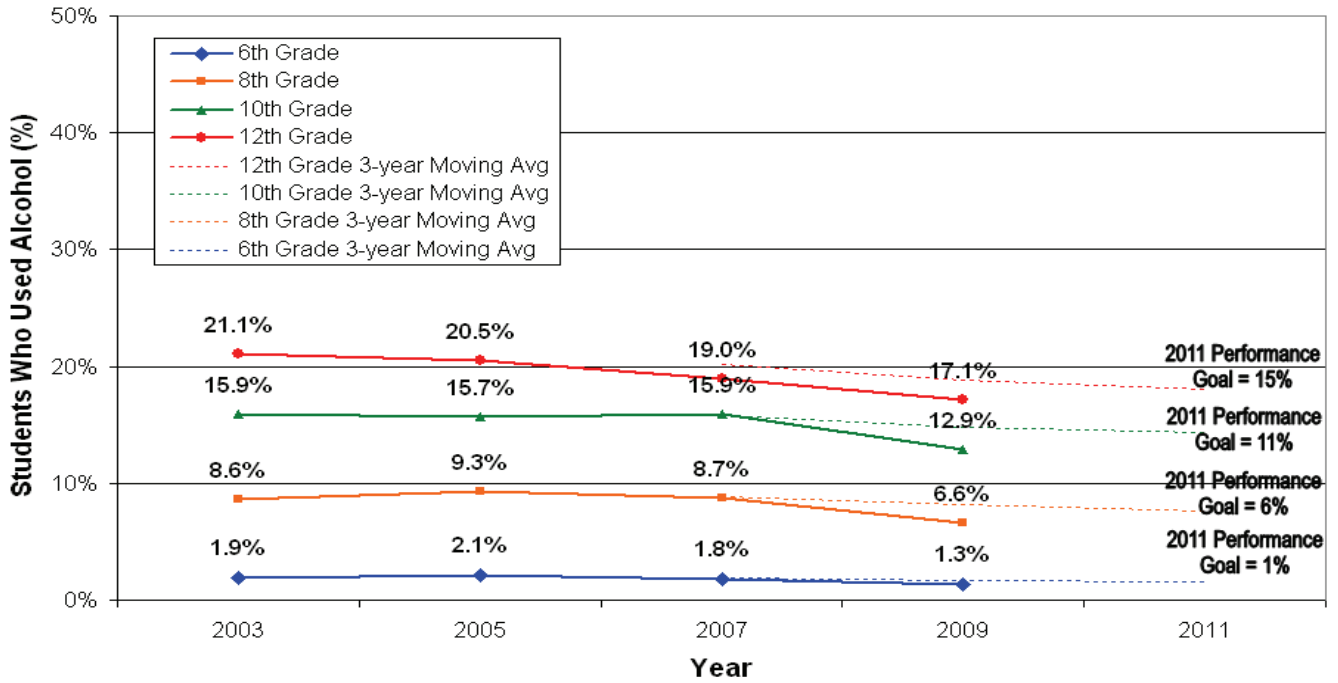
- Through continued support of prevention, educational and enforcement programs, sustain Utah's position as a low alcohol-related fatality rate state.

Performance Measure:

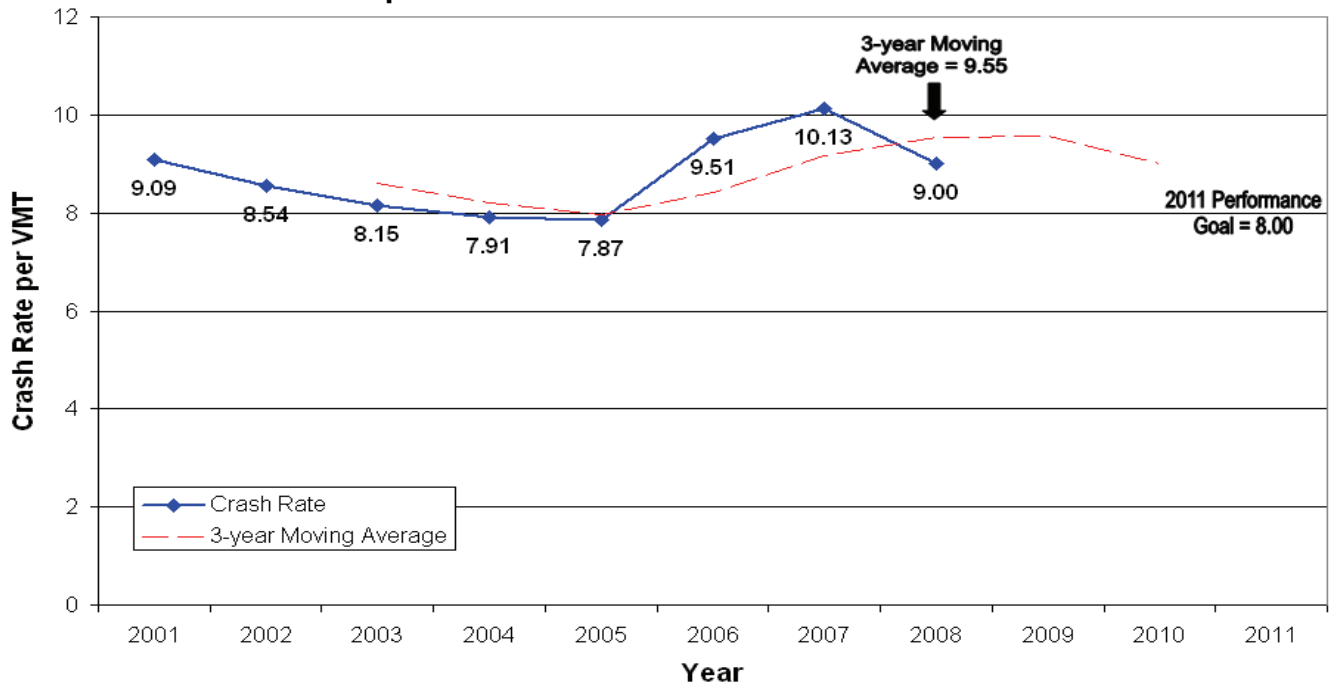
- Continue to reduce the number of drivers involved in a fatal crash with a BAC of .08 or higher to 29 in CY2011.
- Reduce the percent of students by grade who used alcohol within the past 30 days to 1% for 6th grade, 6% for 8th grade, 11% for 10th grade and 15% for 12th grade in CY2011.
- Reduce the alcohol impaired crash rate per 100 million vehicle miles traveled to 8.0 in CY2011.
- Increase the number of grant-funded DUI checkpoints to 30 in CY2011.



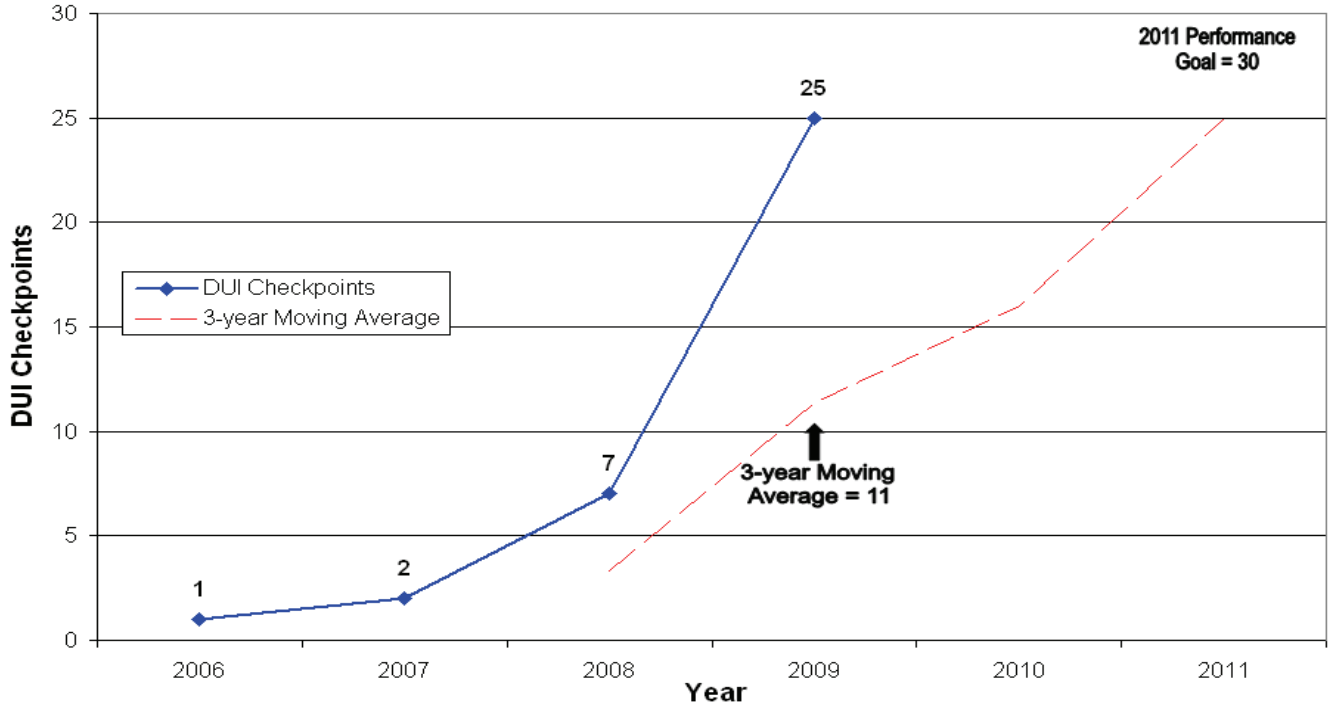
U-6: Percent of Utah Students by Grade Who Used Alcohol During the Past 30 Days



U-7: Utah Alcohol-Impaired Overall Crash Rate per 100 Million Vehicle Miles Traveled



U-8: Number of Grant-funded DUI Checkpoints, Utah



Action Plan:

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

Justification:

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

Other Partnering Agencies:

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

Alcohol Projects

AL110301 **YOUTH SUPPORT (HELEN)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

Almost 10% of people arrested for DUI in 2009 were under the age of 21, and alcohol continues to be available to the underage drinker. While statewide efforts to reduce underage drinking have made progress, there is still work to be done in this area. This project will provide funding to law enforcement agencies, school- and university-based organizations, and youth organizations throughout the State to conduct educational and enforcement activities targeted at reducing underage drinking and impaired driving.

AL110302 **ALCOHOL PROGRAMS PUBLIC INFORMATION AND EDUCATION (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Utah's law enforcement agencies arrested more than 15,500 people suspected of DUI in 2009, a fact which reveals that DUI remains a crime that is frequently committed. Key elements for the prevention of impaired driving and underage drinking are public awareness and education. This project will provide funding for various impaired driving and underage drinking public information and education efforts throughout the State. These awareness and education projects will support law enforcement agencies' aggressive enforcement of DUI. Together, these prevention, education and enforcement efforts will help reduce the incidence of impaired driving and underage drinking in Utah.

AL110303 **STATEWIDE DRUG RECOGNITION, ALCOHOL AND PHLEBOTOMY PROGRAM (TED)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Throughout Utah law enforcement officers continue to face challenges as individuals choose to drive impaired on substances other than alcohol. Prescription drug use, over the counter drugs, illegal substances and others continue to pose a serious problem on Utah's roadways. This project provides training so officers can readily detect, evaluate and arrest those individuals who drive impaired on these substances. Successful completion of this classroom and field interactive training allows an officer to become certified as a Drug Recognition Expert (DRE). Officers are also able to re-certify or complete for the first time SFST training which will aid them in their DUI enforcement efforts.

For those law enforcement officers who want training on the subject, but not to the level of becoming DRE certified, the option of participating in the "ARIDE" course is available. This course provides great training in detecting and evaluating those subjects who are impaired on something other than alcohol. This project is available to law enforcement agencies statewide and has played a major role in keeping Utah's impaired driving fatality rate at one of the lowest levels in the country.

AL110304 **SERVING INTOXICATED PERSONS AND YOUTH ALCOHOL SUPPRESSION (HELEN)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Special events such as raves in rural areas and concerts at all-age venues are held with increasing frequency throughout the State. When combined with regular activities at bars and restaurants in the

State, there are a lot of opportunities for over-service to patrons or service to minors to occur at these events and establishments. In order to prevent these incidences from occurring and therefore reduce the risk of impaired driving, the Utah Highway Patrol's Alcohol Enforcement Team will conduct Serving Intoxicated Patrons/Youth Alcohol Suppression operations. During these operations, undercover agents will work to ensure that establishments and individuals comply with State laws regarding service to intoxicated people and service to minors. These efforts will help reduce impaired driving, since public venues and events are frequently the source of intoxication for adults and minors alike.

AL110305 DUI ENFORCEMENT, CHECKPOINTS AND EQUIPMENT (TERI)
FUNDING SOURCE 410
PROJECT YEAR ONGOING

High-visibility enforcement remains very effective in reducing alcohol-related crashes and impaired driving. Consequently, supporting DUI checkpoints and enforcement efforts remains a high priority for the HSO. This project will provide funding for law enforcement agencies throughout the State to conduct DUI checkpoints and enforcement efforts targeted at specific holidays or special events. Each DUI arrest made can represent an alcohol-related crash prevented, and the high-visibility nature of these enforcement efforts helps reduce the incidence of impaired driving, as the general public sees law enforcement agencies' commitment to enforcing DUI laws.

AL110306 DUI COURTS SUPPORT (TERI)
FUNDING SOURCE 410
PROJECT YEAR THIRD

More than 15,500 people were arrested for suspicion of DUI in Utah in 2009; 33% of these were repeat offenders. Of the repeat offenders, almost 64% were for a second offense, 24% were for a third offense, and 12% were for a fourth or subsequent offense. It is these repeat offenders that require the specialized and highly structured program offered by DUI courts. Utah currently has five DUI courts, but their services are not accessible to everyone in the State. This project will provide funding to help interested jurisdictions start their own DUI courts. By enabling more jurisdictions to address the root causes of DUI recidivism through the use of DUI court protocols, this project will help reduce the incidence of impaired driving in Utah.

AL110307 RIVERDALE DUI COURT (TERI)
FUNDING SOURCE 402
PROJECT YEAR SECOND

The Riverdale Substance Abuse Court is open to non-violent adults who have been charged with impaired driving and misdemeanor alcohol offenses in Weber County, which has a population of more than 230,000. It works to reduce recidivism for repeat DUI offenders by comprehensively addressing the issues behind the repeat offenses. This project will provide funding to the Riverdale Substance Abuse Court to increase the frequency and type of testing of participants, provide additional screening methods, and support court personnel's attendance of the National Association of Drug Court Professionals' conference. By including more intensive levels of supervision of DUI court participants, the project will help the Riverdale court achieve its goal of enhancing community safety through education and provision of a judicially supervised regimen of effective treatment and innovative case management to offenders with the goal of returning sober, law-abiding citizens to the community, and thus closing the revolving door to the criminal justice system that faces many repeat DUI offenders.

AL110308 **TRAFFIC SAFETY RESOURCE PROSECUTOR (TERI)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

The Traffic Safety Resource Prosecutor (TSRP) acts as Utah's statewide liaison between law enforcement agencies and prosecutors regarding traffic safety issues. To help ensure that DUIs and other traffic-related charges are prosecuted most effectively, the TSRP will provide training and support to both law enforcement agencies and prosecutors throughout the State. The TSRP will maintain working relationships with law enforcement agencies and work to improve communication with officers about legislative and case law updates. By maximizing the effectiveness of law enforcement's handling of DUIs, from arrest to prosecution, and promoting effective prosecution of other traffic law violations, the TSRP's efforts will help remove at-risk drivers from Utah's roadways.

AL110309 **TRACE (HELEN)**
FUNDING SOURCE **410**
PROJECT YEAR **ONGOING**

Alcohol-related crashes can often be traced to violations of Utah's alcohol laws regarding over-service or service/provision to minors. To determine the source of alcohol for alcohol-related motor vehicle crashes, the Utah Highway Patrol's Alcohol Enforcement Team will conduct Targeting Responsibility for Alcohol-Connected Emergencies (TRACE) investigations. Identifying the source of alcohol can help victims pursue civil recourse and ensure that any person or entity that violated the law can face criminal charges. TRACE investigations help reduce impaired driving and curtail the social supply of alcohol to minors by ensuring parties responsible for the root cause of impaired driving are held accountable.

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

Each year about 15,000 drivers in Utah are arrested for driving under the influence of alcohol, and this arrest most often results in the person's driving privilege being sanctioned as specified in Utah statute. To assure due process and offer an impartial forum in which the person can contest the administrative sanction, an administrative hearing may be requested in which a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, and over 30 full and part-time hearing officers. In addition to impaired driving-related subjects, the hearings may cover vehicular homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

INFORMATIONAL **EASY/PARENTS EMPOWERED (TERI/HELEN)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



The 2009 Student Health and Risk Prevention survey asked a new question to students who reported that they used alcohol: What is the source of your alcohol? Almost 10% of 12th graders statewide chose "I bought it myself at a store." While not the largest source of alcohol for these underage drinkers (that remains the domain of the social supply of alcohol,) it is a source that the State works actively to address through the *Eliminating Alcohol Sales to Youth* (EASY) program. By providing reimbursement to law enforcement agencies statewide, EASY enables alcohol compliance checks to be conducted at off-premise retailers in cities large and small. The program also provides funding for

Parents Empowered, Utah's statewide media and education campaign which works to eliminate the social supply of alcohol to minors by educating parents about the harms of underage drinking. The 2009 SHARP survey indicated that alcohol use among Utah's youth is decreasing, due at least in part to these programs. This decrease will positively impact the HSO's effort to reduce impaired driving and underage drinking.

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



The State Bureau of Investigation's Alcohol Enforcement team serves as the enforcement agency for the Utah Department of Alcoholic Beverage Control and is therefore responsible for ensuring all bars, restaurants, clubs and special event licensees comply with the State's liquor laws. The AET will conduct undercover alcohol compliance checks at on-premise retail locations and at special events throughout the State. This comprehensive compliance check program will help reduce underage drinking and impaired driving, as well as curtail the retail supply of alcohol to minors.

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



While underage drinking gatherings frequently occur in private homes, they also occur anywhere teens think they can drink alcohol undetected - canyons, campgrounds, parks and abandoned warehouses , to name just a few. Regular patrols can face significant challenges in responding to calls and effectively addressing large or numerous underage drinking gatherings. Dedicated Youth Alcohol and Drug Enforcement Task Forces throughout the State enable jurisdictions large, small, combined and alone to target underage drinking activity in their communities. There are currently 12 task forces that are actively enforcing underage drinking laws in cities, counties, and State parks throughout the State. By preventing and dispersing underage drinking gatherings and activities, these task forces help reduce impaired driving and underage drinking throughout Utah.

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



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

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



The State of Utah has one of the lowest alcohol-related fatality rates in the nation, due in large part to

aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2008, over 15,500 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When the vehicles are retrieved by the owners, various impound fees are collected and the person arrested must pay specific reinstatement fees to regain a valid driver license when eligible. The Utah Legislature has earmarked a portion of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and new digital in-car video systems to enhance officer safety and video integrity at DUI stops.

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**CAMPUS PROGRAMS (HELEN)
OJJ
ONGOING**



College can be a time when many people make decisions about alcohol consumption, and are in an environment which may encourage irresponsible alcohol consumption. To bring messages about the dangers of underage drinking and impaired driving to Utah's college-age students, the HSO partners with the Utah State Substance Abuse Prevention consortium, comprised of 11 colleges and universities throughout the State. Each school is able to tailor messages to its specific student body, making the partnership with USSAP a big part of the HSO's efforts to combat impaired driving and underage drinking.

OCCUPANT PROTECTION PROGRAM

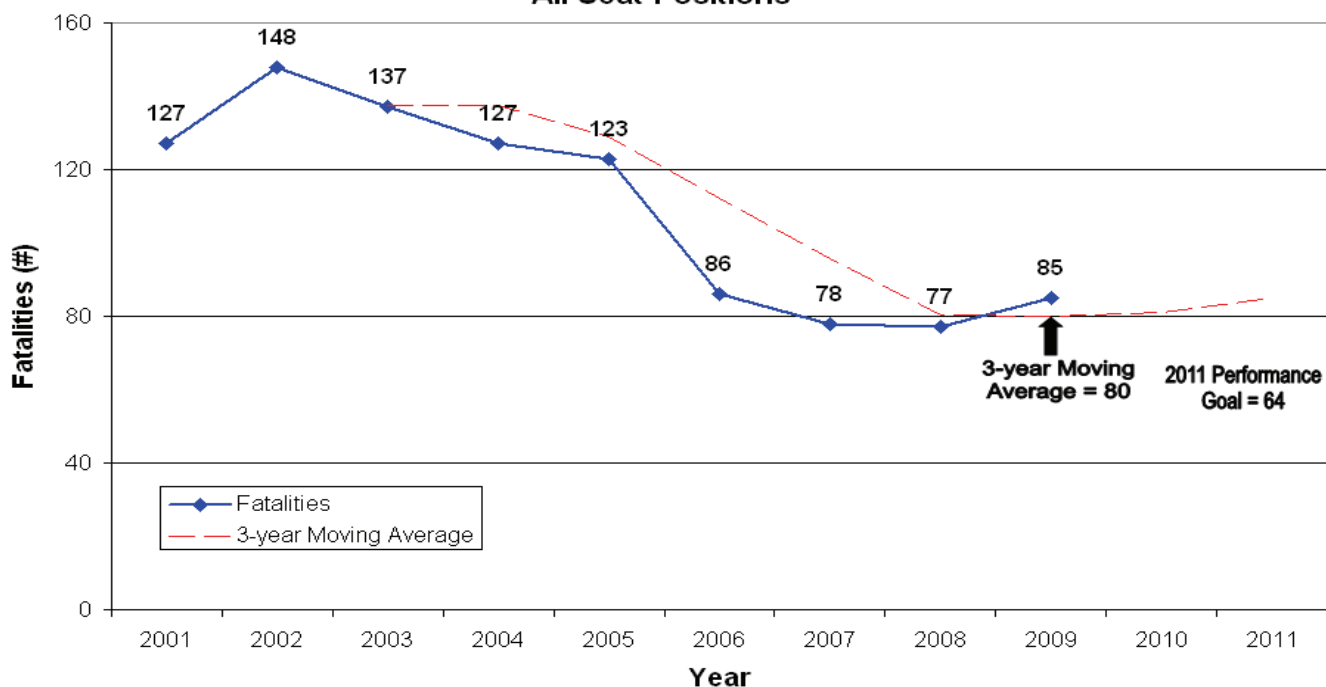
Performance Goal:

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

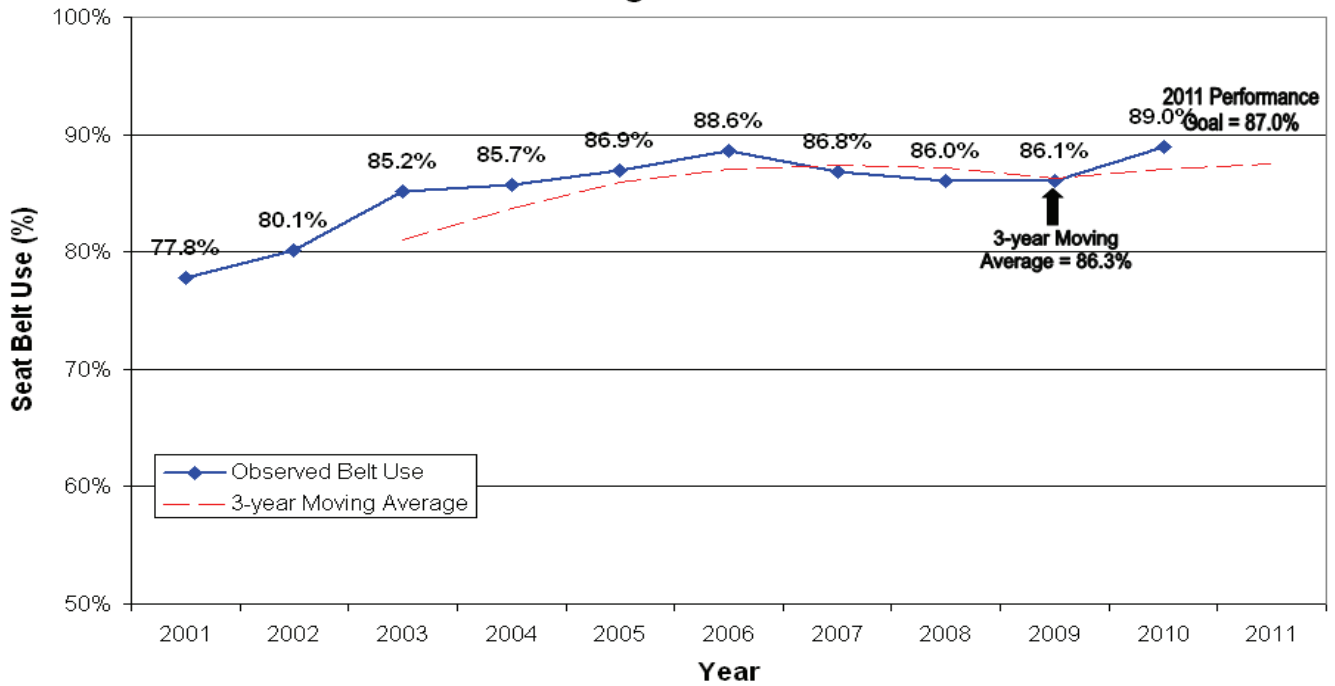
Performance Measures:

- Continue the favorable trend by reducing the number of unbelted passenger vehicle occupant fatalities in all seating positions to 64 in CY2011.
- Maintain seat belt usage with an increase to 90.0% in CY2011.
- Increase the percentage of children in crashes who are in child safety seats to 88% for 0-1 years, 80% for 2-4 years, and 37% for 5-8 years in CY2011.
- Increase the percentage of Utah motor vehicle crash occupant fatalities ages 10-19 that were restrained to 58% in CY2011.

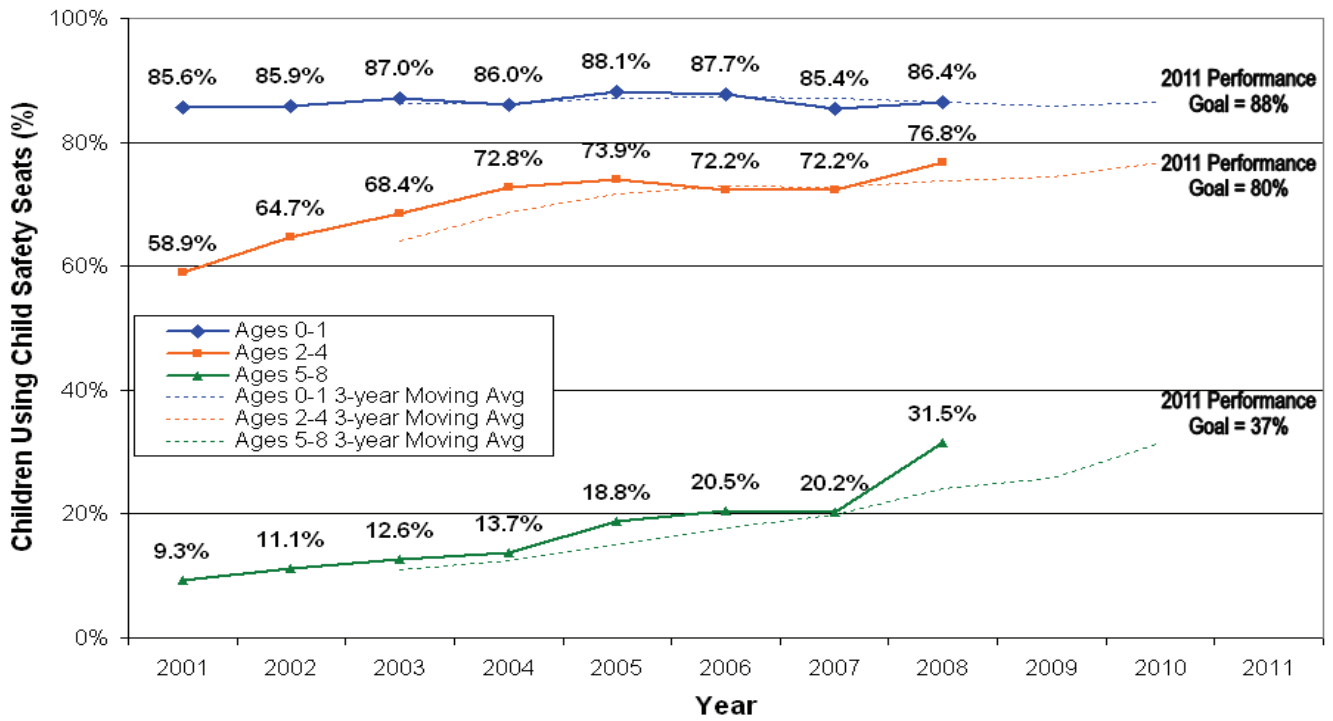
C-4: Number of Utah Unbelted Passenger Vehicle Occupant Fatalities, All Seat Positions



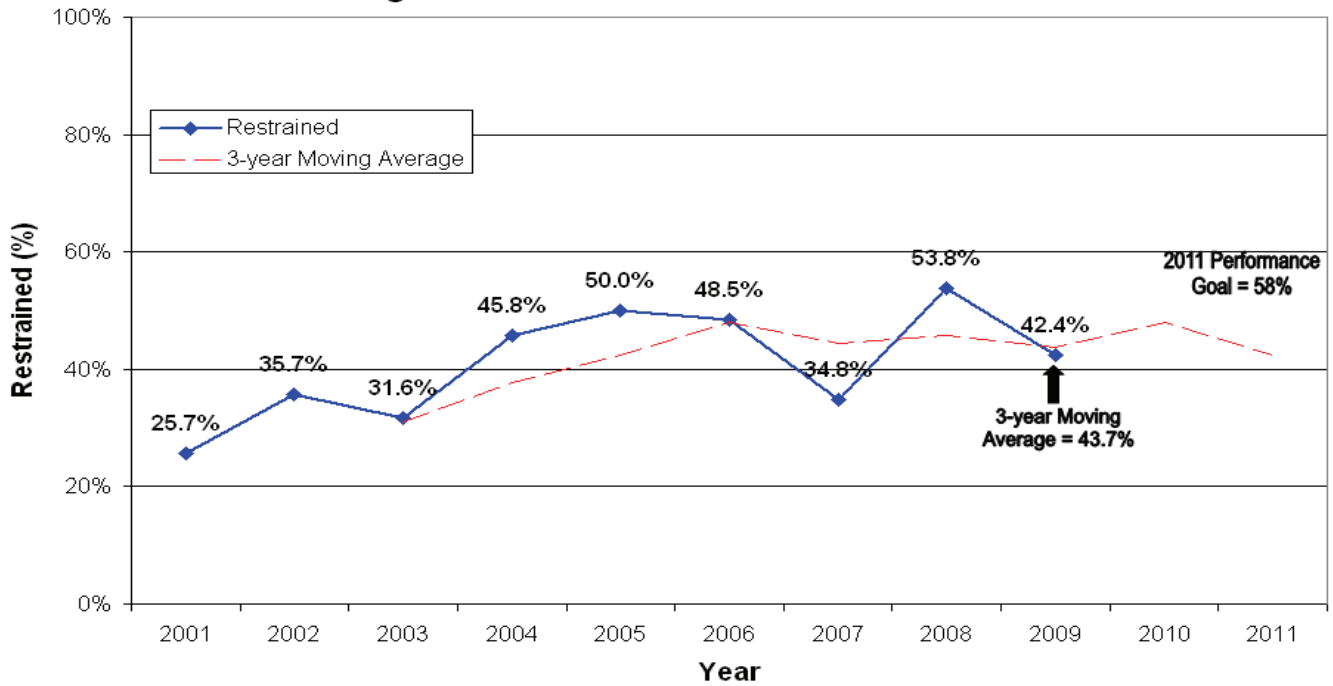
B-1: Utah Observed Seat Belt Use for Front Seat Occupants in Passenger Vehicles



U-9: Percent of Children in Utah Crashes in Child Safety Seats



**U-10: Percent of Utah Motor Vehicle Crash Occupant Fatalities
Ages 10-19 Years That Were Restrained**



Action Plan:

- In conjunction with the national campaign, conduct a *Click It or Ticket* enforcement effort and provide overtime shift funding to law enforcement agencies statewide.
- Conduct one joint mobilization that combines *Click It or Ticket* and *Drunk Driving. Over the Limit, Under Arrest.* to encourage motorists to buckle up and avoid drinking and driving.
- Continue collaborative efforts with Safe Community partners to educate children and adults regarding child safety seats, safety belts and air bags.
- Conduct and support car seat fitting stations and inspection clinics across the State.
- Conduct three NHTSA Standardized CPS Technician Courses in FFY2011.
- Conduct one Child Passenger Safety Technician Renewal Course in FFY2011.
- Conduct a statewide Safety Belt Observational Survey in June 2011.
- Conduct a newly-designed child restraint survey to enable Utah to better track child safety seat and seat belt usage among children ages 0 to 15.

Justification:

- The failure to buckle up is one of the leading traffic-safety-related behaviors that contributes to fatalities.
- Child safety seat misuse continues to exceed 90%, according to data obtained during safety seat inspection clinics conducted throughout the State.
- Child safety seat use among children decreased from 92.9% in 2006 to 91.9% in 2008, and there are still a large number of children ages 5-10 who ride in an adult-sized safety belt or are unrestrained. The 2008 study showed that while 93.1% of children ages 0-4 ride in child safety seats, only 88.0% of children ages 5-10 years ride restrained. Research proves that the fear of getting a ticket is the best way to try to reach Utahns who are still riding unbuckled, and teen drivers will be targeted, as the highest percentage of unbelted crash occupants were aged 10 to 19 years.

Other Partnering Agencies:

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

Occupant Protection Projects

OP110401 SAFE KIDS UTAH CAMPAIGN COORDINATOR (KRISTY)
FUNDING SOURCE 402
FUNDING YEAR ONGOING

Unintentional injury from motor vehicle crashes remains the leading cause of death in Utah for children aged 1-14 years. Every year, on average, there are 28 young children killed, 263 hospitalized, and over 4,900 treated in emergency rooms because of motor vehicle crashes. In addition, emergency room and hospitalization charges in 2007 totaled \$9 million in Utah for this age group. This project will continue to work toward decreasing the unintentional death and injury rate among Utah's children aged 14 and younger. Funding will be used to help support a Utah Department of Health staff member who will oversee the statewide program that includes 14 local chapters and coalitions. The coordinator will spend at least 75% of her time on activities directly related to highway safety issues. 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.

OP110402 CLICK IT OR TICKET STEP SUPPORT (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR ONGOING

This project will fund the high-visibility enforcement component of the *Click It or Ticket* campaign in May and June 2011. Funds will be used to provide fixed-price deliverable mini-grants to local law enforcement agencies throughout the State and the Utah Highway Patrol who participate in the two-week mobilization. The majority of funding will be awarded to agencies in the target counties where the annual Safety Belt Observational Survey is conducted and encompasses at least 85% of the State's population. Enforcement efforts will target safety belt and child safety seat non-use, as well as other traffic violations such as impaired driving, speeding, and aggressive driving.

OP110403 SAFETY BELT OBSERVATIONAL SURVEY (KRISTY)
FUNDING SOURCE 402
PROGRAM YEAR ONGOING

Utah will conduct its annual NHTSA-approved statewide Safety Belt Observational Survey in June 2011. Study results will be utilized to evaluate programs and to compare with national and regional seat belt use rates. Results will be provided to NHTSA and will be published in an annual study and distributed throughout the State.

OP110404 CPS FITTING STATION SUPPORT (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR THIRD

In 2008, 86% of child crash occupants ages 0 to 1 were in a child safety seat. Unfortunately, only 67% of 4-year-olds, 38% of 6-year-olds and 9% of 8 year-olds who were involved in crashes were restrained in a child seat. Increasing awareness of the importance of proper and consistent use of this life-saving device continues to be a goal of the HSO. To help increase proper use, the HSO supports the State's 46 local fitting stations where parents can obtain a car seat inspection. During the year, it is estimated that at least 8,500 car seats will be inspected at these fitting stations. Unfortunately, approximately 90% of the seats inspected are installed incorrectly. Through this project, the HSO will provide support to these fitting stations, as funding allows, by offering training opportunities or through the purchase of a small number of child safety seats. Program income will be acquired through the sale of low cost child safety seats and will be used to continue activities directly related to the program.

OP110405 UTAH SAFETY COUNCIL TRAFFIC SAFETY PROGRAM (KRISTY)
FUNDING SOURCE 406
PROGRAM YEAR ONGOING

Funds will be used to continue the Buckle Up For Love program, Traffic Safety Video Library, and the Network of Employers for Traffic Safety (NETS) program, which are administered by the Utah Safety Council. Funds will also help support a position, which will manage these programs and support other traffic safety initiatives. Through this project, the Utah Safety Council will develop and purchase educational materials, maintain a library of traffic safety videos that are free to schools and businesses, host seminars and workshops, and conduct the Occupational Safety Belt Award program. Traffic safety issues addressed through these programs include safety belts, child safety seats, distracted driving, impaired driving, defensive driving, among other highway safety topics. 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.

OP110406 PROGRAM MATERIALS AND CPS TRAINING (KRISTY)
FUNDING SOURCE 405
PROGRAM YEAR ONGOING

In 2010, Utah reported a safety belt use rate of 89.0%. While the majority of the State's motorists buckle up, restraint use among occupants killed in crashes was 47.4% in 2009. Increasing seat belt use continues to be a priority for the HSO as failure to buckle up is one of the highest contributors to traffic fatalities. The project will work to provide education, training, and resources in an effort to decrease motor vehicle-related death and injury. A new Click-It Club will be piloted in three Elementary Schools during FFY2011, with the intension of expanding throughout the State in FFY2012. The program will target youth and help to increase seat belt and booster seat use among children ages 5-12 and their family members. A minimum of three CPS Standardized Training workshops, one recertification class and one refresher/update workshop will be conducted. In addition, at least one special workshop for CPS Technicians (i.e., Child Passenger Safety Training for School Buses or Transportation for Children with Special Health Care Needs) will be organized. A CPS pre-conference will also be organized as part of the annual *Zero Fatalities* Safety Summit. In an effort to keep technicians updated, the program will provide sponsorship grants to partnering agencies that organize Continuing Education Unit (CEU) opportunities for CPS Technicians. Support will include providing local advocacy agencies with child safety seats for distribution to low-income families. Educational materials and promotional materials will be purchased, and support provided, to develop new occupant protection brochures, videos and information materials. The national enforcement mobilization for the *Click It or Ticket*

campaign will be supported by purchasing resources and materials, and overtime hours or incentive awards may be provided to partnering law enforcement agencies.

OP110407 PCMC SPECIAL NEEDS CHILD PASSENGER SAFETY PROGRAM (KERI)
FUNDING SOURCE 2011
PROGRAM YEAR ONGOING

Primary Children's Medical Center treats hundreds of children each year as the result of a motor vehicle crash, and hundreds of children are seen as the result of other types of trauma or the consequence of having special health care needs. These families need education, and in certain cases, special child restraints that allow each child to be transported to and from the hospital in a correct and safe manner. As children are discharged from the hospital, it is an essential service to have a Child Passenger Safety Technician available to assist in safe transportation issues. A portion of the HSO grant funds will be used to employ technicians to facilitate and assist with child safety seat inspections at the Child Safety Seat Inspection Station for community members. Grant funds will also be used to purchase child safety seats and other supplies for the Inspection Station. (Program income received through donations will be put back into the program to purchase more child restraints.) The hospital technicians will also assist with community checkpoints and will support CPS events and trainings as needed.

OP110408 CHILD RESTRAINT USE STUDY (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR FIRST

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

OP110409 CPS TRAINING COORDINATOR CONTRACT (KRISTY)
FUNDING SOURCE 2011
PROJECT YEAR FIRST

In 2008, 8,752 children ages 0 through 8 years were involved in motor vehicle crashes on Utah's roadways. Most of these children were restrained in some type of safety device. However, while child safety seat use has increased for young passengers, the rate of misuse continues to be between 80-90%. Utah's Child Passenger Safety (CPS) Program is an essential piece of the State's overall Occupant Protection program, and provides statewide resources and guidance aimed at keeping children and families safe while traveling in motor vehicles. To assist in this effort, the HSO will enter into a contract for a qualified training coordinator who will oversee the occupant protection training program and will work to increase the proper and consistent use of child safety seats, safety belts and air bags. The coordinator will assure that at least three CPS Technician Training Courses, four additional occupant protection trainings and 8 Buckle Me Safely workshops are conducted for safety advocates across Utah. The coordinator will also work with the State's fitting stations and provide various support services that improve the overall program.

OP110410 UHP PUBLIC INFORMATION AND EDUCATION/ADOPT A HIGH SCHOOL (KRISTY)
FUNDING SOURCE 402
PROGRAM YEAR ONGOING

The Utah Highway Patrol Public Information and Education program works to promote all aspects of traffic safety statewide. While troopers educate all motorists, they will have a special focus on teen drivers through the Adopt-A-High School program, a non-enforcement program that has shown marked increases in seat belt usage at participating schools. In Utah, teen drivers represented 7% of the licensed drivers, yet they were in nearly 25% of all motor vehicle crashes. The UHP will purchase educational materials, videos, and other tools to be used at presentations and community events throughout the State. The project will emphasize child safety seat use, safety belt use among adults, and air bag safety. In addition, education will be provided on aggressive driving, drowsy driving, impaired driving, and pedestrian and bicycle safety, among other safety issues.

OP110411 ALIVE AT 25 – DEFENSIVE DRIVING COURSE (KRISTY)
FUNDING SOURCE 402
PROJECT YEAR FOURTH

In 2008, Utah teen drivers represented 7% of all licensed drivers in Utah, yet they were involved in nearly 25% of all motor vehicle crashes, and teen drivers are 2.5 times more likely to be involved in a crash than older drivers. The mission of the Alive at 25 program is to help young drivers develop safe driving habits, take responsibility for their behavior, and be aware of the typical driving hazards. It is a highly interactive, 4.5-hour program that focuses on the attitudes and behaviors that affect young drivers and prepares them to identify dangerous driving habits and situations. The program is taught by law enforcement officers who have attended a mandatory instructor course. The course will be taught in at least 7 new schools and 5 court systems during the project year. In addition, the program will host assemblies and presentations in support of the Alive at 25 course and will conduct one train-the-trainer workshop. The program will be administered by the Utah Safety Council with the future goal of becoming a self-sufficient program. Funds will be used to help support a program coordinator who is dedicated specifically to this continuing highway safety project. If unfunded, the position and traffic safety programs would have to be eliminated.

OP110412 CLICK IT OR TICKET ENHANCEMENT PROJECT (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR THIRD

The *Click It or Ticket* Campaign has been conducted for the past 11 years and has been effective in increasing Utah's safety belt use rate through high-visibility enforcement efforts. Each year, most of the campaign funding has been used to support enforcement and media efforts in the six most populated counties where the annual Safety Belt Observational Study is conducted. The State's messaging has also targeted the urban populations, including teen drivers. This project will work to increase belt use among motorists in Utah's rural communities and will focus on creating new and innovative ways to increase belt use among the high-risk and hard-to-reach drivers.

In 2008, occupants in rural crashes were 3.1 times more likely to be unrestrained than urban occupants. In addition, based on a 2008 study, rural communities have seat belt usage rates near 60%, which is 28 percentage points below the State's reported use rate. Further, the remaining non-belt users are generally higher risk and hard-to-reach drivers that engage in other risky driving behaviors. Although aggressive enforcement and media campaigns have been successful in raising the safety belt usage rate more than 20 percentage points over the last decade, they have not specifically targeted rural and hard-to-reach drivers.

This project will support a rural media component, guerilla marketing, and increased funding to rural law enforcement agencies. To help evaluate the campaign, pre- and post-safety belt observational surveys will be conducted as well as a public awareness telephone survey following the campaign.

**INFORMATIONAL
FUNDING SOURCE
PROGRAM YEAR**

**TRAFFIC SAFETY OUTREACH (DAVE)
STATE
ONGOING**



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

TRAFFIC RECORDS PROGRAM

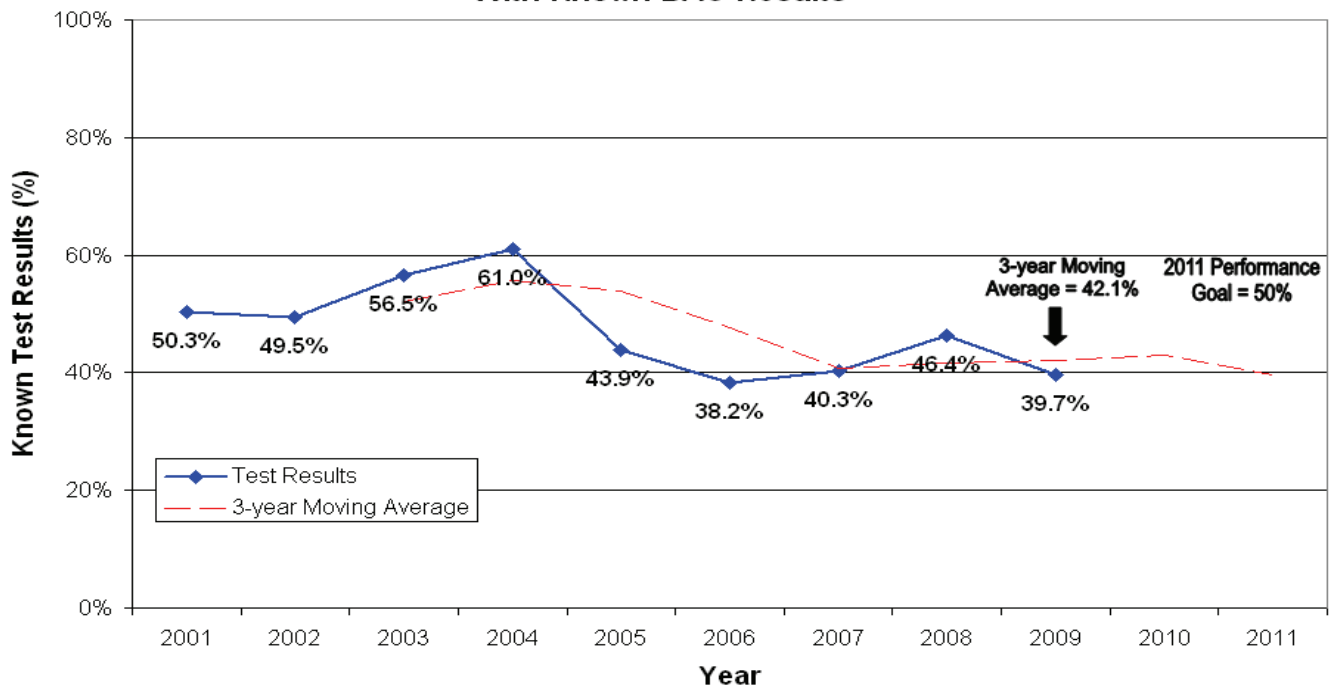
Performance Goal:

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

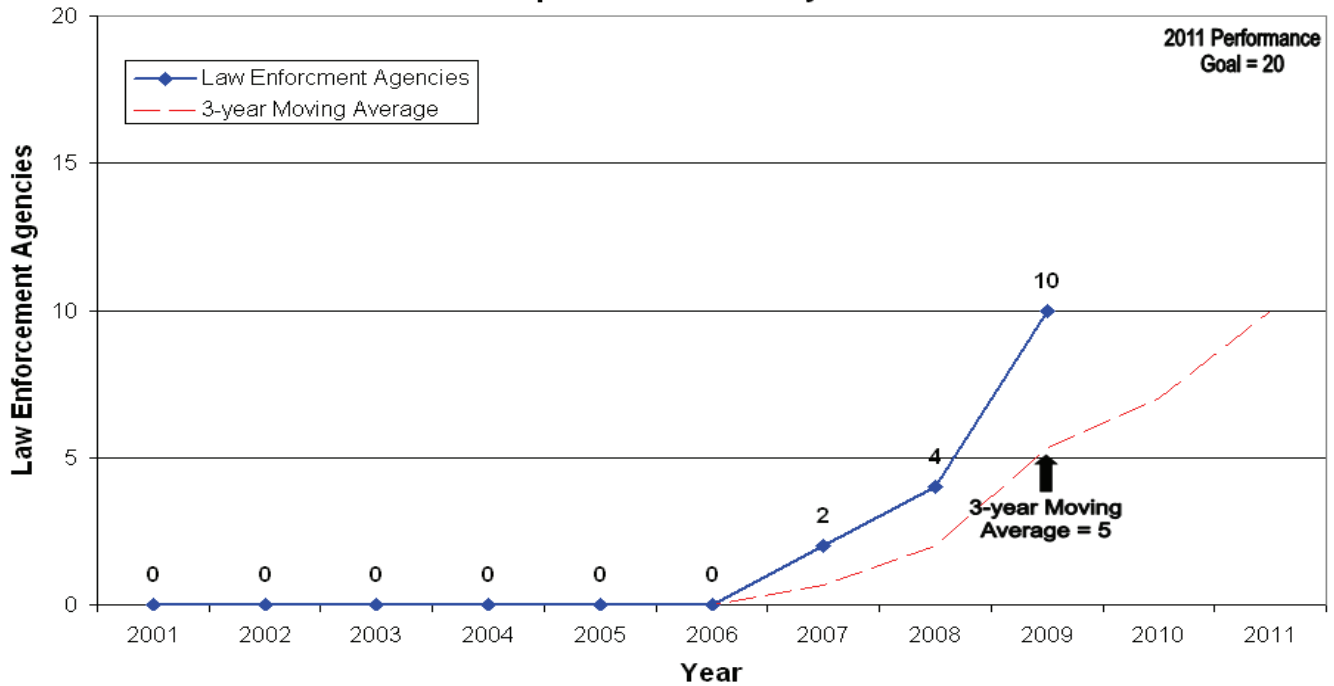
Performance Measures:

- Increase the percentage of reportable crashes submitted electronically within 60 days from 50% to 80%.
- Increase the number of subscribers to the Central Crash Repository to 20.
- Increase the percentage of responders reporting pre-hospital data via the Web-based reporting software, POLARIS from 62% to 75%.
- Increase the percentage of roadways, characters and features accurately identified and referenced in Utah Departments Location Referencing System from 50% to 90%.
- Increase the percentage of electronic citations validated through the electronic submission process from 0% to 50%.
- Increase the percentage of drivers in fatal crashes with known BAC results to 50% in CY2011.

U-11: Percent of Drivers in Utah Fatal Crashes With Known BAC Results



U-12: Number of Utah Law Enforcement Agencies Submitting Crash Reports Electronically



Action Plan:

- Conduct quarterly Utah Traffic Records Advisory Committee meetings.
- Provide accurate and timely crash data to the traffic safety community within 90 days of a crash.
- Provide a linkage for pre-hospital and trauma databases.
- Facilitate the move by all traffic enforcement agencies to an electronic crash reporting system.

Justification:

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

Other Partnering Agencies:

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

Traffic Records Projects

TR110501 **CENTRALIZED CRASH REPOSITORY (CARRIE)**
FUNDING SOURCE **408**
PROJECT YEAR **FOURTH**

Timely accessibility to quality crash data is of paramount importance to the efforts of Utah's traffic safety community in contributing to the reduction of injuries and death associated with motor vehicle crashes. The purpose of this project is to provide the traffic safety community with timely, accurate, complete and uniform crash data within 30 days. Activities continue to focus on refining the electronic repository, adding new agency users, and tweaking the web application which allows law enforcement agencies without access to an electronic format or vendor the opportunity to enter their crash data electronically. This data will be entered directly into the Centralized Crash Repository. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR110502 **UTRAC COORDINATOR (MARK)**
FUNDING SOURCE **408**
PROJECT YEAR **ONGOING**

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

TR110503 **CRASH INFORMATION SYSTEM MANAGEMENT PROJECT (CARRIE)**
FUNDING SOURCE **408/1906**
PROJECT YEAR **SECOND**

Increasing the direct use of Utah's Centralized Crash Repository, improving the timeliness of crash data, and collecting ethnicity and gender information, is the goal of this continuing project. The goal is to use a three tier approach to facilitate improvements to Utah's crash information, including a law enforcement liaison to help non-electronic agencies transition into electronic crash report submission, a data quality manager to monitor and correct data submission issues, and a group of data entry technicians who are entering hard copy crash reports directly into the Crash Repository during the transition period. Each of these positions will work closely as a team to increase the timeliness, accuracy and completeness of the crash information system.

TR110504 **ENHANCE/EXPAND WEB-BASED CITATION REPORTING APPLICATION (CARRIE)**
FUNDING SOURCE **1906**
PROJECT YEAR **SECOND**

This project's goal is to develop Web services functionality at the Administrative Office of the Courts in Utah so that citation information can be received from law enforcement officers in real time, processed, and an acceptance or rejection indicator sent back to the submitter. Currently, there is no electronic process in place that allows the citation information to be returned to the officer for correction resulting in database errors which are not detected until long after the officer has written the citation. The Utah Department of Public Safety will concurrently enhance their Web services functionality to forward citation information to the courts through the State's secure law enforcement data transfer system.

TR110505 EMS PRE-HOSPITAL DATA REPORTING (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR FOURTH

The Bureau of EMS (BEMS) collects data from every emergency medical response performed in Utah by authorized EMS agencies. Within the past year the BEMS reporting system, POLARIS, finalized its implementation which enabled the electronic transfer of Patient Care Reports. Since then, the data has transferred well within the timeliness goal set by the BEMS project group. The BEMS has implemented 100% of the NEMSIS data elements and uploads this data to the national data warehouse. Over the next fiscal year, planned projects for the next phase of the POLARIS system are to further train and complete the deployment and training of law enforcement agencies, fire services, first responders and ambulance providers statewide on the use of the Web-based application. Also during this phase of the project, the BEMS will focus on the improvement of the statewide trauma registry used by local hospitals. Improvements to this system will facilitate the linkage between the prehospital and trauma data. The result of linking these two systems will be the ability to analyze the data in combined form providing reports and public summaries with greater detailed elements. Equipment purchases of \$5,000 or more will be subject to NHTSA approval.

TR110506 UHP WEB ANALYTICS (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR SECOND

Timely access to crash and citation data is vital to the Utah Highway Patrol's mission of reducing crashes on Utah's roadways. UHP Administrators' and Section Lieutenants' access to crash and citation data has not been timely, which creates a dilemma when assessing high crash locations and attempting to deploy enforcement details based upon those locations. The Fatpot Web Analytics Software Suite will enable these administrators to use all available information and data to help focus resources toward the goal of reducing crashes and related injuries. This project puts one of our most valuable resources, data, in the hands of the individuals responsible for actual implementation of crash reduction, enforcement, and other programs that are at the heart of our department's mission. This module allows these authorized individuals to access near real time crash, citation, and activity log information via a web portal. Administrators only need a network connection to gather this information. These reports are generated in a desired format that can be utilized in a number of ways to help aid in crash reduction, identifying crash trends, targeting enforcement to reduce crashes and related injuries, targeting high crash locations, etc. The ability also exists to create customizable reports to aid in focusing efforts at a specific problem or challenge.

TR110507 DIVERSITY SENSITIVITY TRAINING (CARRIE)
FUNDING SOURCE 1906
PROJECT YEAR SECOND

The Utah Department of Public Safety's Professional Development Center and the University of Utah developed and implemented a Diversity Sensitivity Program. This program is now a regularly scheduled session for those attending Peace Officers Standards and Training Academy (POST), and is also available to Utah Department of Public Safety personnel, members of the many Multi-Agency Task Forces through out the State, and to all other law enforcement agencies. Curriculum content includes topics such as the legal aspects of profiling individuals based on ethnicities, the differences in safety and social behaviors among cultures, and procedures to follow to avoid the practice, or even the appearance, of racial profiling.

TR110508 INCREASING BAC REPORTING (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR FIRST

Historically, Utah has been one of the lowest states for alcohol-related fatal crashes. However, according to Utah's FARS data, in 2009 Utah's Blood Alcohol Concentration (BAC) Reporting average was 39.7%, with 137 of the 345 drivers in fatal crashes tested for alcohol. This is below the national average of 46%. As a result of this incomplete BAC data, NHTSA has applied an imputation model to Utah's fatal crash statistics which often results in significant reporting differences between the raw database numbers and those reported by NHTSA. Statistically, this is as accurate as a national model can be; however, Utah's data would show improvements with accurate reporting from all fatal traffic crashes. A working group identified challenges and possible resolutions to improve the collection and reporting of the BAC data. This project will focus on three main areas of concern: 1) training and outreach to law enforcement agencies on the necessity of the BAC tests and correctly entering the data on the crash form; 2) Individual agencies having the personnel and supplies to administer the tests; and 3) Increase communication with Medical Examiner's Office.

TR110509 WEB SERVICE TO GEO-LOCATE TRAFFIC RECORDS EVENTS (CARRIE)
FUNDING SOURCE 408
PROJECT YEAR FIRST

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

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

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

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



A number of enhancements to the CORIS system are planned that affect the management of traffic cases. Upgrades planned include an automated driver license suspension form for use by the courts that will pull all the defendant data out of the driver history database, rather than requiring clerks to re-type it into a word processor document.

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



There are many stand-alone Judicial Courts in Utah who operate using their own unique records management system. This continuing project facilitates the conversion of these stand-alone systems into the standardized, and AOC approved, State records management system (CORIS). The goal is to provide timelier, more accurate and more complete citation data, warrant data and DUI data. Completion date is estimated to be July 2011.

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



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

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



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

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**COURTS ELECTRONIC CITATION FILING PROGRAM (BARON)
AOC
N/A**



The Administrative Office of the Courts (AOC) is making enhancements to their Courts Electronic Citation filing program. As Justice Courts begin using CORIS, most opt to use the AOC's electronic citation filing program, greatly decreasing the time it takes to get a citation entered at the court. Also, additional justice courts are being added to the online-payment system, making it easier for defendants to pay their fines and fees and thus resolve their cases in a timelier manner.

**INFORMATIONAL
FUNDING SOURCE
PROJECT YEAR**

**MASTER INDEX SYSTEM (BATES)
DPS
N/A**



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

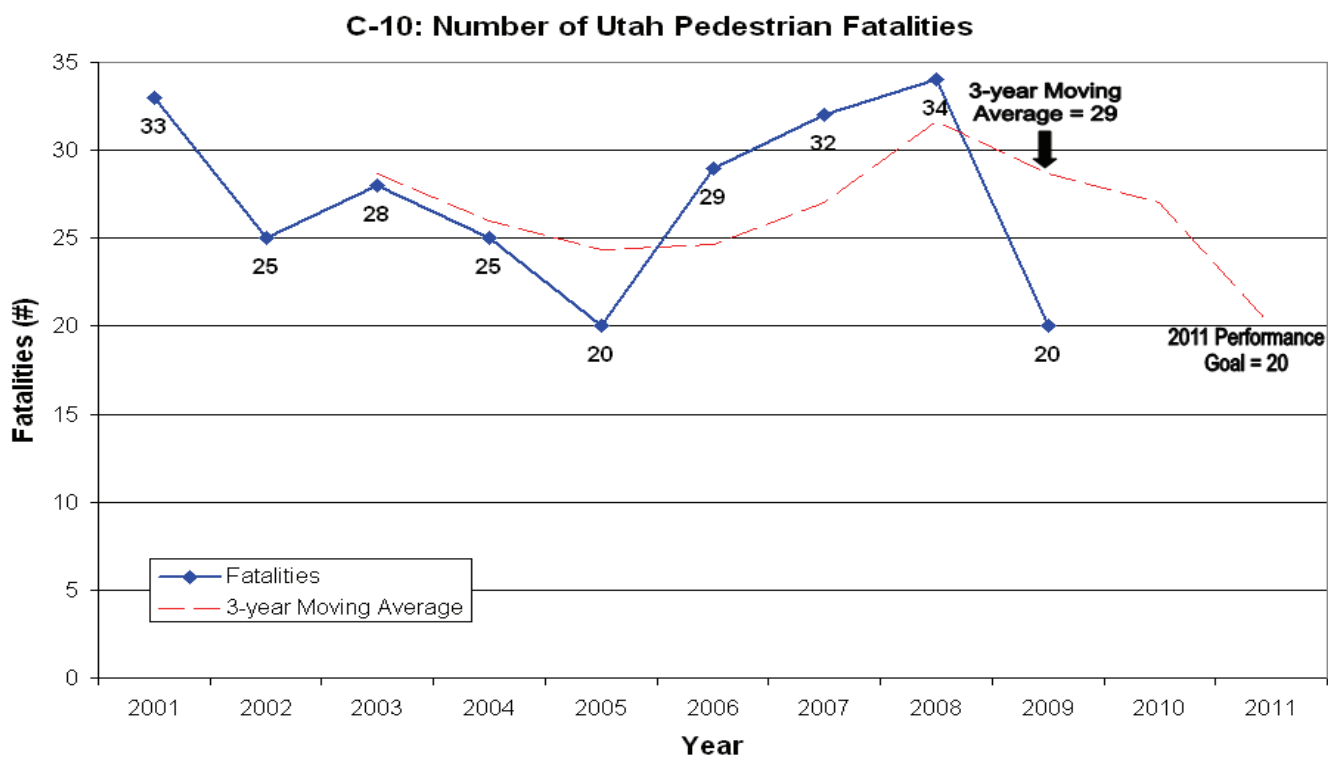
PEDESTRIAN AND BICYCLE PROGRAM

Performance Goal:

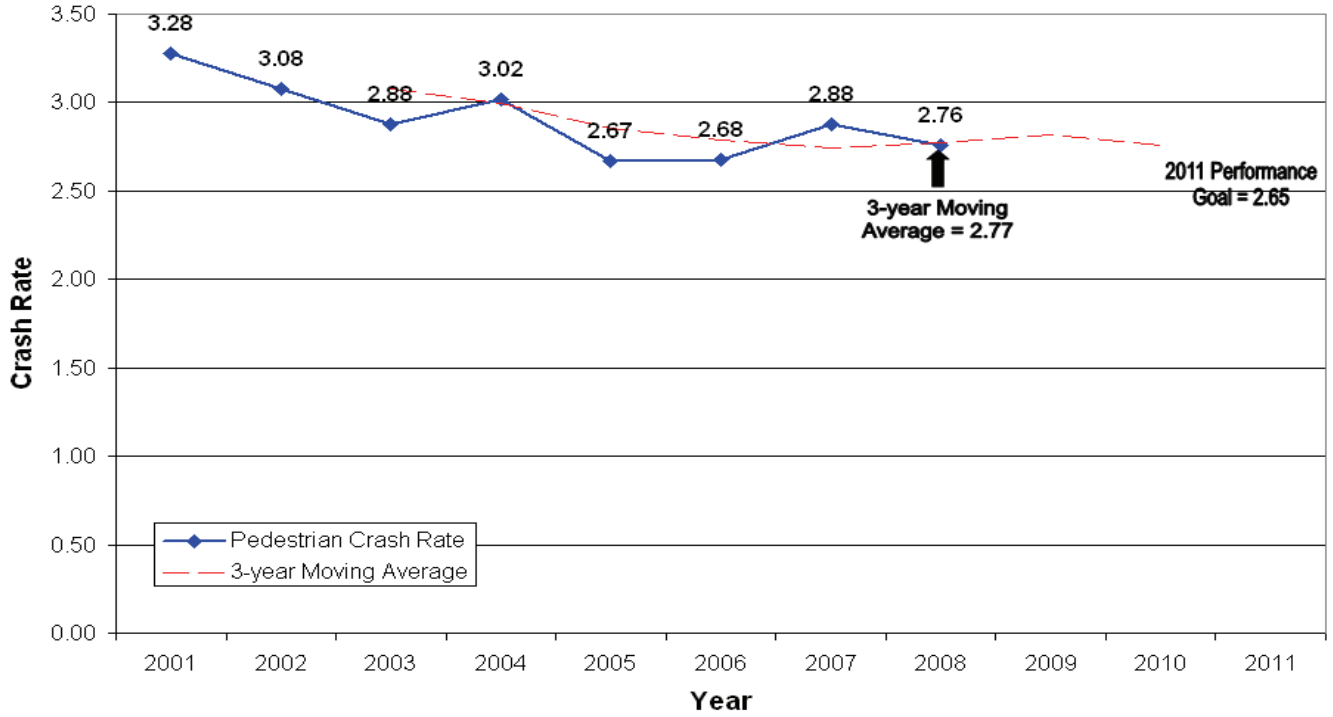
- Through support of prevention, educational and enforcement programs, reduce pedestrian and bicyclist traffic fatalities and injuries.

Performance Measure:

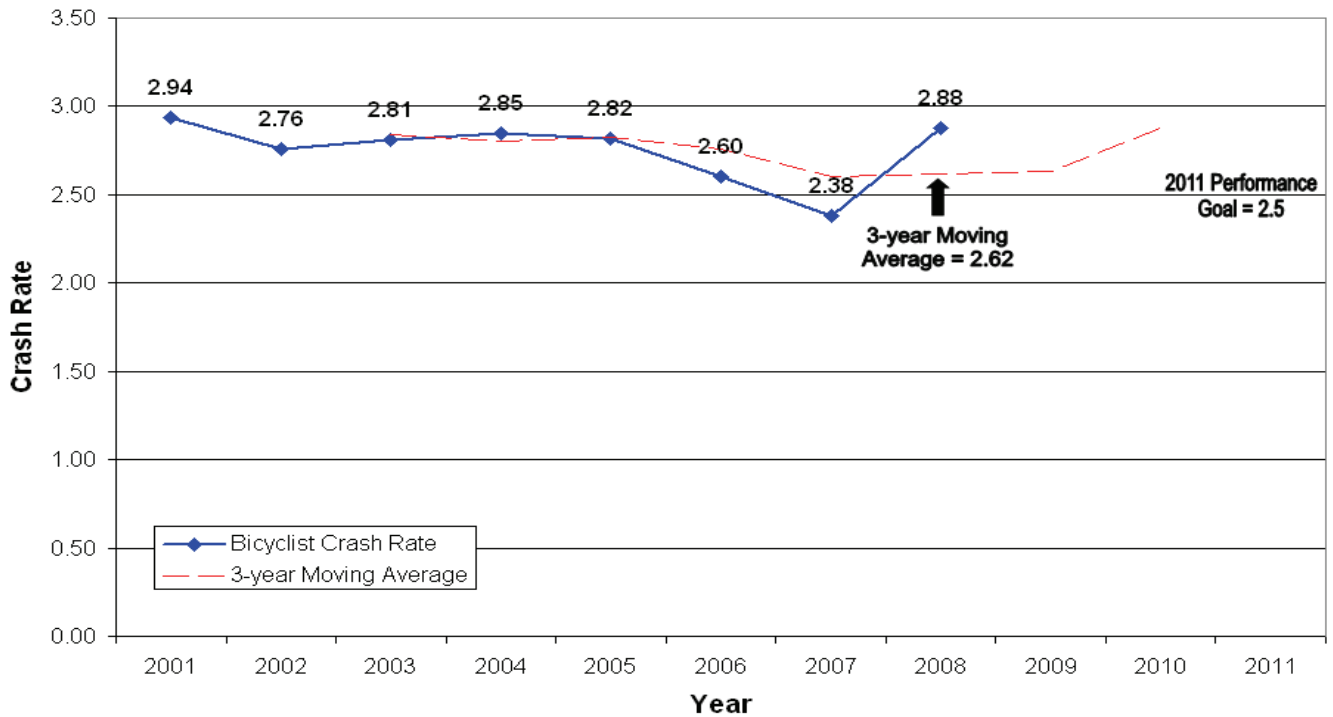
- Continue the downward move by demonstrating a reduction in pedestrian fatalities to 20 in CY2011.
- Reduce the rate of pedestrians in traffic crashes to 2.65 per 10,000 population in CY2011.
- Reduce the rate of bicyclists in traffic crashes to 2.5 per 10,000 population in CY2011.



U-13: Rate of Pedestrians in Utah Crashes per 10,000 Population



U-14: Rate of Bicyclists in Utah Crashes per 10,000 Population



Action Plan:

- Continue the longstanding partnership on pedestrian and bicycle projects and campaigns with the Utah Department of Transportation.
- Provide support for pedestrian and bicycle safety efforts such as bicycle and pedestrian rodeos, community safety fairs, and provide assistance to Safe Communities for related activities.

Justification:

- Pedestrian and bicycle deaths comprise about 15% of Utah traffic fatalities.

Other Partnering Agencies:

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

Pedestrian And Bicycle Projects

PS110701	PEDESTRIAN AND BICYCLE SAFETY PI&E (KERI)
FUNDING SOURCE	402
FUNDING YEAR	ONGOING

Pedestrian and bicycle deaths continue to comprise about 15% of Utah traffic fatalities each year. Serious injuries, some of which require lifetime care, are a frequent occurrence as a result of a pedestrian or bicycle crashes. This project will focus on reducing the serious injury and fatality rates through public information and education efforts, with an emphasis on the 5 to 19 year old age group. The project coordinator plans, coordinates and provides technical assistance for pedestrian and bicycle activities involving local and regional health and law enforcement agencies, and other community and safety organizations statewide. The Highway Safety Office's pedestrian and bicycle safety coordinator, who also acts as this project's director, serves as the chair of the Pedestrian and Bicycle Safety Task Force. This project also provides educational materials and supplies to encourage, promote and support pedestrian and bicycle programs and activities statewide.

PS110702	SPOT THE TOT MEDIA CAMPAIGN (KERI)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

Some of Utah's children are injured or killed in vehicle front and backover incidents each year. The need to bring awareness and education to the public about these preventable tragedies remains paramount as data indicates that children continue to suffer these traumas at an alarming rate. The safety campaign, *Spot the Tot*, will be used to support prevention and educational programs to reduce pedestrian traffic fatalities in Utah. Primary Children's Medical Center and numerous partnering agencies will continue to build awareness, and disseminate and demonstrate new safety tips to the driving public with the goal of mitigating the problem. Education will be provided through community events, fliers with reminder safety window clings for the vehicle, information at doctor's offices, health departments and other community locations and events. Paid media will be used through radio and television advertising.

PS090703	HEADS UP PEDESTRIAN SAFETY CAMPAIGN (KERI)
FUNDING SOURCE	UDOT HSIP FLEX
PROJECT YEAR	FIFTH



Pedestrian fatalities continue to account for about 15% of all traffic-related collisions in Utah. These crashes can be prevented through education and awareness directed at both pedestrians and drivers. The *Heads Up* Pedestrian Safety paid media campaign focuses on educating both groups by creating awareness and identifying the traffic responsibilities of each group. Paid media including radio, billboards and busboards will run April, May, September and October in FFY2010 and 2011.

INFORMATIONAL
FUNDING SOURCE **SAFE ROUTES TO SCHOOL (WOOD)**
PROJECT YEAR **FEDERAL**
 N/A



The safety of children walking and bicycling to and from school is a major concern for parents, school administrators, and public officials due to the volume and speed of vehicular traffic around schools. Students who choose to walk or bike have limited safe routes to choose from. To assist schools with addressing this public safety and health issue, UDOT participates in the federally-funded Safe Routes To School (SRTS) program. SRTS funding is used to create programs that educate children about how to safely walk or bike and that encourage children to use these healthy modes of transportation to get to school. Schools can also apply for SRTS grants to construct infrastructure improvements such as sidewalks that would increase the safety of children walking and bicycling to school.

INFORMATIONAL
FUNDING SOURCE **STUDENT NEIGHBORHOOD ACCESS PROGRAM (WOOD)**
PROJECT YEAR **STATE**
 N/A



The Student Neighborhood Access Program (SNAP™) provides tools and resources to assist schools in the planning, education, and encouragement of students walking and biking safely to school. Schools create plans that detail the safest walking and biking routes within a one-mile radius of the school and distribute maps to parents. SNAP works to encourage the safety and health benefits of walking, as well as decrease air pollution and traffic congestion around schools, and coordinates closely with the Safe Routes To School (SRTS) program.

INFORMATIONAL
FUNDING SOURCE **SAFE SIDEWALKS PROGRAM (JIANG)**
PROJECT YEAR **STATE**
 N/A



The Utah Legislature has recognized the need for adequate sidewalk and pedestrian safety devices and declares that “pedestrian safety” considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a funding source for construction of new sidewalks adjacent to State routes where sidewalks do not currently exist and where major construction or reconstruction of the route at that location is not planned for ten or more years.

INFORMATIONAL
FUNDING SOURCE **SALT LAKE BICYCLE COLLECTIVE (MORRISON)**
PROJECT YEAR **DONATIONS**
 N/A



The Collective's goal is to share the virtues of bicycling with the community and build the bicycling environment with a creative advocacy organization, all while having fun and helping others. To convert more would-be bicycle commuters and leisure users, the group partners with city, county, and government agencies to provide information about safe and effective cycling. Activities include safe riding skill courses for children and adults, simple maintenance classes, bike refurbishment and earn-a-bike programs.

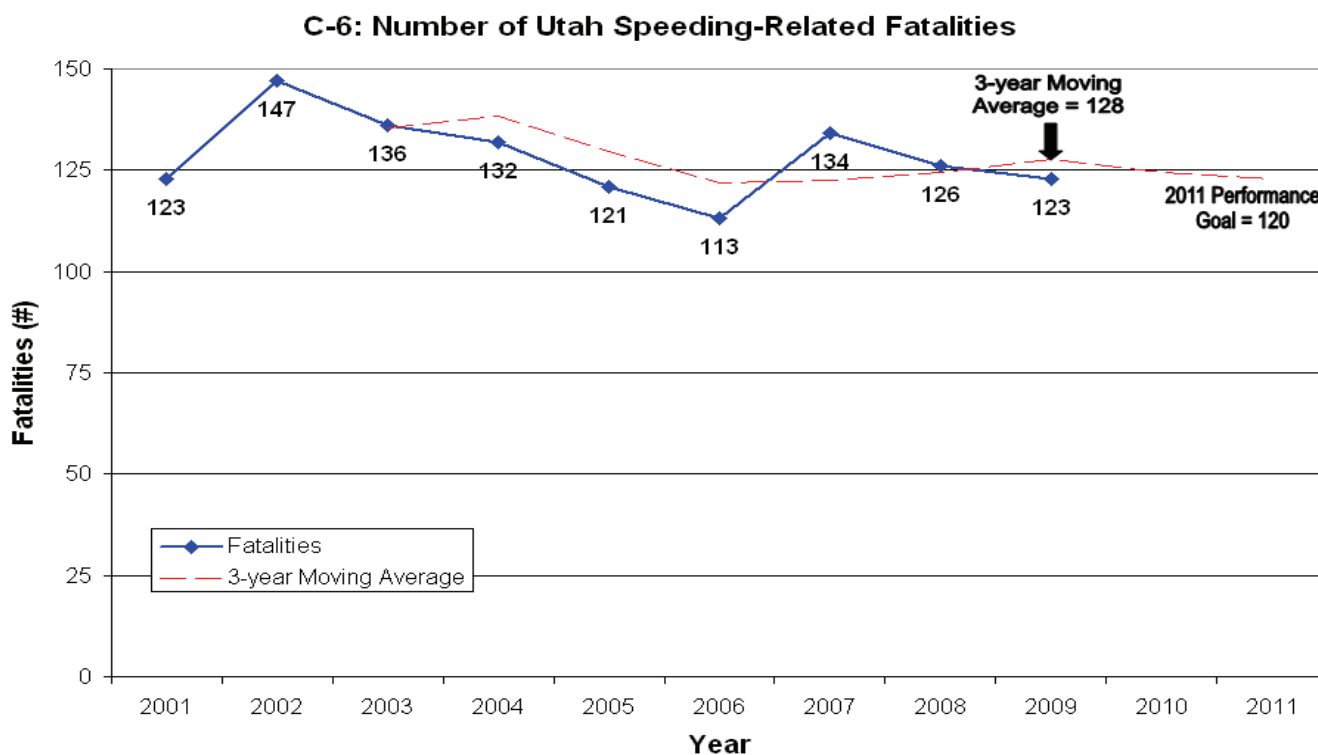
ROADWAY SAFETY PROGRAM

Performance Goal:

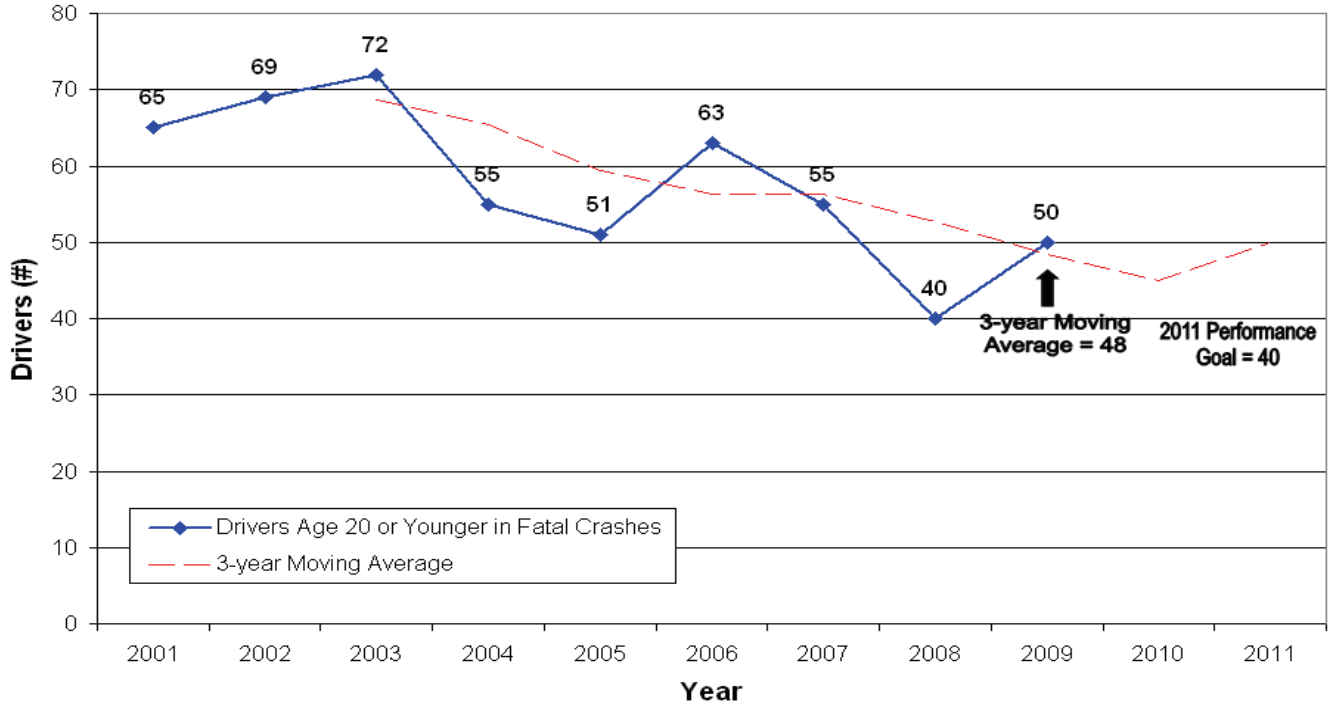
- Support prevention, educational and enforcement programs to reduce the number of speed-related fatalities.

Performance Measures:

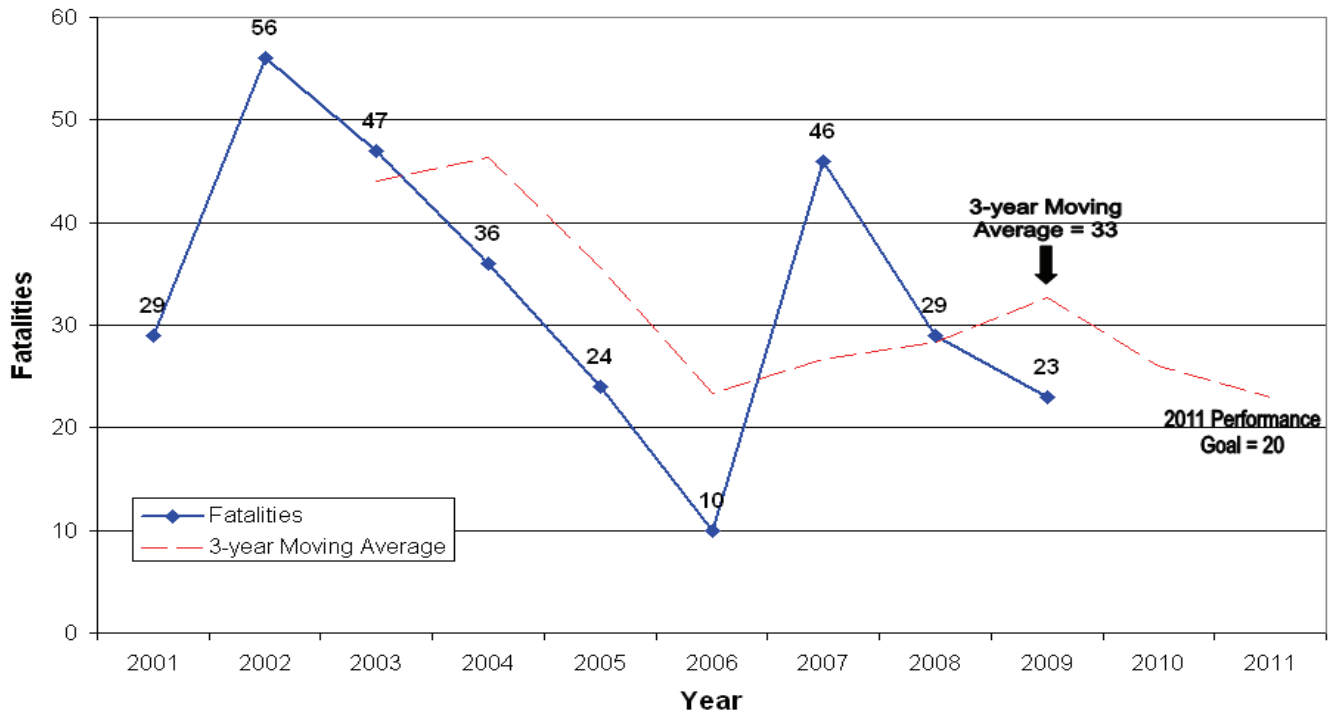
- Continue the downward trend in the number of fatalities that were speed-related to 120 in CY 2011.
- Continue the downward trend in the number of drivers aged 20 or under involved in a fatal crash to 40 in CY2011.
- Reduce the number of drowsy driving-related fatalities to 20 in CY2011.
- Reduce the number of motor vehicle crashes involving a train to 25 in CY2011.
- Reduce the number of single vehicle roadway departure fatal crashes to 85 in CY2011.



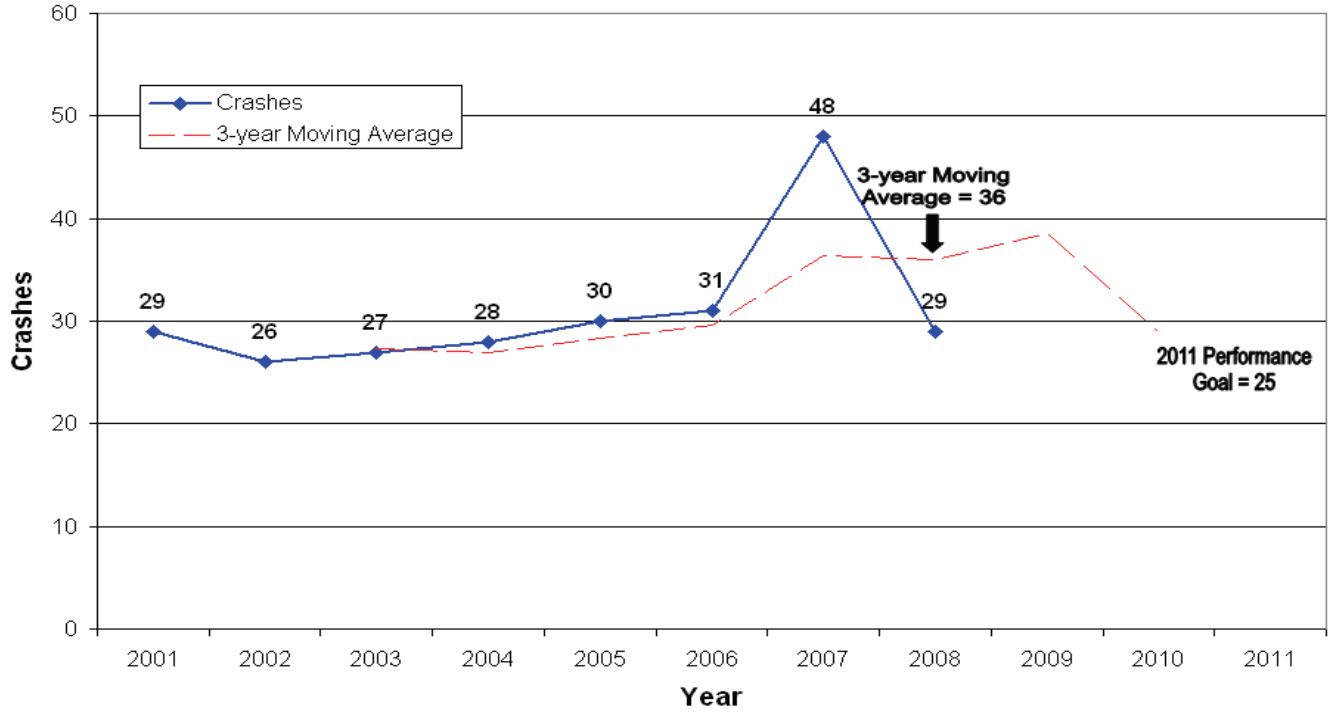
C-9: Number of Drivers Age 20 or Younger in Utah Fatal Crashes



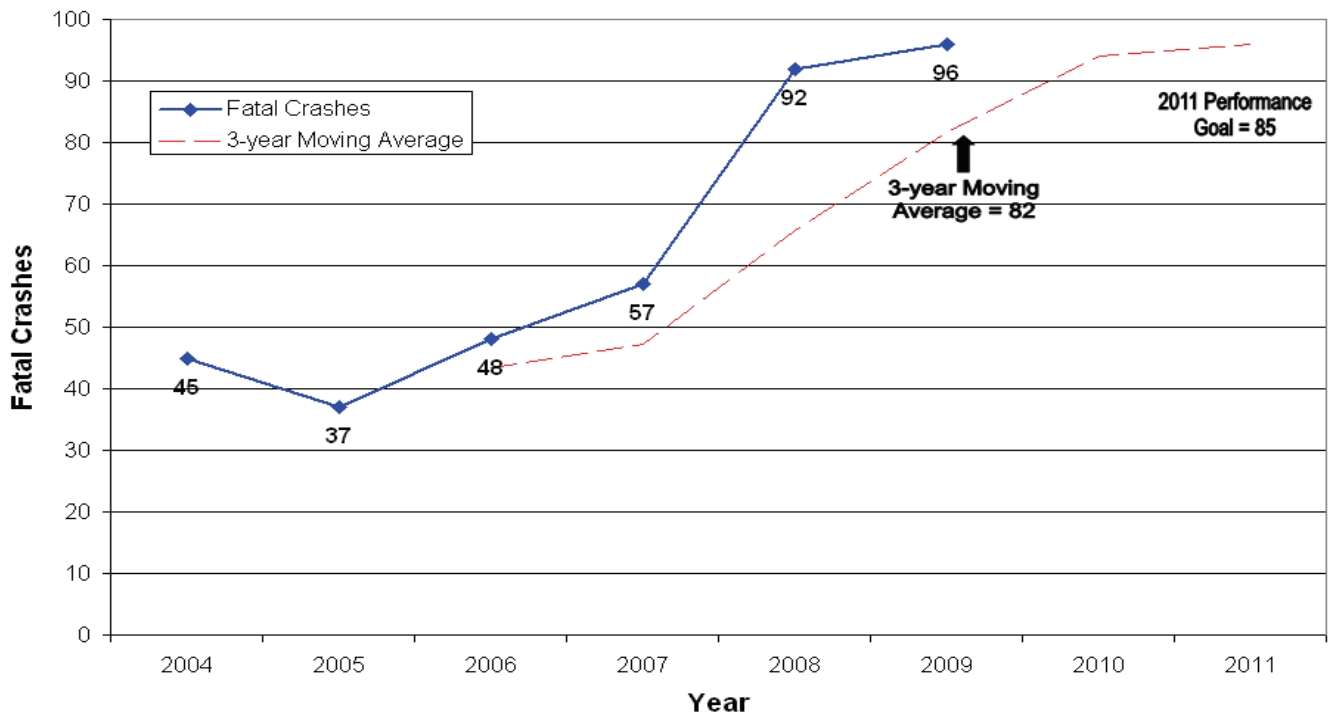
U-15: Number of Utah Drowsy Driving-related Fatalities



U-16: Number of Utah Motor Vehicle Crashes With Trains



U-17: Number of Single Vehicle Roadway Departure Fatal Crashes



Action Plan:

- Promote railroad crossing safety.
- Implement a pilot project for distracted driving education and enforcement.
- Expand teen driving education and outreach to reduce this age group's over-representation in motor vehicle crashes.
- Implement a pilot project to reach the high-risk 16-24 male demographic through the Midnight Drags program.
- Continue the comprehensive speed management program in problematic areas of the State.
- Be an active partner of the *Zero Fatalities* program administered by the Utah Department of Transportation.
- Provide diversity training to law enforcement agencies.

Justification:

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

Other Partnering Agencies:

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

Roadway Safety Projects

RS110801	OPERATION LIFESAVER (TED)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

Operation Lifesaver Utah continues to make great strides in the State when it comes to railroad grade crossing and train safety measures. This safety program plays an active part in keeping children and adults educated about the dangers of playing on railroad tracks, trespassing, grade crossings etc. Each safety presentation given combines education and enforcement messages in an effort to help people understand the importance of train and railroad safety. The program continues to grow each year and has become a high visibility, media involved effort. Operation Lifesaver's goal is to ensure that its railroad/highway safety messages keep the citizens of Utah safe and eliminate grade crossing injuries and train fatalities.

DD110802	LOGAN CITY DISTRACTED DRIVING PROGRAM (CAMERON)
FUNDING SOURCE	402
PROJECT YEAR	FIRST



In 2009, the Logan City Police Department investigated 1,520 traffic crashes that occurred along Main Street and analysis showed that 582 of those crashes occurred within a 4.7 mile stretch. Out of those 582 crashes, 69% were caused by distracted drivers. The high crash rate on this corridor is the primary reason Cache County is rated the seventh worst county in the State for crashes per mile driven. To help raise awareness and reduce crashes the Logan City Police Department has developed the distracted driver program. The program's goal is to educate the public on identifying and eliminating distractions through PSA announcements and regular press releases to the media. Focus will also be given to educate driving age students at Utah State University and local high schools by the school's resource officer. Funding will also be provided for enforcement blitzes throughout the year targeting distracted drivers. As awareness and compliance increase, they will achieve their ultimate goal of saving lives.

RS110803 **TEEN DRIVING EDUCATION AND OUTREACH PROGRAM (HELEN)**
FUNDING SOURCE **406**
PROJECT YEAR **ONGOING**

In 2008, drivers aged 15-19 represented only 7% of licensed drivers in Utah, yet they were in nearly one-fourth (22%) of all motor vehicle crashes. For the same year, teen drivers were in 12,550 motor vehicle crashes which resulted in 6,171 injured persons and 34 deaths. To help combat this traffic safety and public health problem, this project will provide funding to school-based organizations, local health districts, law enforcement agencies and traffic safety partners throughout Utah to address teen driving safety issues. Initiatives supported through this project will include training, educational materials, and public information and awareness. Working to increase teen driver safety will help reduce the high crash rate for teens and thus reduce the incidence of injury and death among this high-risk group of drivers.

RS110804 **JOINING FORCES (CAMERON)**
FUNDING SOURCE **406**
PROJECT YEAR **FIRST**



This is a pilot project to expand partnering opportunities with Nevada and Arizona on the I-15 corridor from Cedar City to Las Vegas. In partnership with the Nevada Office of Traffic Safety, this project will facilitate saturation patrols during two target periods during the project year, including occupant restraint enforcement around the Thanksgiving Holiday, and speed enforcement centered around the NASCAR event in Las Vegas in February. The goal is a joint effort to educate motorists and enforce traffic laws regarding speeding and occupant restraint. Law enforcement agencies from Utah, Nevada and Arizona will partner for this coordinated effort during the saturation periods.

RS110806 **MOTORSPORTS (DEREK)**
FUNDING SOURCE **406**
PROJECT YEAR **SECOND**

Motorsports events are often popular among high-risk drivers. This campaign focuses on the often difficult-to-reach demographic of males between the ages of 16-34. Traffic safety messages and events at local motorsports events will target event spectators, both male and female, with relevant information tailored for the specific demographic. T-shirt giveaways, banner signs and public announcements will be placed during the year when these events are in season.

RS110807 **SPORTS MARKETING (HELEN)**
FUNDING SOURCE **406**
PROJECT YEAR **THIRD**

The unique benefits to advertisers of marketing during sporting events is well documented. NHTSA actually encourages state highway safety offices to capitalize on these benefits. Fans of University of Utah athletic teams represent various demographics that are prime targets for the HSO's traffic safety messages: from football fans (males aged 18-34) to women's gymnastics fans (families with booster-seat aged children). Real Salt Lake, Utah's Major League Soccer team, has a large Hispanic fan base. This project will provide funding for sports marketing partnerships with the University of Utah and Real Salt Lake. Traffic safety messages will be featured in-game, on radio and TV broadcasts, and at community events. By reaching fans with traffic safety messages in conjunction with sporting events, the HSO will help increase the impact of these messages and help improve the safety of all of Utah's roadway users.

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



This campaign is raising the awareness of the public and has developed an operational philosophy within the State's safety organizations of the benefits of establishing a goal to achieve *Zero Fatalities* from traffic crashes. The effort is focused on an educational advertising campaign about the dangers of certain driving behaviors as identified in the State's Strategic Highway Safety Plan (SHSP), and it is showing signs of a significant cultural change in the community. This culture change applies to the four E's of safety: Engineering, Enforcement, Education, and Emergency Medical Services.

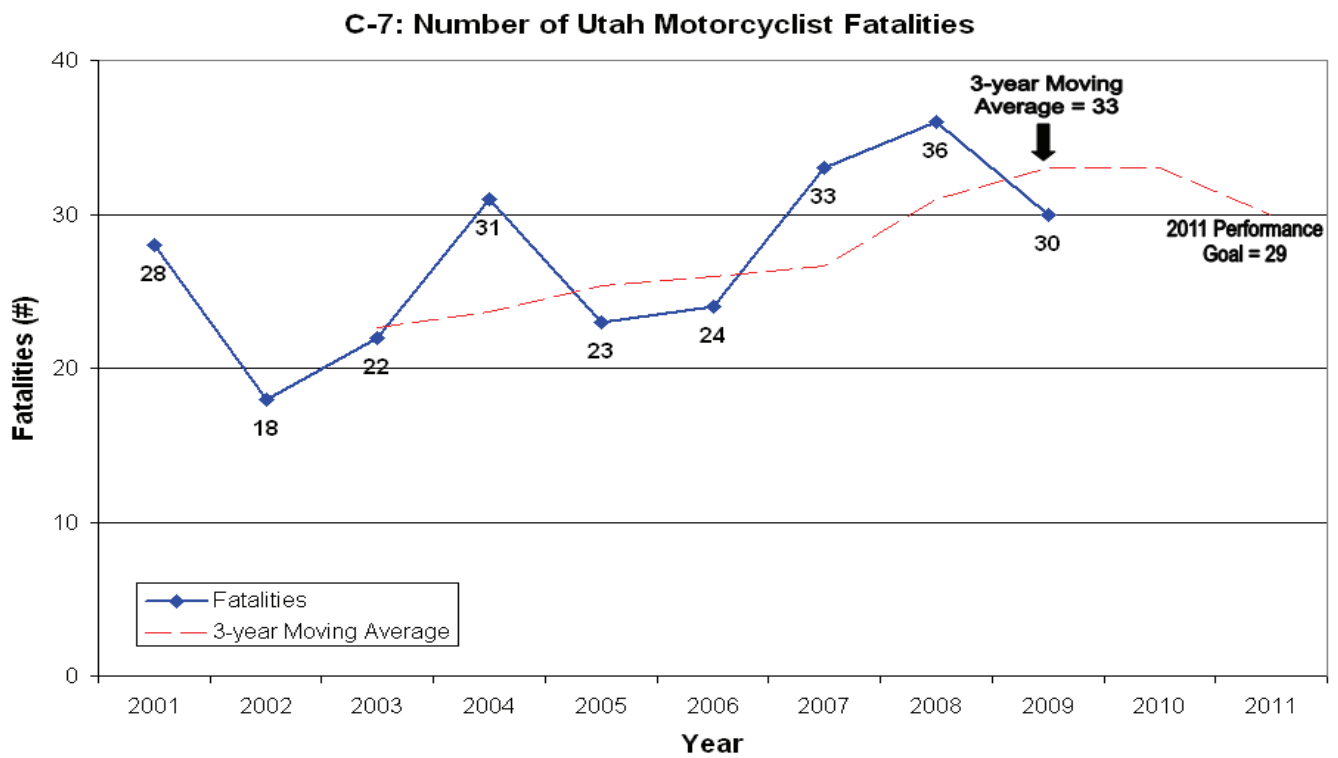
MOTORCYCLE SAFETY PROGRAM

Performance Goal:

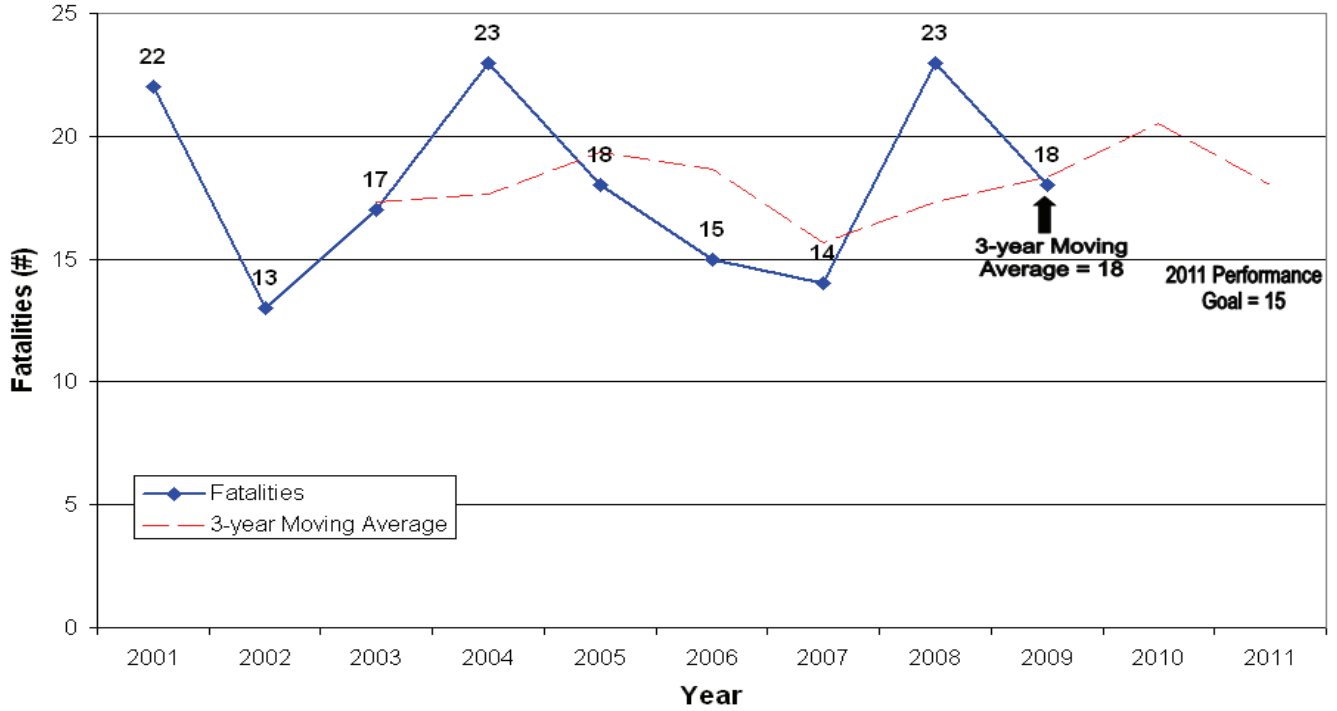
- Support training and educational programs to reduce motorcyclist traffic fatalities.

Performance Measures:

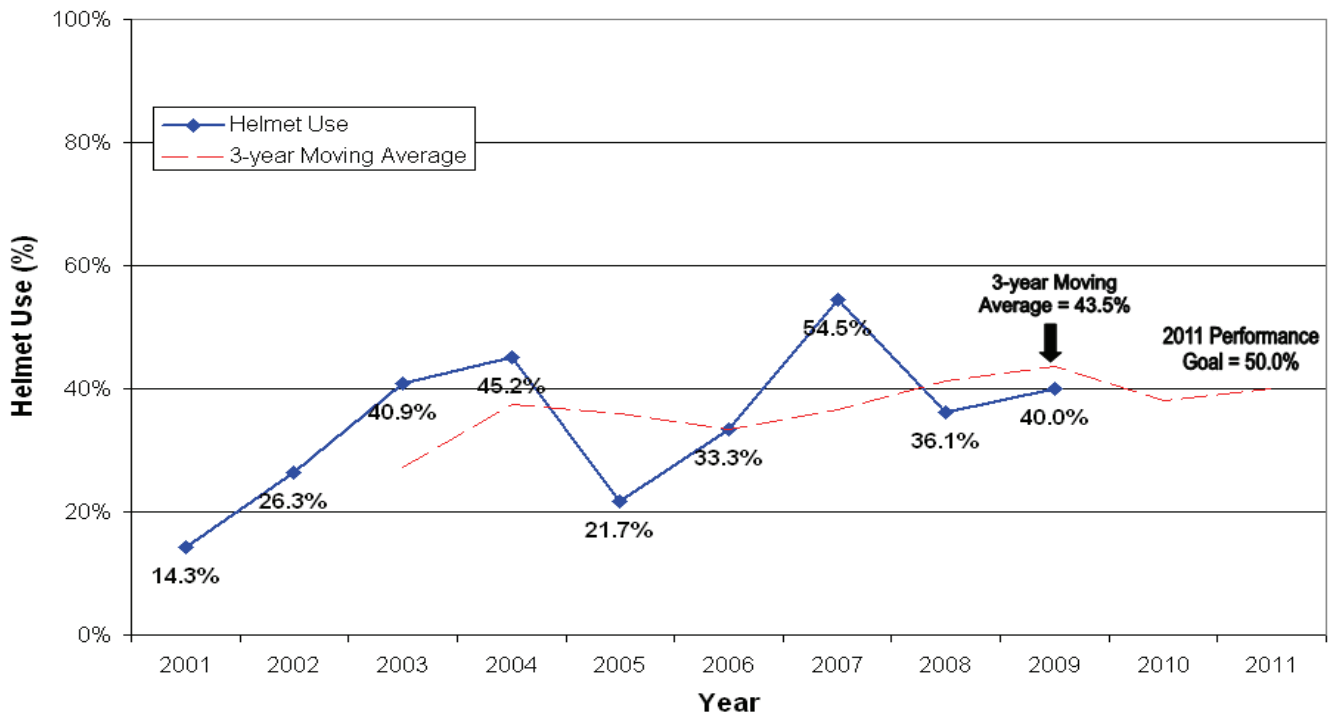
- Reduce the upward trend in the number of motorcycle crash fatalities to 29 in CY2011.
- Reduce the number of non-helmeted motorcyclist fatalities to 15 in CY2011.
- Reduce the rate of motorcyclists in Utah crashes to 22 per 1,000 registered motorcycles in CY2011.
- Increase the percentage of helmeted motorcycle fatalities to 50% in CY2011.



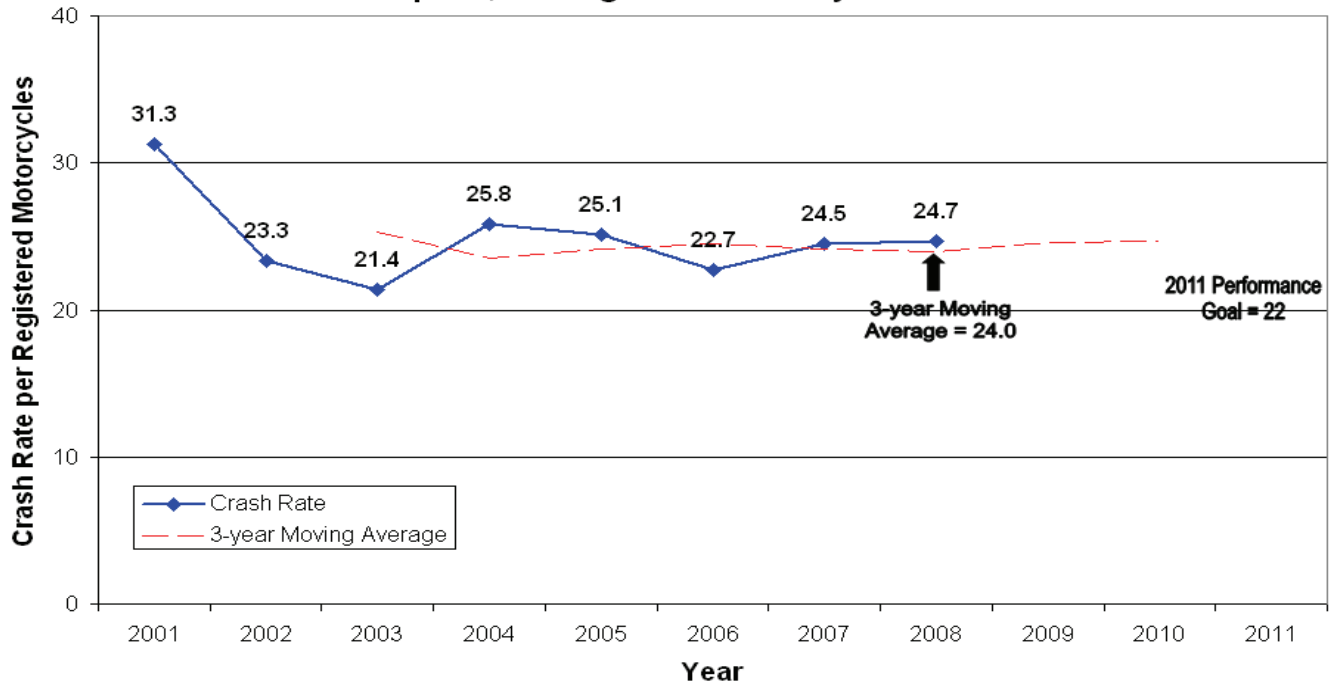
C-8: Number of Utah Unhelmeted Motorcyclist Fatalities



U-18: Percent of Utah Helmeted Motorcycle Fatalities



U-19: Overall Rate of Motorcyclists in Utah Crashes per 1,000 Registered Motorcycles



Action Plan:

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

Justification:

- Motorcycle registration levels and driver license motorcycle endorsements continue to be high.
- The number of recreational riders increases yearly.
- The number of new and non-traditional riders continues to increase.

Other Partnering Agencies:

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

Motorcycle Safety Projects

MC110901 **MOTORCYCLE SAFETY PI&E (DEREK)**
FUNDING SOURCE **402**
PROJECT YEAR **ONGOING**

More than 12% of Utah's traffic fatalities in 2009 were motorcyclists. The goal of this project is to increase motorcycle safety awareness by educating motor vehicle drivers and motorcyclists to share the road. Support to sub-grantees and other requestors will be offered for projects demonstrating motorcycle safety awareness, providing education and promoting the "DRIVE AWARE. RIDE AWARE." campaign. Offering support to campaign partners including educational materials, supplies and technical support to motorcycle safety programs and activities will contribute to this program's objective statewide.

MC110902 **MOTORCYCLE SAFETY SUPPORT AND ENFORCEMENT (DEREK)**
FUNDING SOURCE **402**
PROGRAM YEAR **SECOND**

During an enforcement shift in this program's first year, a motor officer stopped eight motorcyclists who did not have proper endorsements or insurance. This program takes motorcycle safety to a local level by allowing eligible law enforcement agencies throughout the Wasatch Front (where approximately 80% of the State's population resides) to identify a problem area in their community. Motor squad officers may work overtime shifts in that area to combat the motorcycle and traffic safety issues to reduce crashes, injuries and fatalities. Undercover enforcement and media alerts will be encouraged.

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



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

PLANNING AND ADMINISTRATION PROGRAM

Performance Goal:

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

Performance Measures:

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

Action Plan:

- Offer at least one professional development opportunity to each staff member in FFY2011 and support professional affiliations.
- Continue to participate as part of the Utah Safety Leadership Team and updating of the Utah Comprehensive Safety Plan (SHSP).
- Encourage staff interaction with highway safety advocacy groups and organizations.

Planning and Administration Projects

PA111001	PLANNING AND ADMINISTRATION (DAVE)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

Effective planning and administration are crucial elements of the successful Highway Safety Program in Utah, and this project provides funding for these activities. The HSO studies and analyzes annual and historical state and national crash data to identify trends, emerging problem areas, and to measure the success of previous efforts. State and federal funding resources are also analyzed to determine if the available monies can be used to effectively address the identified problems. This information is incorporated as part of the Highway Safety Planning and Reporting process for Utah. Other tasks performed include providing support for project development such as technical assistance, resource allocation, monitoring and reporting, and funding office space and three staff vehicles.

Staff fully or partially funded may include the director, the deputy director, a finance officer, three program managers, two law enforcement liaisons, an administrative secretary, five program coordinators, a research analyst, and office support personnel.

PA111002	PLANNING AND ADMINISTRATION (DAVE)
FUNDING SOURCE	402 P&A STATE MATCH
PROJECT YEAR	ONGOING

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

PA111003 **SECTION 410**
DESCRIPTION **EASY/PARENTS EMPOWERED (TERI/HELEN)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



The 2009 Student Health and Risk Prevention survey asked a new question to students who reported that they used alcohol: What is the source of your alcohol? Almost 10% of 12th graders statewide chose "I bought it myself at a store." While not the largest source of alcohol for these underage drinkers (that remains the domain of the social supply of alcohol,) it is a source that the State works actively to address through the Eliminating Alcohol Sales to Youth (EASY) program. By providing reimbursement to law enforcement agencies statewide, EASY enables alcohol compliance checks to be conducted at off-premise retailers in cities large and small. The program also provides funding for Parents Empowered, Utah's statewide media and education campaign which works to eliminate the social supply of alcohol to minors by educating parents about the harms of underage drinking. The 2009 SHARP survey indicated that alcohol use among Utah's youth is decreasing, due at least in part to these programs. This decrease will positively impact the HSO's effort to reduce impaired driving and underage drinking.

STATE MATCH **SECTIONS 402 AND 410**
DESCRIPTION **DUI IMPOUND FUND (DAVE)**
FUNDING SOURCE **STATE**
PROJECT YEAR **ONGOING**



Utah continues to be a low alcohol-related fatality rate state due in large part to aggressive DUI enforcement and a proactive approach to combating underage drinking issues. In 2009, over 15,000 DUI arrests were made, and most arrests resulted in the impoundment of the violator's motor vehicle. When the vehicles are retrieved by the owners, various impound fees are collected and the person arrested must pay specific reinstatement fees to regain a valid driver license when eligible. The Utah Legislature has earmarked a portions of those fees to assist in removing impaired drivers from Utah's roadways. The monies are used to fund sustained, statewide DUI overtime shifts for local law enforcement agencies with a special emphasis on supporting high visibility saturation patrols during major holidays and supporting national safety campaigns. The funds also provide local law enforcement agencies with equipment such as the updated Intoxilyzer 8000 for accuracy in testing, and new digital in-car video systems to enhance officer safety and video integrity during DUI stops.

STATE MATCH **SECTIONS 405 AND 2011**
DESCRIPTION **TRAFFIC SAFETY OUTREACH (DAVE)**
FUNDING SOURCE **STATE**
PROGRAM YEAR **ONGOING**



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

STATE MATCH	SECTIONS 408 AND 1906
DESCRIPTION	MASTER INDEX SYSTEM (BATES)
FUNDING SOURCE	STATE
PROJECT YEAR	N/A



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

STATE MATCH	SECTION 410
DESCRIPTION	PER SE HEARINGS (DAVE)
FUNDING SOURCE	STATE
PROJECT YEAR	ONGOING



Each year about 15,000 drivers in Utah are arrested for driving under the influence of alcohol, and this arrest most often results in the person's driving privilege being sanctioned as specified in Utah statute. To assure due process and offer an impartial forum in which the person can contest the administrative sanction, an administrative hearing may be requested in which a hearing officer may review the circumstances of the arrest. The Driver License Division's administrative hearing/driver improvement program includes a chief hearing officer to oversee the program, and over 30 full and part-time hearing officers. In addition to impaired driving-related subjects, the hearings may cover auto homicide convictions, youth alcohol violations (Not-a-Drop), reckless driving, points violations, etc.

STATE MATCH	SECTION 402 AND 2010
DESCRIPTION	MOTORCYCLE RIDER EDUCATION PROGRAM (STROMBERG)
FUNDING SOURCE	STATE
PROJECT YEAR	ONGOING



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

PAID MEDIA PROGRAM

Performance Goal:

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

Performance Measure:

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

Action Plan:

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

Justification:

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

Other Partnering Agencies:

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

Paid Media Projects

PM111101	CLICK IT OR TICKET MEDIA CAMPAIGN (KRISTY)
FUNDING SOURCE	402
PROJECT YEAR	ONGOING

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

PM111102
FUNDING SOURCE
PROJECT YEAR

CIOT HARD CORE NON-USERS MEDIA CAMPAIGN (KRISTY)
405
FIRST



Utah's 2010 safety belt use rate was reported to be 89.0%, which demonstrates an increase of 21.4% from 1999. For the last decade, the *Click It or Ticket* Campaign and other programs have been successful in raising awareness about the importance of safety restraints. Unfortunately, it was unknown if the current programs and campaigns were effective in changing behavior among the hard-core nonusers. Nationally, this group of motorists comprises a small percentage of drivers, but they have significantly more traffic violations, higher crash involvement rates, higher arrest rates, and higher rates of alcohol consumption than those who buckle up all or part of the time. In 2009, a study was conducted to determine what messages will motivate nonusers of seat belts to change their behavior and become users. Two focus group studies were performed among urban and rural drivers who do not regularly or never use seat belts when driving. It was determined that the most effective method for motivating non-users of seat belts to buckle up was the urging from spouses, children, and grandchildren. The study also found that the presence of law enforcement was not effective and that traditional media campaigns do not work.

This HSO will partner with UDOT and Zero Fatalities to develop a media campaign that targets hard core non-users of safety belts. The messaging will be directed at other family members encouraging them to buckle up and to ask that everyone in the vehicle do the same. It is anticipated that at least one television spot will be created and placed during the year. Additional television and radio spots will be added to the campaign as funding permits.

PM111103
FUNDING SOURCE
PROJECT YEAR

IMPAIRED DRIVING MEDIA CAMPAIGN (TERI)
410
ONGOING

Males aged 18-34 represent the demographic at the highest risk for impaired driving. They also represent the demographic that can be the most difficult to reach. This project will utilize funding to conduct a media campaign dedicated to educating the public about the dangers and consequences of, as well as ways to prevent, impaired driving. The NHTSA national campaign message of *Drunk Driving. Over the Limit, Under Arrest.* will serve as the basis for the campaign, which will be developed by a media contractor and will include radio, print and non-traditional messaging.

PM111104
FUNDING SOURCE
PROJECT YEAR

MOTORCYCLE MEDIA CAMPAIGN (DEREK)
406/2010
FOURTH

Nearly 50% of all motorcycle crashes involve another motor vehicle. The "DRIVE AWARE. RIDE AWARE." motorcycle safety awareness campaign focuses on decreasing motorcycle injuries and fatalities by educating motor vehicle drivers and motorcyclists about the importance of awareness on Utah's roadways. This project funds paid media related to motorcycle safety awareness and the "DRIVE AWARE. RIDE AWARE." campaign. Social media, public presentations and other messages will be used during Utah's motorcycle riding season.

PM111105
FUNDING SOURCE
PROJECT YEAR

BOOSTER SEAT MEDIA CAMPAIGN (KRISTY)
2011
FIRST



In 2008, a law was passed in Utah that increased the age of mandatory child restraint use from up to age five years to eight years. This law proved effective in increasing booster seat use among children ages 4 through 7 by 31 %. Unfortunately, while 86% of children ages 0-1 and 67% of 4-year-olds were in a child safety seat in 2008 crashes, only 38% of 6-year-olds and 9% of 8-year-olds were in a booster seat. The decrease in child safety seat use for children ages 4-8 years is concerning and indicates that children are still moving to adult-sized seat belts too early. Many parents and children are unaware of the benefits that booster seats provide. To help increase awareness of the importance of booster seats, a 15-minute video will be produced and will profile the stories of children who have been in crashes but were not properly restrained in a booster. The video will detail short- and long-term consequences of the families that are now dealing with their children with special health care needs. Once produced, it will be available to traffic safety advocates statewide for use in presentations, waiting rooms, trainings, and other outreach efforts. Funding for this project will be shared between the HSO and the Utah Department of Transportation.

PM111106 FATIGUED DRIVING PREVENTION PROGRAM (KRISTY)
FUNDING SOURCE 406
PROJECT YEAR ONGOING

Fatigued or drowsy driving is a contributing factor to both fatal and overall crashes in Utah. Utah data shows that approximately 1,000 crashes and 30 deaths are caused by fatigued-related crashes each year. In addition, a 2009 telephone survey showed that 44% of Utah drivers say they have fallen asleep or nodded off while driving and that "driving while severely sleepy or drowsy" is just as concerning as "drinking and driving" and "running red lights" with regard to the respondents' personal safety and the safety of their families. The Sleep Smart. Drive Smart. task force will work to reduce fatigue-related motor vehicle crashes in an effort to reduce the upward trend in the percentage of fatal crashes that were single vehicle roll-overs. The program will involve improved public information and education, placement of media advertisements, and young driver and public outreach efforts. The services of an advertising agency will be contracted to assist with public relations activities and media efforts and will develop and produce all paid media spots, as well as campaign materials. This project will fund paid media activities related to the fatigued driving prevention program, and may include the purchase and placement of television, radio and outdoor advertisements promoting awareness of the dangers of falling asleep at the wheel.

INFORMATIONAL PARENTS EMPOWERED MEDIA CAMPAIGN (DABC)
FUNDING SOURCE STATE
PROJECT YEAR ONGOING



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

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 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

Section 402 Requirements

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;

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));

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.

(23 USC 402 (b)(1)(E)).

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. (23 USC 402(1)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20.

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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.

Federal Funding Accountability and Transparency Act

The State will report for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and

(II) \$25,000,000 or more in annual gross revenues from Federal awards; and

(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

Drug-Free Workplace

The Drug-free Workplace Act of 1988(41 U.S.C. 702);:

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

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

Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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.

Policy to Ban Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2011 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).

Signature of Governor's Representative for Highway Safety

Governor's Representative for Highway Safety

Date

State of Utah

Federal Fiscal Year 2011

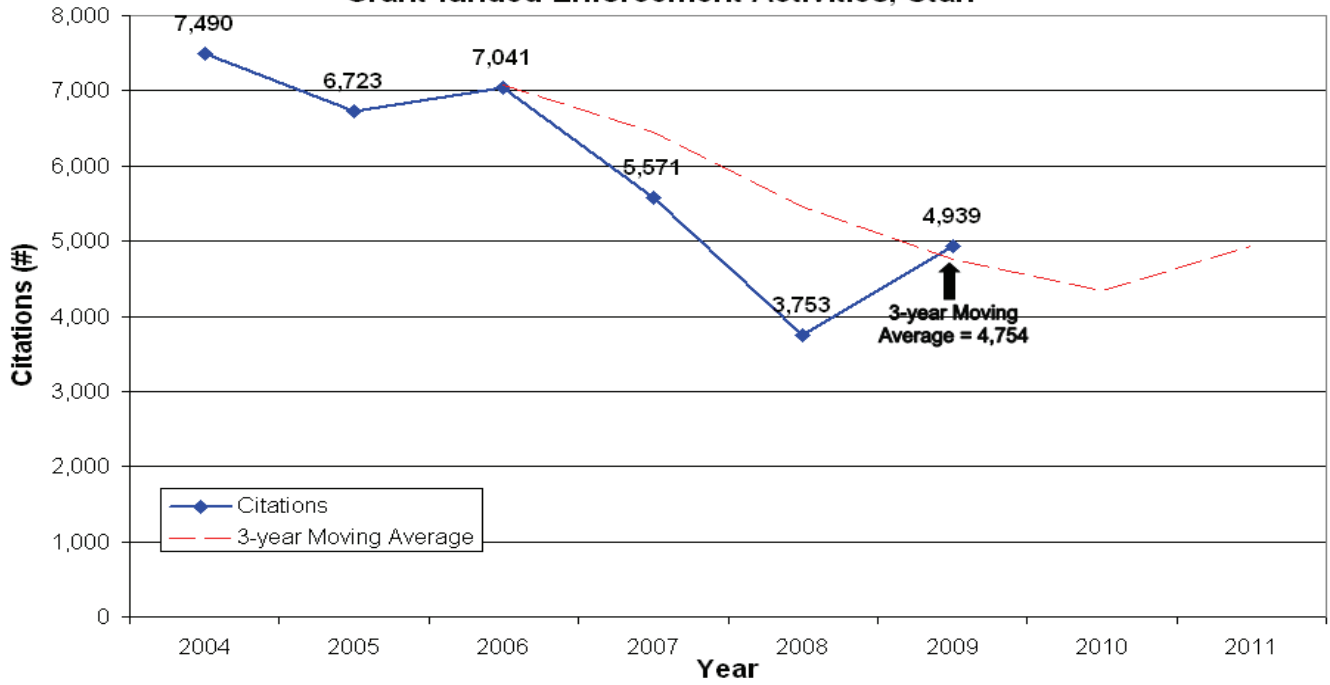
APPENDICES

CONTENTS

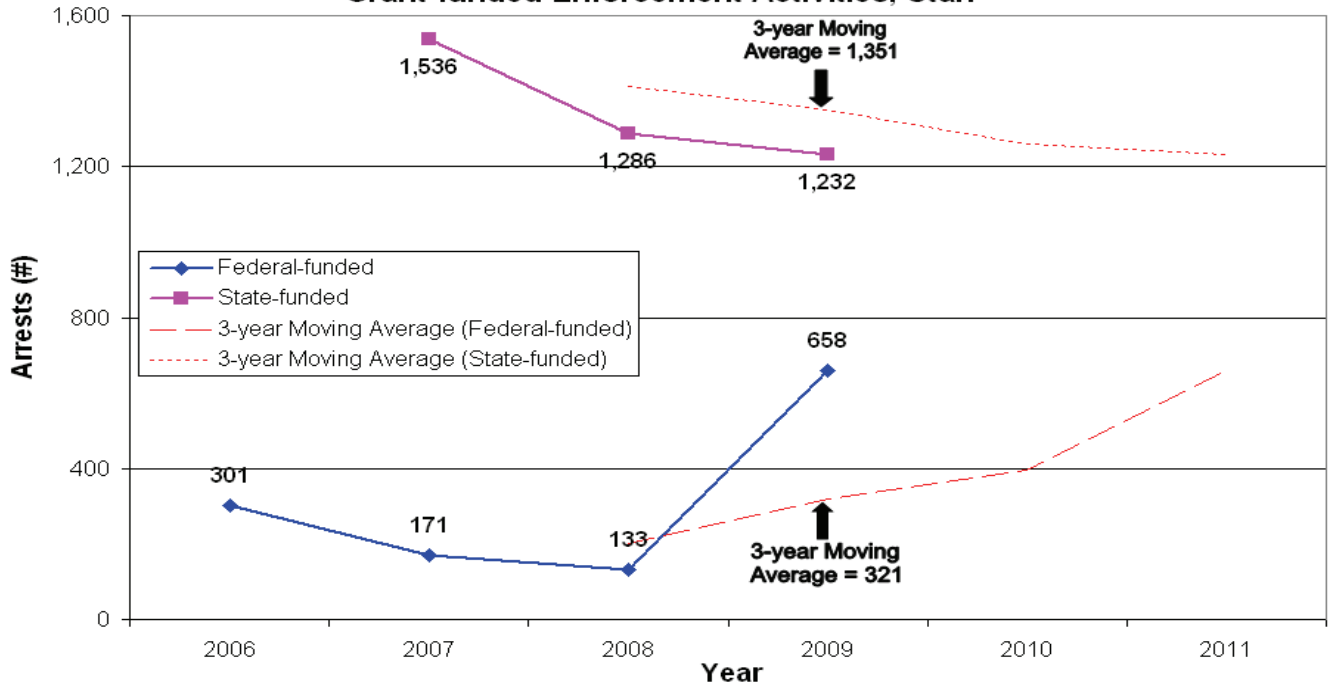
ACTIVITY MEASURES	A
DRIVER BEHAVIOR AND ATTITUDE SURVEY RESULTS	B
HS 217	C
AMENDMENTS (if any)	D

ACTIVITY MEASURES

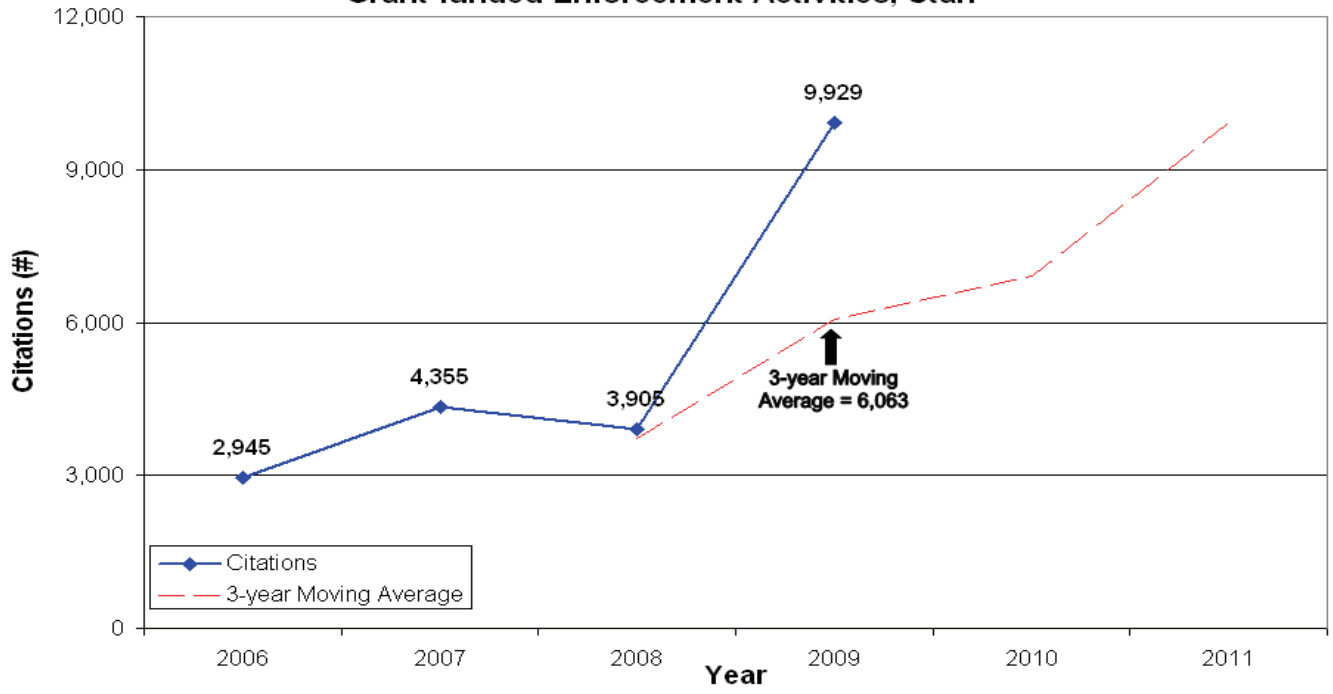
A-1: Number of Seat Belt Citations Issued During Grant-funded Enforcement Activities, Utah



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



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



DRIVER BEHAVIOR AND ATTITUDE SURVEY RESULTS

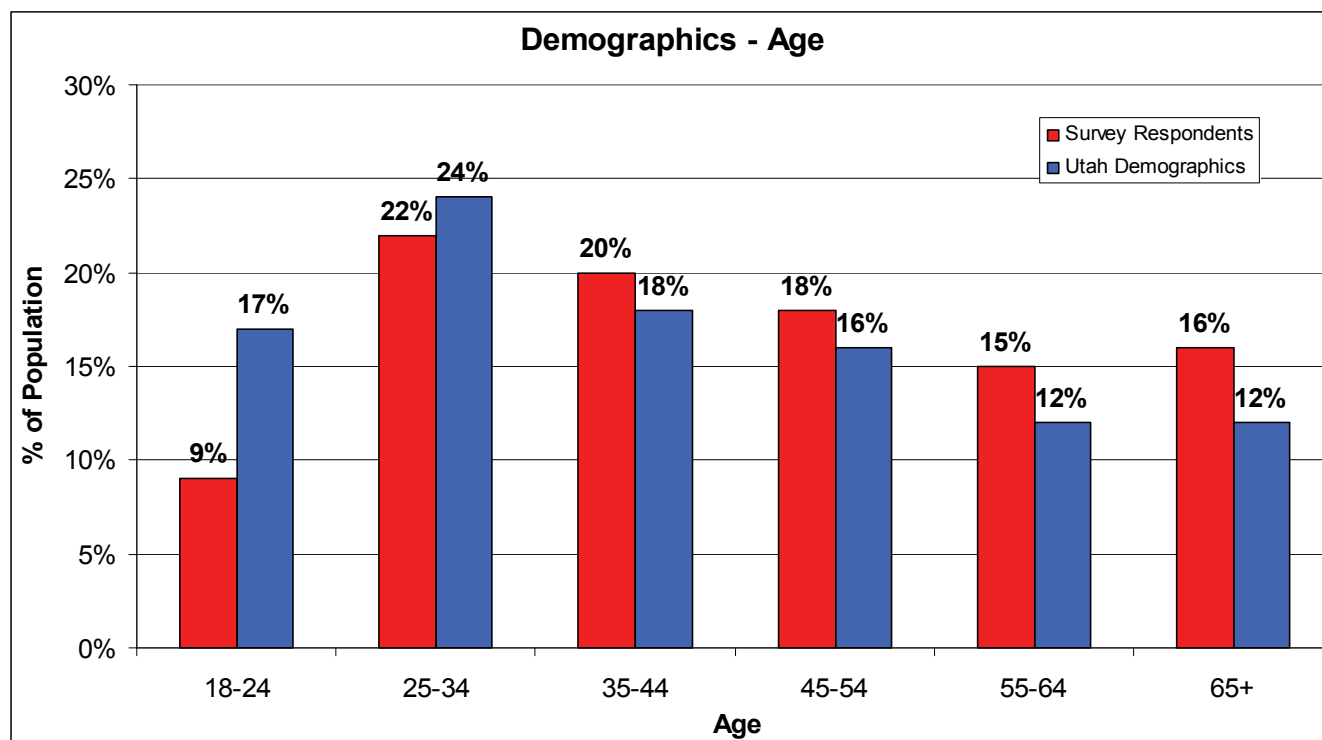
As states continue to develop Traffic Safety Performance Measures to incorporate performance-oriented programs, Utah is committed to a performance-based approach and conducted a statewide survey. This survey collected data following the recommended set of questions distributed by the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Association (GHSA).

The survey questions are designed to track driver attitudes and awareness on impaired driving, seat belt use and speeding issues. A contracted vendor was used to survey the public by telephone to gather this data. The graphs in this section report the sampled data from the vendor's presentation to the Utah Highway Safety Office.

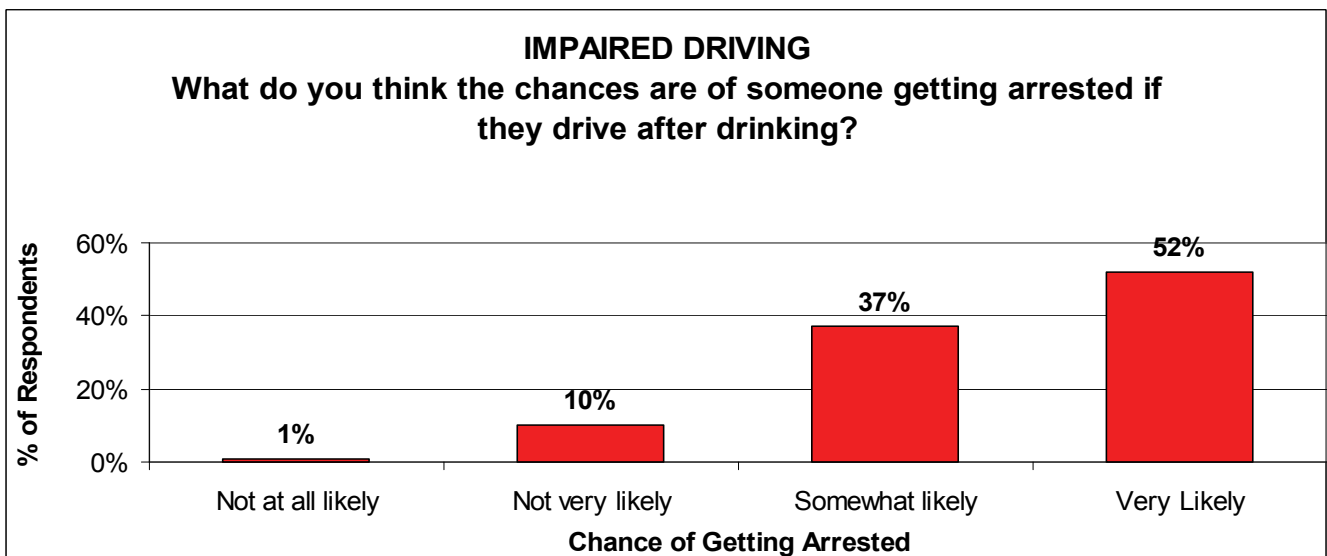
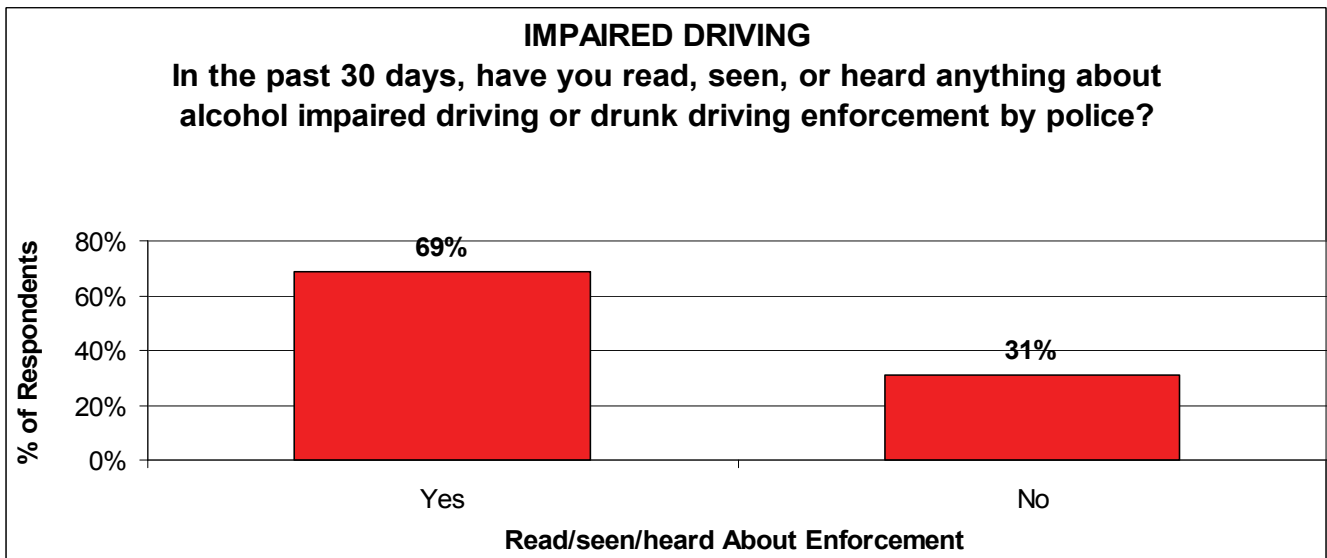
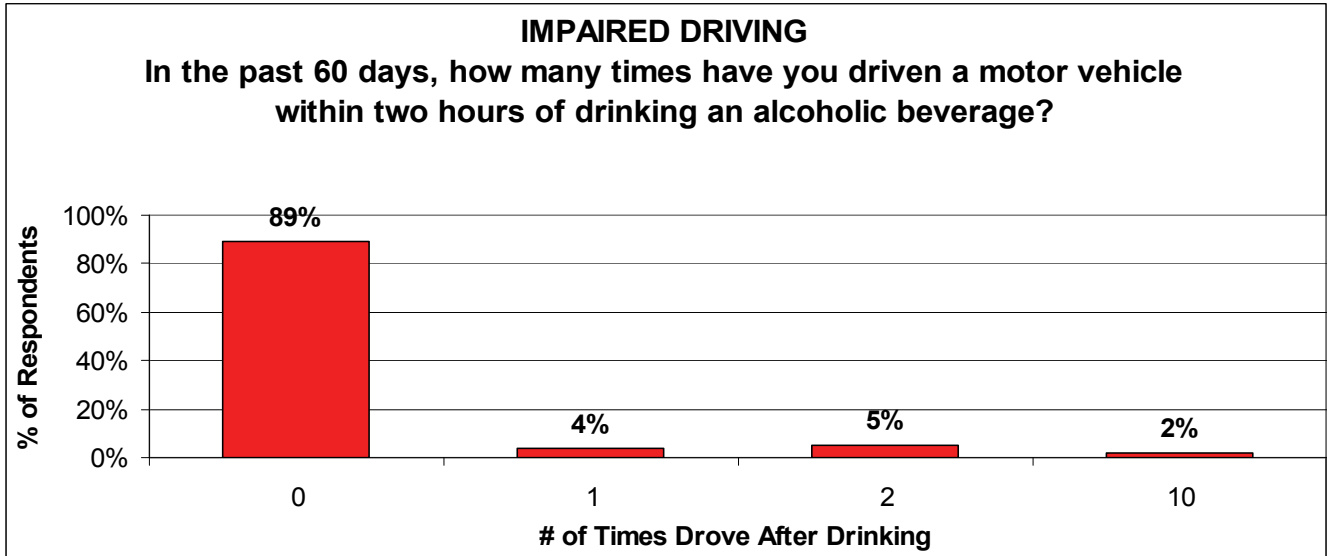
Highway Safety is pleased to report a summary of the data collected and utilize this information in planning sessions to combat roadway fatalities and injuries.

SURVEY

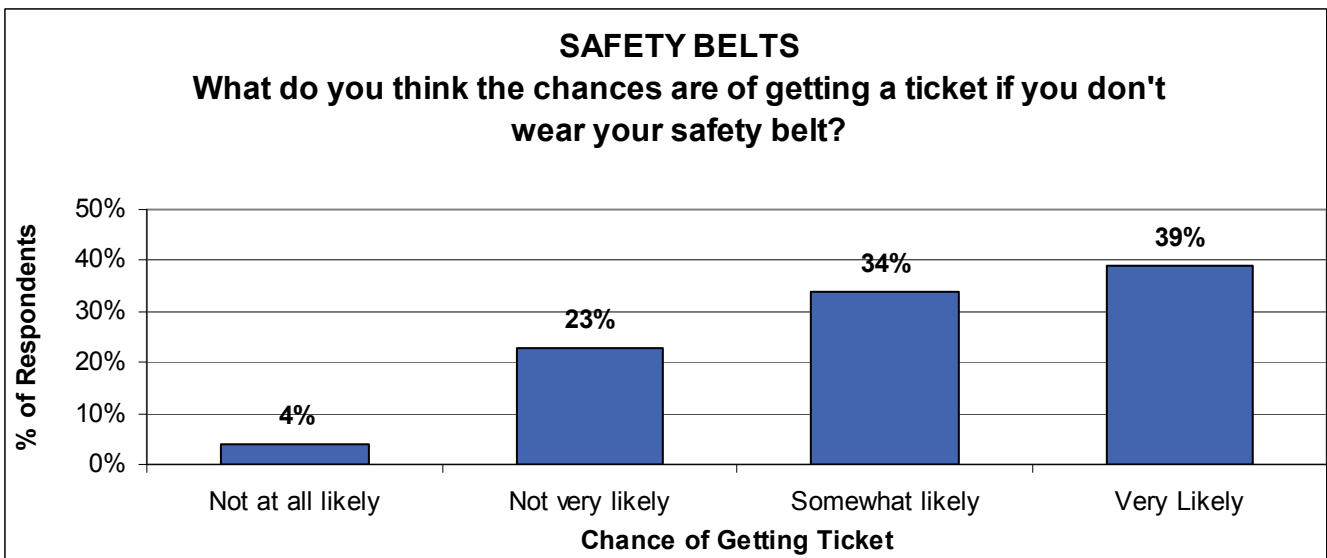
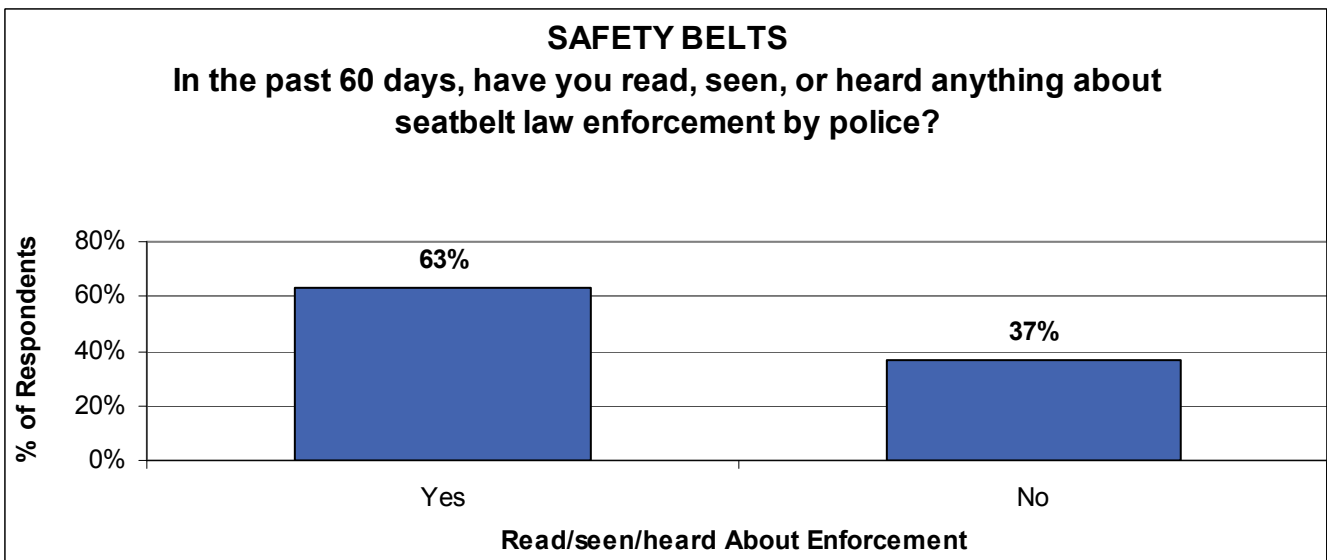
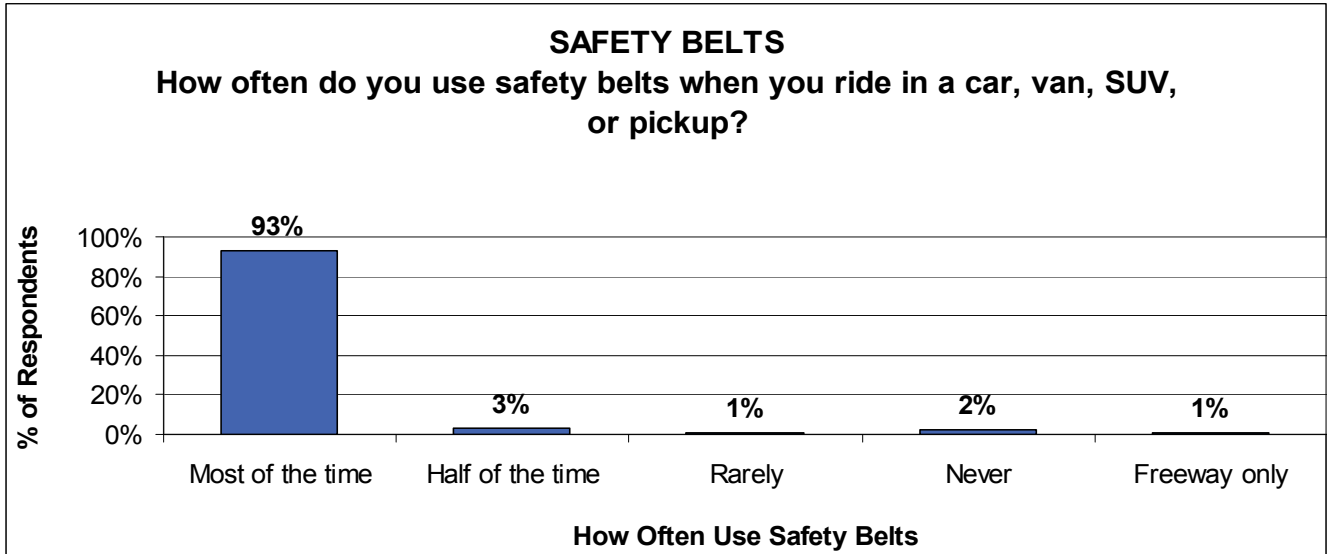
The representative statewide sample included a total number of 607 survey responses. The survey was conducted in September 2009.



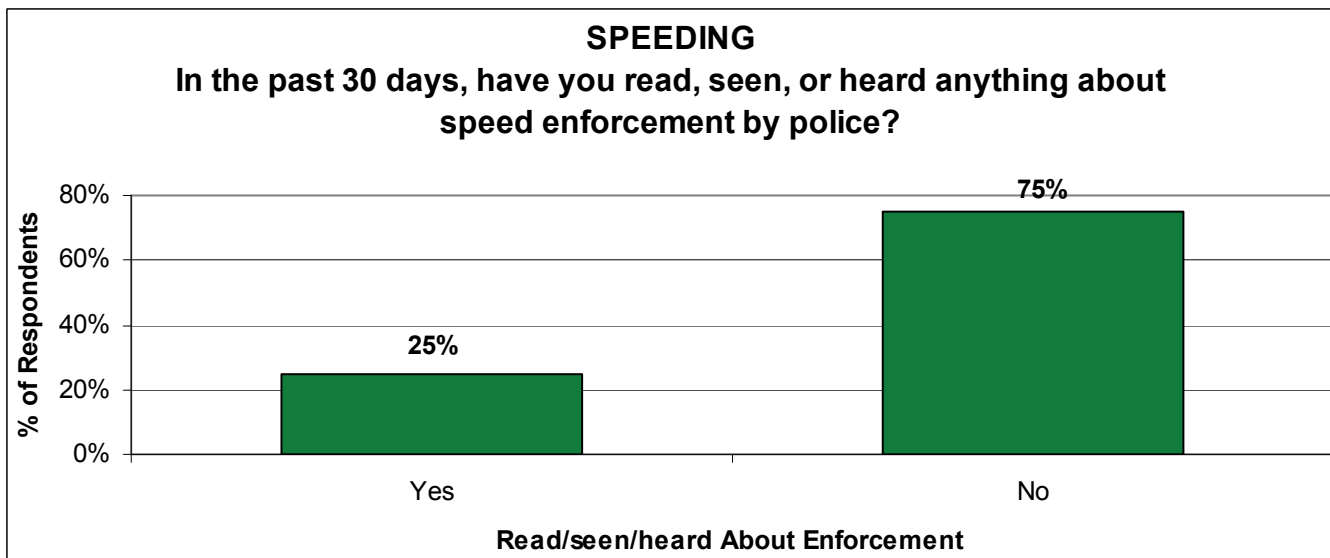
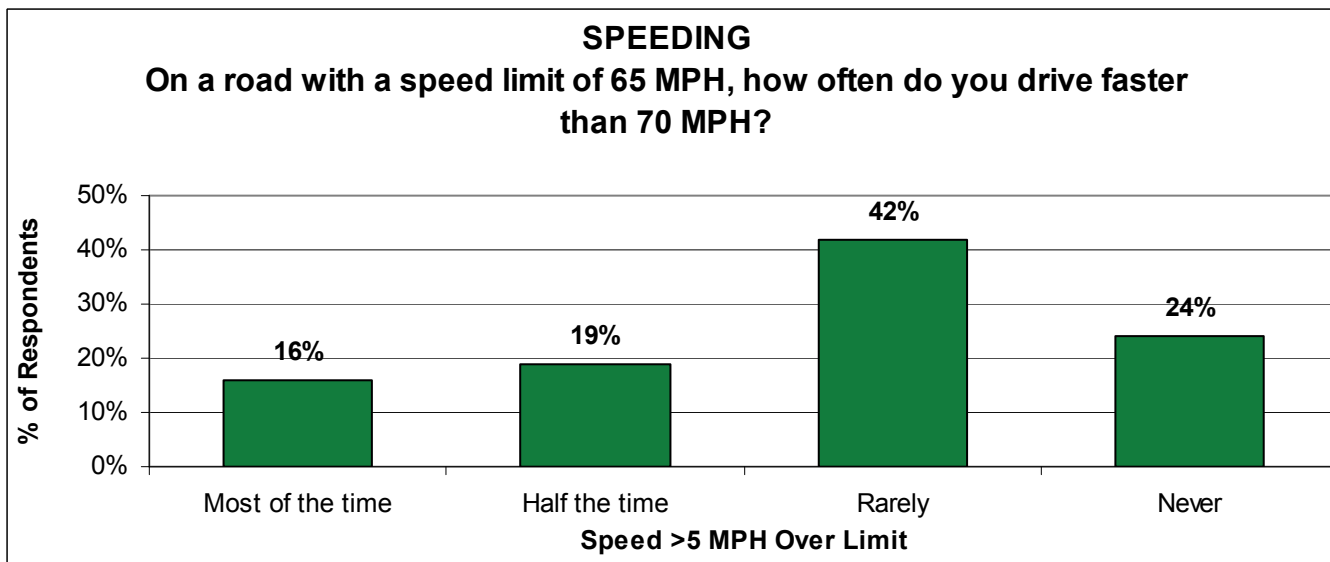
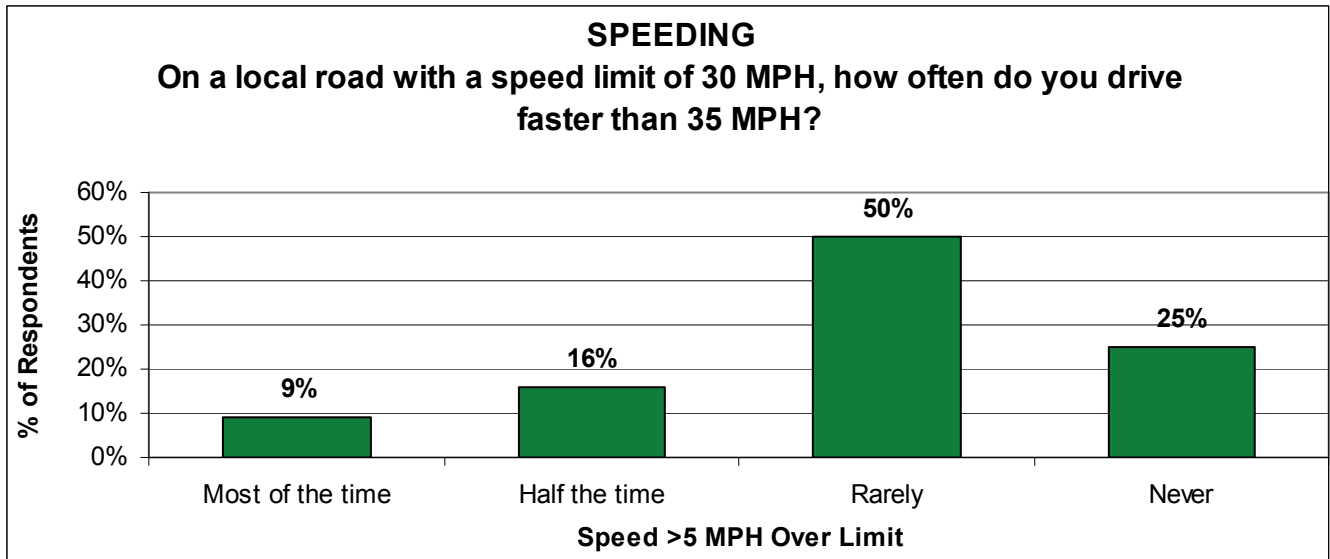
IMPAIRED DRIVING



SAFETY BELTS

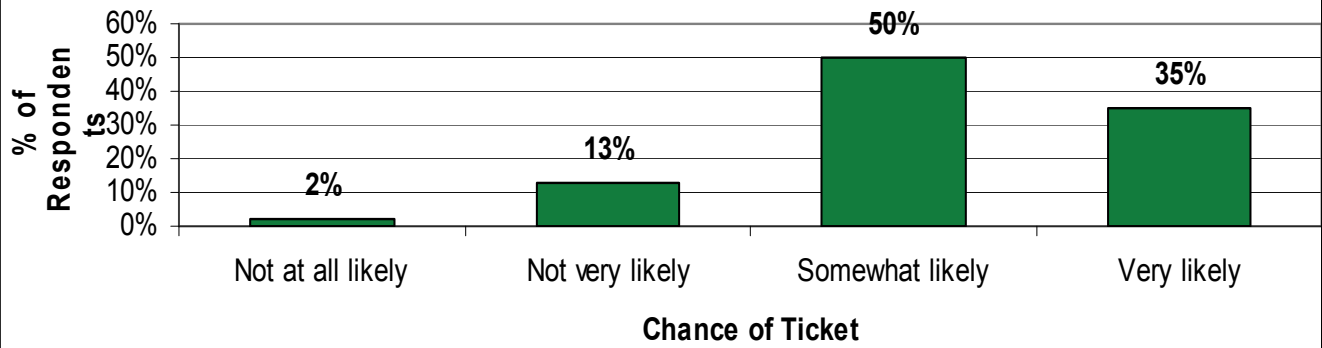


SPEEDING



SPEEDING

What do you think the chances are of getting a ticket if you drive over the speed limit?



Amendments

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
- 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

Section 402 Requirements

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;

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));

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.

(23 USC 402 (b)(1)(E)).

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. (23 USC 402(1)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20.

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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.

Federal Funding Accountability and Transparency Act

The State will report for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and

(II) \$25,000,000 or more in annual gross revenues from Federal awards; and

(iii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

Drug-Free Workplace

The Drug-free Workplace Act of 1988(41 U.S.C. 702);:

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

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

Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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.

Policy to Ban Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2011 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).

Signature of Governor's Representative for Highway Safety

Glenn Davenport

Governor's Representative for Highway Safety

State of Utah

23 Aug 10

Date

Federal Fiscal Year 2011

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