

Utah Annual Grant Application FY 2024

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TABLE OF CONTENTS

| | |
|--|------------|
| Section One: Updates to Triennial HSP | 2 |
| Section Two: Project and Subrecipient Information | 2 |
| Program Administration and Support | 2 |
| Community Traffic Safety Programs | 5 |
| Occupant Protection Program | 10 |
| Teen Driving Program | 27 |
| Impaired Driving Program | 29 |
| Vulnerable Roadway Users Program | 38 |
| Police Traffic Services Program | 46 |
| Traffic Records Program | 51 |
| Section Three: 405 Grant Applications | 54 |
| 405b Application | 54 |
| 405c Application | 122 |
| 405e Application | 130 |
| 405f Application | 131 |
| 405h Application | 135 |
| 405i Application | 140 |
| Section Four: Certs and Assurances | 158 |

Utah FY24 Annual Application

Section One: Updates to Triennial HSP

None for FY24

Section Two: Project and Subrecipient Information

| Program Administration and Support | |
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| Project Name | Planning and Administration |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>This project serves the administrative functions of the Utah Highway Safety Office. The daily operation of the UHSO, and the support it provides to a wide spectrum of state and local programs and partners, is an important part of the program’s continued success in Utah. As part of this support, several members of the staff are partially funded through this project. Staff includes the director, deputy director, and support services coordinator. Funding supports office space and staff vehicles directly related to the activities of the Highway Safety Office staff. Additionally, funds are used for membership fees, participation in creating the State’s Strategic Highway Safety Plan (SHSP) and Department administrative costs. Daily operational costs are either partially or fully funded. These include technology services, phones, mail, travel, office supplies and related office equipment.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | PA241001 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$693,213 |
| Eligible Use of Funds | P&A |
| P&A - yes or no | Yes - \$693,213 |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | Planning and Administration 23 CFR 1300.4 State highway safety agency - authority and functions |
| Project Name | Personnel/Program Management |

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| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>This project serves as the core funding source for the UHSO personnel who oversee, coordinate and assist the community-based programs, special highway safety projects and provide management and support services to all programs and projects. Staff fully or partially funded may include the director, deputy director, fiscal analyst, eight program managers, one law enforcement liaison, two program coordinators, a communications manager and a support services coordinator.</p> | |
| Federal Funding Source(s) | 402 405c 405d |
| Project Agreement # | CP240201 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$1,120,255 (402) \$108,943 (405c) \$97,637 (405d) |
| Eligible Use of Funds | Personnel Costs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | Staffing 23 CFR 1300.4 State highway safety agency - authority and functions |
| Project Name | Administrative Support |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The Utah Highway Safety Office continually 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 how best to use available monies to effectively address the identified problems. This information is incorporated as part of the Highway Safety Planning and Annual Reporting process for Utah. Other tasks performed include providing support for project development such as technical assistance, resource allocation, monitoring and reporting. This project covers costs associated with communications, evaluation, training, workshops, travel, contractual services, and developing and distributing educational materials. Other fully or partially funded expenses include the ongoing support and maintenance of the electronic grant management system (GEARS), Numetric, technology services, phones, office equipment, and costs associated with the standard support of office staff.</p> | |
| Federal Funding Source(s) | 402; 405d converted |

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| Project Agreement # | CP240202; CCP240205 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$61,000 (402); \$300,000 (405d converted) |
| Eligible Use of Funds | Program Support/Community Programs |
| P&A - yes or no | Yes |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | Administrative Support 23 CFR 1300.4 State highway safety agency - authority and functions |
| Project Name | Traffic Safety Initiatives Support |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>There are six initiative support functions in this planned activity. Each serves the purpose of holding the carry forward (unprogrammed) monies for the respective program areas. The UHSO will continue to solicit and review applications for projects during the federal fiscal year that support each initiative that are effective in decreasing the incidence of crashes and resulting fatalities and injuries. These projects will support the appropriate countermeasures that have been approved for implementation during the year. The following are the initiative support functions:</p> <ol style="list-style-type: none"> 1. Traffic and Safety Initiative Support - holds the NHTSA 402 carry forward funds 2. Occupant Protection Initiative Support - holds the NHTSA 405b carry forward funds 3. Traffic Records Safety Initiative Support - holds the NHTSA 405c carry forward funds 4. Impaired Driving Initiative Support - holds the NHTSA 405d carry forward funds 5. Motorcycle Safety Initiative Support - holds the NHTSA 405f carry forward funds 6. Non-Motorized Safety Initiatives Support- holds the NHTSA 405g carry forward funds <p>The funding source for each initiative will be based on the appropriate program. A matching amount is shown and appropriate matching funds will be documented if funding is expended during the year. In addition, if funds are expended, local expenditures will be documented and the state will ensure the 40% requirement is met.</p> | |
| Federal Funding Source(s) | 402, 405b, 405c, 405d, 405d 24/7, 405f, 405g |
| Project Agreement # | CP240209, 2PE240409, 3DA240504, 6OT240308, F24X24009, 11X240904, BGX240201, 2X240202, 3X240203 |

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| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$3,640,257 (402) \$312,556 (405b) \$511,077 (405c) \$1,717,124 (405d) \$15,642 (405d 24/7) \$40,548 (405f) \$225,525 (405g) |
| Eligible Use of Funds | Unknown at this time - Project is a holding account for funds that might be implemented over the grant year for new activities or projects. |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | Future Projects 23 CFR 1300.4 State highway safety agency - authority and functions |

| Community Traffic Safety Projects | |
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| Project Name | Crash Reduction Task Force (CRTF) |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The Crash Reduction Task Force (CRTF) aims to educate the public through education, outreach, paid and earned media, community sponsorships, and data-driven enforcement overtime shifts to encourage safe driving behavior and reduce crashes and fatalities on Utah roadways. The campaign tagline is "Drive Safe, Utah. It's for all of us."</p> <p>The CRTF provides outreach and media using print, advertising, and social media. Funds will also be used for sponsorships, overtime shifts for law enforcement agencies to perform high visibility enforcement. They may also be used for community educational programs and events emphasizing positive traffic safety driving behavior.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | CP240212 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$500,000 |

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| Eligible Use of Funds | Community Programs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | <p>Mass Media Campaigns *** CTW 2020</p> <p>High-Visibility Saturation Patrols **** CTW 2020</p> <p>Communications and Outreach Supporting Enforcement *** CTW 2020</p> <p>Supporting Enforcement ***** CTW 2020</p> <p>https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-Appendix-A-to-Part-1300%286</p> <p>Administration of the Highway Safety Grants</p> <p>These strategies have been proven to be effective in changing behavior and are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Support of law enforcement agencies play a key role in preventing deaths and injuries on the roadways.</p> <p>Activities such as enforcement, equipment purchases, training, and public information and education are designed to reach people in their vehicles and communities using one of the most effective delivery mechanisms, law enforcement officers.</p> |
| Project Name | Zero Fatalities Safety Summit |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The Zero Fatalities Safety Summit brings traffic safety advocates together to exchange new ideas about how to improve safety in our communities. The biennial conference is an opportunity for law enforcement, government officials, educators, engineers, planners, CPS technicians, emergency responders, community advocates, judicial members, health and medical professionals among others to collaborate and work towards the goal of Zero Fatalities. The Safety Summit is scheduled to take place in April 2025. Funds in FY24 will be used to pay some of the deposit costs and/or other fees associated with reserving a conference facility.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | CP240211 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |

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| Amount of Federal Funds | \$25,000 |
| Eligible Use of Funds | Community Programs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | The Zero Fatalities Safety Summit provides a forum for traffic safety professionals to share knowledge, resources, best practices, and to gain insight into the future of traffic safety in the state. As part of this strategy, the HSO supports opportunities for stakeholders to obtain training on new or existing programs; gather information on specific traffic safety issues; network with other traffic safety professionals; and gain knowledge and tools necessary to continue highway safety work in their communities. Through this support, the HSO ensures motorists and citizens receive a consistent and effective message or program aimed at reducing death and injury on our roadways. |
| Project Name | Operation Lifesaver |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| Utah Operation Lifesaver continues to perform public outreach and education by providing presentations and educational materials to the following three primary target audiences - driver's education students (new drivers), school bus drivers, and professional truck drivers. They also continue to include outreach to school-aged students, bicyclists and pedestrians, commercial and transit bus drivers, law enforcement, emergency medical technicians and paramedics/firefighters, general adults, and anyone that needs to learn about safety at highway-rail grade crossings. | |
| Federal Funding Source(s) | 402 state pass through |
| Project Agreement # | CP240203 |
| Subrecipient | Utah Operation Lifesaver |
| Amount of Federal Funds | \$20,000 (402) \$25,000 (state pass through) |
| Eligible Use of Funds | Community Programs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | The Uniform Guidelines for State Highway Safety Programs recommends close partnerships with those responsible for rail- |

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| | <p>highway crossing safety issues.</p> <p>The U.S. Department of Transportation projects substantial increases in rail transport over the next three decades, furthering the need for rail safety programs.</p> |
| Project Name | Utah Safety Council |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Utah Safety Council programs and educational initiatives aim to raise awareness and save lives through education. With motor vehicle crashes on the rise, providing training for employers regarding safe driver behaviors such as drowsy driving, occupant protection, distracted and aggressive drivers is becoming more and more of a priority. The NETS program aims to raise awareness to employers on traffic safety. Another program, Buckle Up for Love, educates individuals who are “reported” for improper restraint use by mailing them educational resources to help them understand the importance of buckling up their children. They also offer free car seat checks and one on one car seat education. The Utah Safety Council provides a grass-roots type approach to saving lives on the road and they have the customer base to share that message on a larger scale. This approach will help reduce injuries and fatalities due to motor vehicle crashes in the community and within the workplace.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | CP240207 |
| Subrecipient | Utah Safety Council |
| Amount of Federal Funds | \$30,000 |
| Eligible Use of Funds | Community Programs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>The Uniform Guidelines for State Highway Safety Programs recommends outreach to all employers on the subjects of seat belts and impaired driving.</p> <p>Employer-Based Behavioral Traffic Safety Programs are currently a focus of the BTSCR: Developing Employer-Based Behavioral Traffic Safety Programs for Drivers in the Workplace Research Project, which will ultimately determine the effectiveness of various employer traffic safety programs.</p> |
| Project Name | Public Information & Education |

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| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The Utah Highway Patrol plans to provide education through presentations, workshops, incentives programs, sporting events, safety fairs and other community events, and in schools throughout Utah. Troopers will conduct monthly activities in high schools during the 2023-2024 school year, and funds will be used to provide educational materials and activities at the schools. Troopers will be provided with educational pamphlets to hand out to students during the events such as seat belt use and dangers of distracted driving. The program will provide awards to highlight the schools with the highest seat belt usage percentage increase and the best overall program.</p> <p>The Public Information & Education (PI&E) program promotes safe driving behaviors in motorists of all ages. Educational outreach efforts to school driver ed programs and local businesses will continue with troopers educating their local communities on safe driving behaviors. The UHP road sections are encouraged to reach out to their community partners and engage with them in educational opportunities to promote safe driving in their assigned areas. The Utah Highway Patrol Public Information and Education program will actively support the Utah Highway Safety Office and its year-round initiatives, programs, and campaigns.</p> <p>Troopers will participate in community events where they will present and emphasize a traffic safety message. Troopers will also forge new interactions with local business, religious groups and other entities that will broaden their safety message reach. The project will provide the PI&E troopers with the necessary equipment and resources to educate the public including seat belt convincers, a/v systems, educational materials, fatal vision goggles, pedal carts, and enhancement items.</p> <p>All equipment utilized by the program will be maintained and kept in operating condition for use by program troopers at educational events. Program troopers will be contacted statewide on a monthly basis regarding activities that they participated in during the previous month. These activities will be recorded for statistical purposes so as to measure success and to help address deficiencies in any certain geographical area. Troopers will be recognized for their public education efforts through department newsletter and plaques.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | CP240204 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$25,000 |
| Eligible Use of Funds | Community Programs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Uniform Guidelines for State Highway Programs No 15 - Communication Program - provides safety education and community services *CTW 2020 Communications and Outreach on Distracted Driving |

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| | *CTW 2020 Communications and Outreach on Drowsy Driving **CTW 2020 Impaired Pedestrians: Communications and Outreach **CTW 2020 Communications and Outreach: Motorist Awareness of Motorcyclists CTW Alcohol and Drug Impaired Driving - Prevention, |
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| Occupant Protection Projects | |
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| Project Name | Click it or Ticket Step Support |
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| Project Description | <i>(list activities, locations and affected communities)</i> |
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Motor vehicle crashes are a leading cause of death for people in Utah and across the United States. Seat belts reduce the risk of injury and death by about 70 % when used correctly, according to the NHTSA. In fact, Utah crash data reports that over the last five years, (2017-2021) unrestrained occupants account for only 7.3 % of all persons involved in crashes, but result in over 30 % of all fatalities. Still, only 9.18 % of Utahns use seat belts. High-visibility enforcement has proven to be an effective countermeasure in changing behavior and increasing seat belt usage among non-users. The goal of this project is to continue combining enforcement and media into the high-visibility enforcement model, and conduct sustained enforcement in support of year-round campaigns that aim to increase the number of motorists who buckle up.

Planned countermeasures include short-term, high-visibility seat belt law enforcement campaigns, combined enforcement initiatives, nighttime enforcement activities, and sustained enforcement efforts. In turn, the project will fund four seat belt enforcement mobilizations that focus on identified high risk populations. Two high-visibility enforcement mobilizations will be held in conjunction with the National Click It or Ticket Campaign occurring in November of 2023 and May 2024 and will focus on young males and pickup truck motorists. One high-visibility enforcement campaign is scheduled for March 2024 and will focus on nighttime motorists in communities with high unbuckled fatality rates during nighttime hours. To target rural motorists, one mobilization will take place in the nine target rural counties and will be held August-September 2024 in conjunction with Labor Day weekend when increased holiday travel takes place.

Enforcement efforts will target seat belt and child safety seat non-use and misuse. To encourage sustained enforcement, the UHSO’s law enforcement liaisons will work with the State’s law enforcement agencies to reinforce the established CIOT seat belt enforcement guidelines in addition to encouraging consistent enforcement of the State’s seat belt law on a regular basis.

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| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240401 |
| Subrecipient | Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$200,000 (402) |

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| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | <p>Short term, HVE Saturation Patrols, *****CTW 2020 Short term HVE CR Law Enforcement ***** CTW2020 Integrated Nighttime Seat Belt Enforcement **** CTW 2020 Sustained Enforcement *** CTW 2020 State Primary Enforcement Seat Belt Use ***** CTW 2020 Local Primary Enforcement Seat Belt Use ***** CTW 2020 Uniform Guidelines</p> <p>This strategy has proved to be effective in changing behavior and is identified in Countermeasures That Work. The most effective strategy for achieving and maintaining safe behaviors on the roadways is highly publicized high-visibility enforcement (HVE) of strong traffic laws. The strategy's three components are highly effective when coupled together: legislation, enforcement and publicity. Enforcement activities being implemented include saturation patrols during selective enforcement periods such as the national CIOT campaign. To maximize effectiveness, appropriate funding and resources will be allocated to the planned activities to include mass media, earned media, outreach, public information and education, and coordination across jurisdictions.</p> |
| Project Name | Occupant Protection Media, Materials & Support |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>This project will work to increase the seat belt use rate in Utah and decrease traffic-related death and injury by supporting a comprehensive media and public information plan over the next two years. Planned countermeasures include communications and outreach that supports enforcement, strategies for low-belt-use groups, and strategies for older children and booster seat use. In turn, funds will be used each year to conduct two high-visibility Click It or Ticket enforcement campaigns, at least two additional enforcement-based educational efforts, and up to three campaigns that target high risk groups. In addition, this project will promote and support national, state, and local traffic safety campaigns, programs and activities statewide by providing educational materials to requestors and key stakeholders in the traffic safety community. Campaigns, educational materials, and media efforts will focus on identified high risk populations and areas such as counties with low seat belt use rates, cities with high night-time unrestrained fatality rates, pickup truck drivers and passengers, male hard-core non-users, diverse groups, and children riding in booster seats. In addition, the project will support the Rural Seat Belt Program's communications plan for the nine target counties, Box Elder, Cache, Carbon, Iron, Sanpete, Sevier, San Juan, Tooele and Uintah. The project will also support the Occupant Protection Advisory Committee. The committee will meet quarterly to discuss identified goals with focus on the emerging traffic safety culture that is showing an increase in risky driving behaviors and a decline in seat belt use. Funds will be used to hire a facilitator to help guide the new five-year OP strategic plan beginning the first part of FY2024. Efforts on cultural diversity and equity in messaging and</p> | |

outreach are also a focus for FY2024.

A contract will be secured with one or more advertising agencies to assist with the campaigns, media and public information efforts. Funds may also be used to support strategic plan development, public relations activities, campaign development and production costs, and media placement. This grant will support travel and training associated with program efforts. In addition, funds will be used to purchase and/or develop appropriate educational materials that will be used to inform and educate the public about the importance of proper restraint use. The campaigns will partner with the Zero Fatalities program and messaging and media efforts will be shared and coordinated with the NHTSA, as appropriate.

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| Federal Funding Source(s) | 405b state pass through |
| Project Agreement # | 1PE240402 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$228,920 (405b), \$155,470 (state pass through) |
| Eligible Use of Funds | Public Education |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups **** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020</p> <p>This strategy has been proved to be effective in changing behavior and is identified in Countermeasures that Work. In addition, mass media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. In fact, in order for high-visibility enforcement programs to be effective a communications and outreach component is critical to include in program developments and planning.</p> <p>A mass media campaign consists of intensive communications and outreach activities regarding the traffic safety behavior. The campaign generally included both paid and earned media and utilizes one or more mediums, such as radio, television, print, online, and outdoor. To maximize effectiveness, the campaign will identify a specific target audience and communications goal. All messaging and delivery methods will be appropriate and effective for the audience and goal. Mass media campaigns are a standard part of every State's efforts to improve highway safety.</p> |

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| Project Name | Statewide Child Passenger Safety Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Motor vehicle crashes continue to be the leading cause of death for children four years and older. Child passenger safety requires consistent use of correctly installed safety seats, booster seats, or seat belts that are appropriate for a child's size and age. The project will continue to increase the proper and consistent use of car safety seats and booster seats by supporting a comprehensive and statewide child passenger safety (CPS) program.</p> <p>This project will teach parents to optimize safety in passenger vehicles by properly using child restraints. This includes using rear-facing car seats as long as possible, forward-facing car seats when the child outgrows the rear-facing seats to at least 4 years of age, and belt-positioning booster seats from the time children outgrow forward-facing seats through at least 8 years of age and longer.</p> <p>We will increase the number of children who ride in proper safety restraints and prevent injury in crashes by making car seat inspections available no matter where families live in Utah. In addition, we will continue to develop social media educational messages and effectively partner with and provide resources for health departments, hospitals, law enforcement agencies and non-profit organizations. For CPS Week and throughout the year, educational messaging will be distributed, and resources will be provided for health departments, hospitals, law enforcement agencies and non-profit organizations.</p> <p>The child passenger safety program will prioritize helping under-served and low-income populations with car seats. Funds will be used for the purchase of car seats for inspection stations and checkpoint events for organizations who have a CPS technician to guide the installation and educate the public. Funding will also be used to support the state's car seat inspection stations with educational tools and child restraints.</p> <p>The UHSO will continue to distribute the CPS Law Enforcement Pocket Card at monthly Multi-Agency Task Force Meetings. It has basic ages and stages information for child restraints on one side and common misuse scenarios on the other side. It directs law enforcement and the public to the clickit.utah.gov website where they can search for a car seat inspection station. The educational hospital magnet will be distributed to local birthing hospitals as a resource to new parents. Other brochures and resources will be offered to inspection stations and on our website.</p> <p>In partnership with Safe Kids Utah, certification classes and other CPS courses and update training will be held to train certified child passenger safety technicians and increase CPS education for Utah families. In addition, the project will support new and current CPS technicians by being an educational resource and offering re-certification opportunities. This year, Utah's instructor team will attend the Kidz in Motion National Conference with the goal of creating a CPS update curriculum that can be utilized by our partners and at conferences. During the grant year, the CPS Planning Committee will prepare for upcoming CPS Conferences.</p> <p>The Click It Club Elementary School-Based Program continues to reach more elementary schools. This program teaches the importance of traffic safety and as a result, participants are more likely to use appropriate car seats, boosters, and seat belts. Students, faculty, and their family members are involved in this popular, fun educational</p> | |

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| experience. Funding will be used for educational materials and resources that are provided to the schools. In addition, the state pass-through funds will be used to expand the Click It Club elementary school-based program. | |
| Federal Funding Source(s) | 402; 405b; state pass through |
| Project Agreement # | CR240401; 1CPS240403 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$15,000 (402); \$87,200 (405b); \$67,529 (state pass through) |
| Eligible Use of Funds | Child Restraint; Community CPS Services |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020 |
| Project Name | Safe Kids Utah |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Safe Kids Utah, working in partnership with Safe Kids Worldwide, will support a minimum of 4 CPS National Certification Trainings where approximately 60 new technicians will be certified across the state. The grant will support instructors to travel if necessary, and assist with training, checkpoints, and annual meetings to coordinate the program. Funds will be spent on catering, lodging, class materials, car seats, latch manuals or any other item needed to administer the courses. Safe Kids Utah will continue its involvement in coalitions, conferences and groups educating about child passenger safety.</p> <p>In addition, Safe Kids Utah will administer child passenger safety agreements (MOA's) to support car seat inspection stations and CPS educational programs with the 13 local health districts, which cover communities throughout the state. As a result, the public will have access to car seat checks and receive proper car seat education. These funds will support local activities aimed at providing education and instruction to parents, caregivers, and children regarding the importance of the proper use of child restraints and seat belts. The grant includes supporting local technicians and working with the HSO with CPS Conferences and update training. Community education and the support of statewide occupant protection and CPS activities will be a priority at the local health departments.</p> <p>The grant will fund Hispanic traffic safety education through the health departments specifically in Utah, Salt Lake, and Weber Counties where the majority of the Hispanic population live. The Hispanic programs will teach safe driving behaviors with a focus on increasing seat belt and child restraint use among this population. The efforts among the three counties will include media, community-based and school-based education, and</p> | |

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| <p>outreach campaigns using new and existing community partners. The program will utilize Click it Club, which provides all materials and resources in Spanish, and will educate elementary age children, which will, in turn, inform their families about the importance of traffic safety.</p> | |
| Federal Funding Source(s) | 402; state pass through |
| Project Agreement # | CR240404 |
| Subrecipient | Safe Kids Utah; sub-subrecipient local health departments |
| Amount of Federal Funds | \$203,000 (402); \$57,001 (state pass through) |
| Eligible Use of Funds | Child Restraint |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020</p> |
| Project Name | Shriners Hospital |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The misuse rate of child restraints for children with special healthcare needs is higher than those without special needs, and medical car seats are poorly covered by both Utah's private insurance companies and by Medicaid. Shriners Children's, SLC will continue to be a resource for safe travel for children with special health care needs. They will conduct at least 20 car seat clinics for patients that are new to their clinic as well as existing patients. Shriners Children's will help children with special needs obtain a car seat that are often not available in the commercial market. This entails an evaluation with a physical therapist with CPST/I training and with special needs car seat training. Shriners CPST team will also assist and determine which adaptive seat best meets the needs of the child. Specifically, they will help those with orthopedic and global delays who often have increased support needs which require an adaptive child restraint or a conventional car seat to meet their needs. Each identified need will be met with child restraints that meet federal standards.</p> <p>The grant includes supporting Shriners CPS technicians and instructors with education, recruitment, and enrichment. The instructors from Shriners Hospital will attend the national conference and participate in creating educational resources to update technicians. Shriners will promote the importance of CPS through communication and media outlets and participate in community outreach and checkpoints. They will promote the pediatrician education program, Save Seats, Save Lives, by presenting at pediatrician offices throughout the state and distributing posters and brochures.</p> | |
| Federal Funding Source(s) | 402; state pass through |

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| Project Agreement # | CR240402 |
| Subrecipient | Shriners Children's |
| Amount of Federal Funds | \$15,000 (402), \$17,000 (state pass through) |
| Eligible Use of Funds | Child Restraint |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 |
| Project Name | Primary Children's Hospital - SLC and Lehi |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Primary Children's Hospital continues to educate the public and serves as the main resource and contact for families to ensure children are properly restrained in safety restraints. This will be accomplished through educational programs, individual car seat checks, and help families with special needs children get medical seats. There is a demographic of underserved special needs families who are in need of resources and education on how to transport their children safely and properly. There is a barrier where families of special needs children don't know where to obtain the proper help with car seats. Primary Children's will continue to address this need and provide one on one personal consultations with these families. In 2021, more than 100 families were helped with their unique special needs seating requirements.</p> <p>They will maintain a Child Passenger Safety Inspection Station in SLC and Lehi to provide families in the hospital and community with low-cost car seats. They will educate at their hospital and conduct virtual checks. They will maintain a child passenger safety hotline with follow-up consultations to assist families with any passenger safety related need.</p> <p>The staff will assist the Highway Safety Office with occupant protection projects and activities and continue in-service training and development of PCH CPS technicians and encourage training of technicians in other hospitals.</p> <p>Primary Children's will educate physicians throughout the state about safely using car seats through the Safe Seats Save Lives Program. Many in the community are going to their pediatricians for car seat advice, and most providers are not experts on car seats. Primary Children's will administer the pediatric education program, Safe Seats, Save Lives to train the providers with up-to-date information on how to properly restrain children while traveling in vehicles and where they can go to find the proper resources for installing car seats. In addition, child passenger safety education magnets will be distributed to birthing hospitals within the Intermountain Healthcare system.</p> <p>Primary Children's Never Leave program will provide education to the community and hospital about the dangers of hot car deaths. Safety Snap Lanyards will be ordered and distributed to targeted community members who</p> | |

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| have young children and would benefit from the use of this tool that reminds the caregiver not to leave the baby in the vehicle. | |
| Federal Funding Source(s) | 402; 405b; state pass through |
| Project Agreement # | UP240201; 1CPS240202 |
| Subrecipient | Primary Children’s Hospital |
| Amount of Federal Funds | \$20,000 (402); \$22,000 (405b); \$46,000 (state pass through) |
| Eligible Use of Funds | Heatstroke/Unattended passenger education Child Restraint |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 |
| Project Name | McKay Dee Hospital |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The McKay-Dee Hospital (MKD) Car Seat Program educates the community and families of newborn patients in how to transport children safely and properly. The public relies on the MKD Program for safety information and ability to check car seats. They would like to grow their program and provide outreach to other Intermountain facilities and community partners. They will reach out to other departments in our hospital, such as Pediatrics and Family Practice. They will have a presence in the community by supporting other inspection stations and providing free or low-cost seats. CPSTs will attend training sessions and conferences, and this grant will support the CPS Instructor to attend a national conference. A network of Intermountain Health CPST’s will be organized to support, train, and provide CEUs. They will help other Intermountain Health facilities to establish programs using this model by training and providing resources.</p> <p>In 2022, their program performed 2,996 car seat checks, reaching 99% of all live births at McKay-Dee Hospital. Surrounding Intermountain Hospitals including Logan Regional, Bear River Valley, and Layton have the same number of live births combined as McKay-Dee Hospital. They currently have one or two CPST’s at each hospital and have no current car seat program or resources. McKay-Dee Hospital’s Car Seat Program is vital in helping other hospitals in our system startup programs to serve their patients. Using car seats reduces the need for hospitalization by 69%. Infants and children need the protection provided by child passenger safety restraints. McKay Dee Hospital is working to ensure our youngest passengers are properly protected through McKay-Dee Hospital will increase child passenger safety education in the Intermountain Health System, community partners, and state-wide.</p> | |

According to the Utah Department of Health, 7.79% of all live births in Weber County were low birth weight babies. Since McKay-Dee Hospital's Newborn Intensive Care Unit is a Level III NICU, most of these low-birth-weight babies are patients at McKay-Dee Hospital. Our NICU also serves infants born in Morgan, Davis, Box Elder, Cache, and Rich Counties. Our department works closely with OB and NICU to test every high-risk infant for a minimum of 90 minutes to make sure the correct restraint will be used for safe transport. Our program purchases car beds and low-weight seats for high-risk infants who are too small and/or underdeveloped to ride in a semi-reclined, regular car seat and make them available for check-out. McKay-Dee Hospital Car Seat Program will provide car beds and address the needs of our high-risk infant population.

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| Federal Funding Source(s) | 402; state pass through |
| Project Agreement # | CR240403 |
| Subrecipient | McKay Dee Hospital |
| Amount of Federal Funds | 8,000 (402); 7,000 (state pass through) |
| Eligible Use of Funds | Child Restraint |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 |
| Project Name | West Valley City PD CPS Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |

The goal of this project is to educate the West Valley City community about child passenger safety. It will include supporting and recruiting CPS Technicians and one CPS Instructor. Educational information will be distributed through community events and at our inspection station. West Valley has had an active CPS program since 2015 and this project will support the police department to continue to educate and inform the citizens of West Valley City about the proper use and installation of car seats. The grant funds will be used for the CPS instructor to travel to Kidz in Motion, purchase child restraints and participate in community outreach.

The program will close the significant knowledge gap regarding the proper selection, installation, and use of car seats. Many parents struggle with the installation process, leading to ineffective restraint systems that can increase the risk of injury in the event of a car accident. This grant will provide an effective car seat educational program and inspection station, community outreach, and partnerships with local agencies, which will ultimately reduce child injuries and fatalities in motor vehicle crashes. Our program will utilize all the campaigns from the Highway Safety Office to raise awareness and improve CPS knowledge. West Valley City Police Department will prioritize the enforcement and education of the car seat law.

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| Federal Funding Source(s) | 402 |
| Project Agreement # | CR240405 |
| Subrecipient | West Valley City Police |
| Amount of Federal Funds | \$4,000 (402) |
| Eligible Use of Funds | Child Restraint |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 |
| Project Name | Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Of Utah's 29 counties, 23 are considered rural and contribute only 15% of the state's population. Yet, more than half (58%) of unbuckled fatalities occur in rural counties and 47% of all occupant deaths in rural areas were unrestrained. According to the 2022 Utah Safety Belt Observational Survey, seat belt use in rural counties was lower compared to urban counties, reporting 89.2% for rural and 92.8% for urban counties. Furthermore, male motorists in rural counties had the lowest usage rate (86.7%) of all motorists and pickup truck drivers reported the lowest rate at 83.9%.</p> <p>In an effort to increase seat belt use in Utah's rural communities, the Together For Life project has successfully been implemented in nine counties to determine the most effective combination of countermeasures to use. This comprehensive project includes all elements of program planning, implementation, and evaluation using the Positive Community Norming model for communications and messaging. Since the beginning of the project in 2015, participating rural counties have seen a 22% average increase in seat belt use with exception to the statewide overall decrease in 2021.</p> <p>Funds will be used to support this project for the following efforts: The communications plan that includes earned and paid media; toolkit updates and distribution; ongoing evaluation including the continuation of conducting community, law enforcement, key leaders and school-based surveys; activities to engage local law enforcement; communication and outreach strategies supporting enforcement of the state's Primary Seat Belt Law; sustained enforcement efforts; school and employer programs; and conducting appropriate educational outreach efforts in all nine participating counties. Funding will also support a contract with Montana State University's Transportation Safety Institute, the communications and media plan, and the development and production of outreach materials.</p> | |
| Federal Funding Source(s) | 402; 405b |

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| Project Agreement # | OP24004; 1PE240403 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$187,621 (402; \$76,479 (405b) |
| Eligible Use of Funds | Safety Belts High Public Education |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups **** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020</p> <p>This strategy has been proved to be effective in changing behavior and is identified in Countermeasures that Work. In addition, mass media campaigns are an essential part of many deterrence and prevention countermeasures that depend on public knowledge to be effective. In fact, in order for high-visibility enforcement programs to be effective a communications and outreach component is critical to include in program developments and planning.</p> <p>A mass media campaign consists of intensive communications and outreach activities regarding the traffic safety behavior. The campaign generally included both paid and earned media and utilizes one or more mediums, such as radio, television, print, online, and outdoor. To maximize effectiveness, the campaign will identify a specific target audience (rural communities) and communications goal. All messaging and delivery methods will be appropriate and effective for the audience and goal. Mass media campaigns are a standard part of every State's efforts to improve highway safety.</p> |
| Project Name | Box Elder County Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Box Elder County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings,</p> | |

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| participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging. | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240413 |
| Subrecipient | Bear River Health Department |
| Amount of Federal Funds | \$15,000 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups **** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 |
| Project Name | Cache County Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Cache County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings, participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging. | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240412 |
| Subrecipient | Bear River Health Department |
| Amount of Federal Funds | \$15,000 |
| Eligible Use of Funds | Safety Belts |

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| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups ***** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 |
| Project Name | Sanpete County Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Sanpete County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings, participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240417 |
| Subrecipient | Central Utah Health Department |
| Amount of Federal Funds | \$15,000 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups ***** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 |
| Project Name | Sevier County Rural Seat Belt Program |

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| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Sevier County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings, participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240418 |
| Subrecipient | Central Utah Health Department |
| Amount of Federal Funds | \$15,000 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>Communication and Outreach supporting enforcement *****CTW 2020</p> <p>High risk populations, ***** CTW 2020</p> <p>Strategies for low seat belt use groups **** CTW 2020</p> <p>Communication and Outreach for older children ***CTW 2020</p> <p>Strategies for Child Restraint and Booster Seat Use *** CTW 2020</p> |
| Project Name | Tooele County Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Tooele County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings, participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging.</p> | |
| Federal Funding Source(s) | 402 |

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| Project Agreement # | OP240416 |
| Subrecipient | Tooele County Health Department |
| Amount of Federal Funds | \$15,000 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups ***** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 |
| Project Name | Iron County Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Iron County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings, participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240415 |
| Subrecipient | Southwest Utah Health Department |
| Amount of Federal Funds | \$13,500 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communication and Outreach supporting enforcement *****CTW 2020 |

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| | High risk populations, ***** CTW 2020 Strategies for low seat belt use groups **** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 |
| Project Name | Uintah County Rural Seat Belt Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project is to continue efforts to support the Together for Life rural seat belt campaign designed to increase seat belt and child restraint use in Uintah County using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilize comprehensive toolkits, coalition building, earned media, and community outreach. Activities will be conducted across the social ecology to increase awareness of the importance of seat belt use and child restraints and work to support a positive traffic safety culture. Activities include: support of four occupant protection campaigns being promoted by the UHSO, quarterly media placement, quarterly coalition meetings, participation in available training and guide calls, quarterly activities in focus areas, distribution of tools and resources provided by UHSO. The project will work with law enforcement, community, schools, worksites and key leaders to implement activities, outreach and messaging.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240419 |
| Subrecipient | TriCounty Health Department |
| Amount of Federal Funds | \$15,000 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communication and Outreach supporting enforcement *****CTW 2020 High risk populations, ***** CTW 2020 Strategies for low seat belt use groups **** CTW 2020 Communication and Outreach for older children ***CTW 2020 Strategies for Child Restraint and Booster Seat Use *** CTW 2020 |
| Project Name | Diverse Populations Traffic Safety Grant |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of the Diverse Populations Traffic Safety Project is to decrease motor vehicle crashes involving people who are Hispanic, Refugees or members of Native American Tribes by promoting grassroots outreach efforts to</p> | |

reach as many individuals from these diverse groups as possible. This project will produce material that will establish a foundation of media, education and information that is ongoing and sustainable and involves many partnerships with community organizations at a local level. This project will design program material that is appealing to specific diverse populations. When planning media campaigns, we will use partnerships to give feedback as we create the material that works best for the targeted population. The project will support interventions with sound injury prevention principles designed to increase seat belt and child safety seat use among diverse populations and reduce crashes, injuries, and fatalities. In addition, the grant will fund car seats for organizations working with minorities and offer community sponsorships for events targeting this population.

The counties with the highest concentration of Hispanics are Utah County, Salt Lake County and Weber County. Traffic safety messaging in these counties is a priority for the Highway Safety Office. San Juan and Vernal counties will be the focus for traffic safety messaging to Native American Tribes. The largest Refugee Community Service Center is located in Salt Lake City and will be the area of focus.

Over the last decade, Utah’s demographic profile has changed. Traffic crashes are one of the leading causes of death among diverse populations in the United States and in Utah. Because of this, the Highway Safety Office acknowledges the need for a traffic safety focus for these communities and dedicates funds for that purpose. This project aims to decrease the percent of unrestrained fatalities among diverse populations.

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| Federal Funding Source(s) | 402; state pass through |
| Project Agreement # | CR240409 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$12,500 (402) and \$47,500 (state pass through) |
| Eligible Use of Funds | Child Restraint |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020 |
| Project Name | Occupant Protection Program Evaluation |
| Project Description | <i>(list activities, locations and affected communities)</i> |

Since 1986, the Utah Safety Belt Observational Survey has been conducted annually and studies seat belt use among drivers and front seat passengers. The study is designed to accommodate the probability requirements of the National Highway Traffic Safety Administration (NHTSA) as written in the Federal Register, as well as the specific needs of the State. The survey is a top priority for the UHSO as the results are reported to NHTSA and also used to define areas of opportunity for the UHSO. The survey is also a required element of each state’s Highway Safety Plan and may impact federal funding awarded to the State. New site selections were made for FY2023 and will be used for the next five years. Wasatch County was added to the

observational survey making 18 counties in all. The results will be provided to NHTSA as well as the public and the State's traffic safety partners. Funds will be used to contract with a survey coordinator, hire four surveyors to gather the usage data in 18 counties, support travel needs for the surveyors and conduct training.

Project funds may be used to conduct a Child Passenger Safety Survey which will be conducted during the triennial plan FY2024-FY2026, if budget allows. This will be a convenience sample survey that will include urban and rural counties. Plans are underway for survey design and methodology. UHSO will recruit certified child passenger safety technicians to conduct the surveys. Survey results will be shared and evaluated to determine child restraint use for children ages 0-12.

To help determine the direction of the occupant protection program and to track progress, funding will be used to conduct a public awareness survey. The survey will gather information on driver awareness of seat belt-related campaigns, as well as attitude and knowledge of the seat belt law, perceptions of enforcement, and self-reported behavior. The results of the survey will be used to evaluate the program effectiveness and messaging.

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| Federal Funding Source(s) | 402 |
| Project Agreement # | OP240405 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$73,000 |
| Eligible Use of Funds | Safety Belts |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Uniform Guidelines for State Highway Safety Programs - Data and Program Evaluation. Observational surveys are a key component of Utah's occupant protection program and a required element by NHTSA. |

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| Teen Driving Projects | |
| Project Name | Teen Driving Outreach |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| The Teen Driving Education and Outreach Program will work to decrease motor vehicle crashes involving teen drivers by promoting increased parental involvement in and awareness of their child's education and experience as each new group of young drivers hit the roadways. From 2017-2021, teenage drivers accounted | |

for 21% of all crashes and 22.7% of all injuries. During that same time, 1,389 people lost their lives on Utah roads. Of that number 179 people lost their lives because of a teenage driver involved crash; 103 of those people were teenagers.

The Zero Fatalities Pre-Driver Program is aimed at increasing seat belt use among pre-teens and targets pre-drivers. Middle school-aged pre-teens will benefit from a traffic safety curriculum that will prepare students for the driver’s education program. Funds will be used for Zero Fatalities outreach workers to teach the Pre Driver presentation to middle schools across Utah. We will further our partnership with Zero Fatalities, reaching more middle school-aged students with educational videos to support safe driving habits.

During National Teen Driver Safety Week, media and resources will be used to target parents and teen drivers to teach the importance of safe driving. HSO will partner with Zero Fatalities to support the activities during that week such as the press event and the teen memoriam. The project also supports the efforts of the Teen Driving Task Force, which is an influential group of teen and traffic advocates that meet to coordinate statewide and local activities, events and to share ideas. The group encourages support from traffic safety partners and from public and private entities.

The Teen Driving Outreach Program provides outreach and awareness to both the pre-teen and the older teen as well as increasing parental knowledge and communication with parents and students to support safe driving habits.

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| Federal Funding Source(s) | 402; 405i; state pass through |
| Project Agreement # | TSP240401; 3BTR240401 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$61,500 (402); (405i); \$27,500 (state pass through) |
| Eligible Use of Funds | Teen Safety Program Education and Training |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | Communications and Outreach ***** CTW 2020 Child/Youth Occupant Restraint Laws *****CTW 2020 Strategies for Child Restraint and Booster Seat Use ***CTW 2020 School-Based Programs ***CTW 2020 |

| Impaired Driving Projects | |
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| Project Name | DUI ENFORCEMENT, PARTNERSHIPS AND SUPPORT |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of this project aims to further reduce alcohol and drug-related arrests, crashes, and fatalities in Utah, with the goal of promoting zero-tolerance of impaired driving. To address alcohol and drug impairment, law enforcement will be provided with resources for DUI overtime. This will enable them to conduct high-visibility enforcement activities, including specific holiday DUI enforcement, saturation patrols, blitzes, and publicized sobriety checkpoints. The project will support approved food and beverages, gas for generators, ice, vests, and other supplies to be used at checkpoints, blitzes and during HVE saturation patrols.</p> <p>A large percentage of the efforts will be concentrated along the Wasatch Front, where crash and citation data indicate a higher incidence of impaired driving. However, data now shows an over-representation of DUI-related arrests outside the Wasatch Front in rural areas of the state (33.7% of arrests; 26.1% of residents). As a result, equitable resources will be allocated to rural areas throughout the state. In order to support all traffic safety laws, participating agencies will be encouraged to adopt an integrated enforcement approach.</p> <p>The allocated funding for this project will provide law enforcement with the necessary resources, such as materials, supplies, education, and training to support initiatives focused on education, prevention, intervention, communication, and outreach. Through these initiatives, law enforcement officers will be equipped with the necessary expertise to identify and eliminate impaired drivers from Utah's roads, while also encouraging responsible behaviors such as utilizing alternative transportation, designated drivers, and responsible beverage service. Additionally, the funds will be utilized to ensure the sustainability of the DUI trailer and to facilitate law enforcement education and outreach activities. This includes providing essential supplies such as impaired driving goggles, portable breath testers (PBTs), and other necessary materials to educate the public, as well as to identify, apprehend, and prosecute impaired drivers.</p> <p>The project will also strive to promote public participation and engagement by working closely with HSO program managers, Law Enforcement Liaisons (LELs), and regional LELs. This collaborative approach will facilitate connections with law enforcement agencies throughout the state, foster resource sharing, and establish relationships with both new and existing stakeholders. By establishing these partnerships, the project will increase efforts to discover new and innovative approaches in supporting law enforcement agencies and other relevant stakeholders. These collaborative efforts aim to reduce impaired driving crashes and fatalities in Utah.</p> <p>Funds will be used to support in-state travel to attend relevant training, meetings and conferences, as well as out-of-state travel for NHTSA-endorsed training and conferences. The project will also provide in-state travel support for the UHSO Law Enforcement Liaison and regional LEL's to assist with training, DUI checkpoints and saturation patrols. Additionally, funds will be utilized to provide sponsorships for conferences, training sessions,</p> | |

and other training events, including conferences, symposiums, and meetings. These initiatives are designed to educate, inform, and train law enforcement officers and other individuals involved in the DUI process.

Because of increased drug-impaired driving there is a need to improve reporting of toxicology data. Ongoing efforts will be dedicated to fostering stronger collaborations among all agencies committed to reducing drug impaired driving incidents in Utah.

Gathering accurate data on drug-related arrests and crashes can be challenging. In the past, when a DUI arrest case was tested for drugs and alcohol at the Public Health Laboratory, the lab would stop testing for drugs if the alcohol threshold was met. Because of this, the state was missing critical data that would identify drug impaired driving issues, poly-use (combination of drugs and alcohol), as well as what types of drugs are being abused.

The Highway Safety Office will maintain its commitment to supporting the Utah Public Health Laboratory by providing funding, through an MOA, for an additional toxicologist. In February of 2023 the UHSO and the Utah Public Health Laboratory renewed the agreement for an additional five years. This toxicologist position will specifically focus on DUI arrest cases and includes a no-stop-limit testing where DUI arrest cases are tested for drugs, even if the alcohol testing threshold has been met. The project will undergo yearly assessments, and objectives will be adjusted as needed in the future.

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| Federal Funding Source(s) | 402 405d |
| Project Agreement # | AL240301; HVE240301, BAC240301, PEM240301 |
| Subrecipient | Utah Department of Public Safety, Highway Safety Office |
| Amount of Federal Funds | \$250,000 (402) \$342,047 (405d) |
| Eligible Use of Funds | Impaired Driving Low HVE Low BAC Testing/Reporting Low ID training/Enf Related exp. |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | Publicized Sobriety Checkpoints ***** CMTW 2020 High-visibility saturation patrols ***** CMTW 2020 Breath Test Devices ***CMTW 2020 Training, Partnerships and Support Toxicology Lab Partnership Education Regarding Medication |
| Project Name | STATEWIDE DRE, ARIDE AND PHLEBOTOMY PROGRAM |

| Project Description | <i>(list activities, locations and affected communities)</i> |
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| <p>Utah continues to have one of the highest rates of prescription and illicit drug abuse in the nation. These drug abuse problems inevitably carry over to our roadways and cause traffic safety issues for everyone on the road.</p> <p>An important aspect of the drugged driver is that testing positive for a substance does not necessarily imply impairment, only drug presence; the relationship between drug impairment and driving ability, especially for marijuana, continues to be studied, and no conclusions can be made yet. Officers face monumental challenges in detecting and apprehending drivers impaired by substances other than alcohol. Defense attorneys take advantage of this to weaken the officer’s court testimony and reduce convictions. With this, it is vital to support law enforcement officers with the appropriate equipment, specific training, and certifications to help them more accurately detect drug impairment as it relates to identifying and arresting impaired drivers on Utah’s roadways. By understanding the demographics of alcohol and drug-related driver crashes and fatalities, officers can better detect, apprehend, and provide court testimony to assure a violator is held accountable for his/her crime.</p> <p>This project’s goal is to provide a core group of officers in law enforcement agencies statewide with advanced training in the areas of impaired driver detection, arrest, and prosecution, standardized field sobriety testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), phlebotomy, and certification as a Drug Recognition Expert (DRE). By increasing the number of certified DRE's, ARIDE-trained officers, and officer-phlebotomists, there is an increase in the standard of evidence and resources available to law enforcement on impaired driving arrests and incidents. Increasing the number of highly trained officers also visibly improves efforts to deter and enforce impaired driving. Therefore, decreasing the incidents involving the drug-impaired driver. In addition, the program will offer education regarding medications and driving and promote zero tolerance enforcement of impaired driving laws.</p> <p>The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was developed to bridge the gap between the basic standardized field sobriety testing (SFST) curriculum and the DRE (Drug Recognition Expert) program. The ARIDE course helps officers to recognize and arrest drivers impaired on drugs other than alcohol and to then request a DRE to perform a more detailed examination in DUI drug cases.</p> <p>The Drug Evaluation and Classification Program (DECP) is a training program to provide skills in detecting and identifying persons under the influence of drugs, and in identifying the category or categories of drugs causing impairment. Officers who complete the training and successfully pass the tests receive certification as a Drug Recognition Expert or DRE and capitalize on their skills to assist in suspected impaired driving arrests.</p> <p>A hurdle in DRE investigations is the gathering, completion, and maintaining of accurate information and records on the number of DRE evaluations completed. The lack of accurate records creates challenges in knowing where to concentrate efforts of DRE and DUI enforcement, and identifying where the largest problems are occurring. Currently there is no way to ensure that a DRE evaluation is entered, tracked, counted, or reviewed by an instructor.</p> | |

Funding for this project will be used to support instructor fees for officer training in SFST's, ARIDE, phlebotomy and DRE programs. This project will also fund training fees for the Utah School of Phlebotomy and provide overtime funding for DRE call-outs on drug-impaired driving cases where agencies may not have a DRE available. Furthermore, the funds will be allocated for expenses related to national and local events, conferences, training sessions, and certifications in Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Phlebotomy. Additionally, the funds will support travel, sponsorships, supplies, and operational expenses. By continuing this program, officers are able to maintain their certification as "expert witnesses" when it comes to court testimony and criminal proceedings.

The Institute for Traffic Safety Management and Research (ITSMR) has a software program available that allows DRE's to enter their DRE evaluations into a tablet. The information is then transferred to a report that the DRE must complete as part of their evaluation. The program transfers much of the information entered during the DRE evaluation into the narrative report, thus facilitating more efficiency for the DRE during their report writing. This project will allocate funds to support the purchase of tablets and the ITSMR program software in order to streamline DRE evaluations, ensure review by DRE instructors, and maintain accurate records on DRE opinions, statistics, and number of evaluations completed.

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| Federal Funding Source(s) | 402 405d |
| Project Agreement # | AL240303; PEM240302 |
| Subrecipient | Utah Department of Public Safety, UHP |
| Amount of Federal Funds | \$50,000 (402) \$110,000 (405d) |
| Eligible Use of Funds | Impaired Driving Low ID training/Enf Related |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Enforcement of Drug-Impaired Driving *** CMTW 2020 DRE, ARIDE and Phlebotomy Program |
| Project Name | IMPAIRED DRIVING EDUCATION AND MEDIA CAMPAIGN |
| Project Description | <i>(list activities, locations and affected communities)</i> |

The UHSO will collaborate with a local media provider to develop a high-visibility communication plan with an emphasis on the difficult-to-reach target audience of males aged 21-39. The messaging will be straightforward, highlighting the dangers and consequences of impaired driving. This messaging approach was influenced by the

findings of focus groups conducted in January 2023, which suggested discussing the dangers and consequences of driving impaired. For instance, consequences such as penalties and fines, imprisonment, job loss, suspended driver's license, increased insurance premiums, and the need for ignition interlock devices were found to be effective in deterring individuals from driving after consuming alcohol. Other fears participants suggested were concern for family, the possibility of hurting someone, and social stigma.

The main objective of this media campaign is to increase awareness about the risks and consequences of impaired driving, promote the presence of law enforcement officers on the roads, in order to reduce incidents of impaired driving in Utah. To accomplish this objective, it is crucial to change existing attitudes and beliefs concerning the societal acceptability of driving under the influence and the perceived immunity to potential consequences.

The Highway Safety Office plans to expand efforts in promoting impaired driving messages throughout Utah. The UHSO will collaborate with media partners to develop social media toolkits encompassing impaired driving messages and campaign resources. To effectively connect with Utah's diverse populations such as Hispanic and Latino communities, messaging and resources will be developed in both English and Spanish. These materials will be provided to law enforcement agencies statewide for distribution through organic content posts.

With an increase in available toxicology studies and data showing the upward trend of drug-impaired driving, continued efforts will be made to incorporate more drug-impaired messaging into the media campaign.

The media campaign will support the National "Drive Sober or Get Pulled Over" and "If You Feel Different, You Drive Different" messages, along with high-visibility enforcement.

This campaign aims to unite communities by forging partnerships among law enforcement, media, local businesses, and community leaders. Together, they will work towards combating the issues of alcohol and drug-impaired driving.

This project will provide funding for research, new materials, and media costs and placement.

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| Federal Funding Source(s) | 405d |
| Project Agreement # | PEM240304 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$500,000 (405d) |
| Eligible Use of Funds | Low Media/ID training/Enf related exp. |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for | Mass Media Campaigns *** CMTW 2020 |

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| Programming Funds | |
| Project Name | TRAFFIC SAFETY RESOURCE PROSECUTOR |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Utah’s Traffic Safety Resource Prosecutor (TSRP) specializes in the prosecution of traffic crimes, with an emphasis on impaired driving cases. The overall goal of this project is to reduce serious injury and fatal impaired driving related traffic crashes and increase impaired driving conviction rates around the state, resulting in fewer cases being dismissed or resulting in not guilty verdicts, and eventually reducing the number of impaired drivers on Utah’s roadways. To help reach this goal, the TSRP provides training, education, and technical support to other prosecutors, law enforcement agencies, and other traffic safety stakeholders within the State.</p> <p>Laws and court decisions are constantly changing the impaired driving landscape in Utah and across the country. Utah has continued to expand its medical marijuana program, reducing penalties and making the drug more broadly available. This could potentially create more issues for officers trying to detect drug-impaired drivers. Defense attorneys are continually working to develop new arguments and tactics to successfully combat impaired driving prosecutions. New drugs appear regularly that bring novel issues to the table. The turnover in personnel in both prosecution offices and police departments means that new prosecutors and police officers are regularly handling these important cases, necessitating a regular cycle of training all around the state. The TSRP must remain current on issues both locally and nationally in order to be a consistent resource amidst the constantly changing field of impaired driving.</p> <p>The TSRP will attend relevant local, regional and national training courses, actively participate in the national TSRP and NAPC forms, serve on state and regional committees and coalitions and meet regularly with other traffic safety partners to facilitate the spread of information and cooperation regarding traffic safety matters.</p> <p>On request, the TSRP will provide training to prosecutors, law enforcement agencies, and other traffic safety partners on impaired driving issues. The TSRP will develop a multi-disciplinary training on emerging trends and take the curriculum to agencies around the state. Training may include combating common DUI defenses, SFST training, case law and legislative updates, report writing, and courtroom testimony, and will assist law enforcement training such as ARIDE, DRE School, etc. The TSRP will also participate in establishing/revising guidelines for sobriety checkpoints, saturation patrols, and other enforcement techniques. In addition to prosecutors and law enforcement officers, other partners play a pivotal role in reducing impaired driving, even when they are not directly involved with the investigation and prosecution of each offense. These include the Toxicology Lab, Driver License Division, community coalitions, and other agencies and entities involved in educating, collecting data, and working to reduce impaired driving in Utah. The TSRP will provide support to these agencies as needed.</p> <p>The TSRP will provide technical assistance, as appropriate, and serve as a consultant to Utah prosecutors, law enforcement agencies, and other traffic safety stakeholders. This position will help summarize new traffic-related laws and regional legislative updates for an audience of police and prosecutors. The TSRP will produce</p> | |

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| <p>and maintain quality, up-to-date legal materials to assist the prosecution of impaired driving, including case law updates, and publish a traffic safety blog with real-time updates for prosecutors and law enforcement throughout the state.</p> <p>Funding for this project will support personnel costs, travel expenses, expert witness/transcripts, data processing support, training materials, supplies, and equipment.</p> | |
| Federal Funding Source(s) | 405d |
| Project Agreement # | LCS240305 |
| Subrecipient | Utah Attorney General’s Office - Utah Prosecution Council |
| Amount of Federal Funds | \$207,440 (405d) |
| Eligible Use of Funds | Low Court Support |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | DWI Courts ****CMTW 2020 Traffic Safety Resource Prosecutor |
| Project Name | SIP/TRACE AND YOUTH ALCOHOL SUPPRESSION |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Utah's success in maintaining a low rate of alcohol-related fatalities is attributed to its strong emphasis on enforcing DUI laws and taking a proactive stance against underage drinking.</p> <p>In order to reduce the number of fatalities related to impaired driving and provide a safer and more secure environment, the Utah Department of Public Safety’s Alcohol Enforcement Team (AET) adopted the Serving Intoxicated Persons (SIP) and Targeting Responsibility for Alcohol Connected Emergencies (TRACE) Programs. SIP conducts on-premise alcohol consumption compliance checks to verify businesses are not over-serving patrons or providing alcohol to minors. TRACE investigations aim to hold the provider of the alcohol accountable if any state laws or state liquor license agreements were violated.</p> <p>The AET offers to supplement local law enforcement’s investigations statewide as AET agents can cross jurisdictional lines in the investigation and prosecution of alcohol over-service and work with local law enforcement agencies that don't have the technical skills or training necessary to conduct these types of investigations. The AET trains and educates outside law enforcement agencies in the detection and enforcement of youth alcohol consumption, trends, and suppression.</p> | |

These investigations can affect the liquor license status of establishments through administrative action by the Utah Department of Alcoholic Beverage Service (DABS). By holding individuals and establishments accountable, we can reduce the number of these incidents.

The Department of Public Safety’s Alcohol Enforcement Team is committed to enhancing the quality of life and safety of the people of Utah by eliminating the incentives and opportunities to commit liquor offenses through a comprehensive law enforcement effort of education, deterrence, apprehension, and prosecution. In turn, they work to implement the SIP/TRACE program in Utah’s restaurants and bars, which are the most visible locations that serve alcohol for on-site consumption. There is still a need to curb youth alcohol and sales to minors. To combat this issue, the AET can target special events like concerts and raves that are held at venues where all age groups are welcome and alcohol is served. When these factors are combined, it creates opportunities for over-service to patrons and service to minors. This can lead to drinking and driving and an increase in alcohol-related crashes and fatalities.

Funds for this project will support the Alcohol Enforcement Team (AET) by providing officer overtime to assist other agencies by conducting Serving Intoxicated Persons/Youth Alcohol Suppression and TRACE operations. Through undercover operations, with the use of CUBS (Covert Underage Buyer), the AET works to eliminate drunk driving and underage drinking where it starts, with the goal to reduce impaired driving traffic crashes and fatalities.

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| Federal Funding Source(s) | 405d |
| Project Agreement # | 6OT240306 |
| Subrecipient | Utah Department of Public Safety - State Bureau of Investigations - Alcohol Enforcement Team |
| Amount of Federal Funds | \$60,000 (405d) |
| Eligible Use of Funds | Low Other based on Problem ID |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | Alcohol Vendor Compliance Checks *** CMTW 2020 Responsible Beverage Service ** CMTW 2020 |
| Project Name | 24/7 SOBRIETY PROGRAM |
| Project Description | <i>(list activities, locations and affected communities)</i> |

Driving while under the influence of alcohol or drugs is a frequently committed and dangerous crime that often leads to fatalities. Despite well-planned and implemented countermeasures, DUI recidivism rates have persisted.

In an effort to combat this issue, Utah implemented the 24/7 Sobriety Program to encourage sobriety, help reduce DUI recidivism and the number of alcohol and drug-related crashes and fatalities in Utah.

Utah's 24/7 Sobriety program started as a pilot program in Weber County on July 1, 2018 and became available statewide on May 1, 2021. Currently the program is fully operational and available to participants in 12 counties.

This program is unique because it holds a qualified participant accountable with ongoing daily testing for alcohol and random testing for drugs. Under this program, every participant is subjected to alcohol and/or drug testing twice a day to ensure continuous sobriety, 24 hours a day and 7 days a week. As an alternative, CAM bracelets are available for programs available in rural areas or in counties where the program is not available yet. These transdermal bracelets monitor an individual's alcohol consumption every 30 min and are essential for the program's success.

The main objectives of this community-based supervision program are to decrease the incidence of DUIs and related costs, minimize recidivism for DUI offenses, and provide an alternative to imprisonment and revocation of driving privileges. As a result, this program allows participants to continue to live with family, remain employed, and encourages them to change their behavior. The objective is to encourage sobriety while minimizing the likelihood of DUI recidivism.

The program will primarily concentrate on annual expansion into additional counties, encompassing both urban and rural areas. To facilitate this effort, the program coordinator will conduct training sessions on the 24/7 program's procedures and guidelines, SCRAM equipment and software, and the evaluation process for determining the offender's eligibility to participate in the program via the driver's license division.

The program coordinator will continue to address any questions or concerns regarding the program and will provide additional training to program staff, prosecutors, defense attorneys, and judges as needed or requested.

Funding for this project will be allocated to support sponsorships and necessary travel expenses for program support, education, and training throughout the state. Additional funds will be utilized to cover the expenses of testing equipment, data management system costs, supplies, printing, and media costs.

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| Federal Funding Source(s) | 405d; 405d - 24/7 |
| Project Agreement # | SP240309; F24SP240310 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$100,000 (405d); \$47,106 (405d - 24/7) |
| Eligible Use of Funds | Low 24-7 Sobriety Program 24-7 Sobriety Program |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for | DWI Offender Monitoring ****CMTW 2020 |

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| Programming Funds | 24/7 Sobriety Program |
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| Vulnerable Roadway Users Projects | |
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| Project Name | Bicycle Safety PI&E |
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| Project Description | <i>(list activities, locations and affected communities)</i> |
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This project will focus on promoting bicycle safety, encouraging bicycle helmet use and education on Utah's bike laws. Priority will be given to the counties where the majority of bicycle-motor vehicle crashes occur (Salt Lake, Utah, Weber, Davis, Cache, and Washington). Focus will be given to bicycle education for children, recreational riders, and commuters with emphasis on cycling skills clinics and bike rodeos where rules of the road are reinforced. Educational materials and supplies will be offered to local health departments, law enforcement agencies and other partners involved with bicycle safety.

A contract will be secured with one or more advertising agencies to assist with the campaign's media and public information efforts. Funds may also be used to support public relations activities, campaign development and production costs, and media placement. In addition, funds will be used to purchase and/or develop appropriate educational materials that will be used to inform and educate the public about the importance of bicycle safety. The campaigns will partner with the Zero Fatalities program and messaging and media efforts will be shared and coordinated with NHTSA, as appropriate.

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| Federal Funding Source(s) | 402, 405h, state pass through |
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| Project Agreement # | PS240702; FHPE240403 |
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| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
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| Amount of Federal Funds | \$91,626 (402), \$75,525 (405h), \$14,000 (state pass through) |
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| Eligible Use of Funds | Pedestrian/Bicycle Safety Public Education |
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| P&A - yes or no | No |
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| Is this a Promised Project? | No |
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| Countermeasure Strategy or Strategies for Programming Funds | <ul style="list-style-type: none"> - Conspicuity Enhancement *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some studies in Appendix 9 have shown this to be effective; however there is not a lot of research available - Cycling Skills Clinics, Bike Fairs, Bike Rodeos * CTW 2020; some studies in Appendix 9 have shown these to be effective; however there is not a lot of research available |
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| | <ul style="list-style-type: none"> - Active Lighting and Rider Conspicuity *** CTW 2020 - Program Evaluation - Uniform Guidelines for State HS Programs |
| Project Name | Pedestrian Safety PI&E |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The Pedestrian Safety Public Information and Education Program will work on reducing pedestrian-related serious injury and fatality rates by implementing one or more of the identified evidence-based countermeasures. Priority will be placed on the highly urbanized Wasatch Front counties of Salt Lake, Utah, Davis and Weber where a major portion of the pedestrian fatalities occur.</p> <p>Efforts will continue to advance the Pedestrian Task Force Committee and collaborate with the Utah Department of Transportation in combining pedestrian safety efforts including implementation of the Utah Pedestrian Safety Action Plan. These efforts will support increasing both driver and pedestrian awareness on safety issues, particularly that of pedestrians being visible to drivers. Educational materials and supplies will be offered to local health departments, law enforcement agencies and other partners involved with community-based pedestrian programs. A focus for this project will be giving law enforcement the opportunity to have the proper training for pedestrian high-visibility enforcement as well as allocating more funding to crosswalk overtime enforcement.</p> <p>A contract will be secured with one or more advertising agencies to assist with the campaign's media and public information efforts. Funds may also be used to support public relations activities, campaign development and production costs, and media placement. In addition, funds will be used to purchase and/or develop appropriate educational materials that will be used to inform and educate the public about the importance of pedestrian safety. The campaigns will partner with the Zero Fatalities program and messaging and media efforts will be shared and coordinated with NHTSA, as appropriate.</p> | |
| Federal Funding Source(s) | 402, 405h, state pass through |
| Project Agreement # | PS240701; FHPE240401, FHLE240402 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$195,000 (402), \$150,000 (405h), \$26,000 (state pass through) |
| Eligible Use of Funds | <ul style="list-style-type: none"> Pedestrian/Bicycle Safety Law Enforcement Public Education |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Pedestrian Safety Zones **** CTW 2020 - Conspicuity Enhancement *** CTW 2020 - Elementary-Age Child Pedestrian Training *** CTW 2020 - Walking School Buses *** CTW 2020 |

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| | <ul style="list-style-type: none"> - Safe Routes to School *** CTW 2020 - Enforcement Strategies *** CTW 2020 - Reduce and Enforce Speed Limits *** CTW 2020 - Pedestrian Safety Zones **** CTW 2020 - Law Enforcement Component - Uniform Guidelines for State HS Programs - Program Evaluation - Uniform Guidelines for State HS Programs |
| Project Name | Motorcycle Safety Media and PI&E |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The UHSO will work to increase motorists' awareness of motorcyclists and their safety, use communication and outreach to promote rider training courses and proper licensing, protective gear, conspicuity and helmet use, and create a coalition of motorcycle safety advocates. Media efforts will include promoting Motorcycle Safety Awareness Month and Utah's Rider Education Program for new and experienced riders. Educational materials and supplies will be offered to local law enforcement agencies and other partners involved with community-based motorcycle programs.</p> <p>A contract will be secured with one or more advertising agencies to assist with the campaign's media and public information efforts. Funds may also be used to support public relations activities, campaign development and production costs, and media placement. In addition, funds will be used to purchase and/or develop appropriate educational materials that will be used to inform and educate the public about the importance of motorcycle safety. The campaigns will partner with the Zero Fatalities program and messaging and media efforts will be shared and coordinated with NHTSA, as appropriate.</p> | |
| Federal Funding Source(s) | 402; 405f; state pass through |
| Project Agreement # | MC240901, 11MP240903 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$316,093 (402), \$52,715 (405f), \$84,308 (state pass through) |
| Eligible Use of Funds | Motorcycle Safety Motorcycle Programs |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Motorist Awareness of Motorcyclists * CTW 2020 & Uniform Guidelines for State HS Programs - Conspicuity and Protective Clothing * CTW 2020 & Uniform Guidelines for State HS Programs - Law Enforcement Component - Uniform Guidelines for State HS Programs |

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| | <ul style="list-style-type: none"> - Motorcycle Rider Training ** CTW 2020; analysis of DLD data over 3 years indicates that only 8% of motorcyclists who died had taken an MSF course - Program Evaluation - Uniform Guidelines for State HS Program |
| Project Name | The Riderz Foundation |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The Riderz foundation is a non-profit 501(c)3 organization focused on rider education in Salt Lake, Weber, Davis, and Provo counties, where most motorcycle-related crashes occur. Their mission is to connect motorcyclists, provide valuable resources to the community, and assist injured motorcyclists. Their goal is to continue supporting motorcycle safety activities designed to increase safe motorcyclist practices which will ultimately decrease traffic-related deaths and injuries on our roadways. This will be accomplished through several activities: by educating the motorcycle community about wearing proper motorcycle gear, group riding classes, peer support group meetings for injured motorcyclists, providing educational courses from safety instructors such as MSF classes: crash courses, police style classes that cover slow speed maneuvers, crash avoidance and braking challenges. The group riding classes are for those who want to learn how to ride in large groups and want to practice their riding skills on the roadways. Some may have moved here from other states and want to understand Utah's traffic laws such as lane filtering. These group rides foster learning from others to improve riding confidence, abilities and improve life saving riding skills they may need on the road.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | MC240902 |
| Subrecipient | The Riderz Foundation |
| Amount of Federal Funds | \$5,000 |
| Eligible Use of Funds | Motorcycle Safety |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Motorcycle Rider Training ** CTW 2020; analysis of DLD data over 3 years indicates that only 8% of motorcyclists who died had taken an MSF course, indicating those who perished had no training. - Conspicuity and Protective Clothing * CTW 2020 & Uniform Guidelines for State HS Programs <p>Crash data indicates more motorcyclists are being killed each year in the state, and the lack of licensing/training by many of these individuals indicates a need for communication, not only broad media campaigns, but more localized communication across Utah. Ongoing focus groups also indicate a lack of knowledge about lane filtering, showing a need for continued education.</p> |

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| Project Name | Older Adult Driving Safety |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Older adult drivers commute every day on Utah’s roadways. University of Utah Health’s Trauma Program runs the Older Adult Driving Safety Program, working with the geriatric population (65+) to keep them safe in multiple facets of life, specifically focused in Salt Lake, Tooele, Davis, Cache, Utah, Wasatch, and Washington County. Their driver rehabilitation program (one of only 4 in the state), helps aging drivers get them back on the road or helps determine if they are still safe to drive. The Injury Prevention Coordinator is also CarFit certified, so they will work in the community to help older drivers know the importance of having the right vehicle and knowing how to utilize all its features. They collaborate with numerous organizations, including the Utah Highway Safety Office and Zero Fatalities, on keeping older adult drivers safe behind the wheel of their vehicle. There is also movement toward further collaborations with the Utah Driver License Division, specifically with regards to the Medical Review Board.</p> <p>University of Utah Health also utilizes the Yellow Dot Program, educating the public about this lifesaving service at senior centers and health fairs and keeping county libraries stocked with materials (and mailing materials where requested). They will continue to seek out new collaborators to promote and support Yellow Dot.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | OD240201 |
| Subrecipient | University of Utah Health |
| Amount of Federal Funds | \$52,239 |
| Eligible Use of Funds | Older Driver Safety |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Formal courses for older drivers ** CTW 2020, Appendix 7 indicates more research is needed to determine effectiveness; some studies show courses such as CarFit can be effective (Considerations for Future Education for Older Drivers) - Referring older drivers to licensing agencies **** CTW 2020 |
| Project Name | Bicycle Education and Safety Training (BEST) |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Bike Utah’s BEST Program provides road safety education and engages communities in active strategies to prevent crashes and injuries while promoting wellness.</p> | |

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| <p>While active and public transportation options are incredibly important for Utah's growing population, the concerning crash data and uptrend in injury and fatalities on Utah roads amplifies the need for safety education, public engagement and awareness, and infrastructure improvements across Utah. Active and public transportation improve traffic congestion and air quality and promote health and wellness across the lifespan, but only if safety is of the highest priority and mutually valued. Bike Utah aims to promote awareness and safety outcomes through education, outreach and planning. We believe that engaging children, adults, businesses and policy leaders in safe roadway practices and design is essential to promoting safety on Utah roads. Historically, disproportionate focus has been on the behavior and risk factors of the vulnerable roadway user. While we will continue to prioritize safety education for cyclists and pedestrians, Bike Utah also intends to expand our outreach and community engagement efforts to promote awareness of roadway safety with drivers, working across the entire issue.</p> | |
| Federal Funding Source(s) | 402; state pass through |
| Project Agreement # | PS240705 |
| Subrecipient | Bike Utah |
| Amount of Federal Funds | \$40,000 (402), \$100,000 (state pass through) |
| Eligible Use of Funds | Pedestrian/Bicycle Safety |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Pedestrian Safety Zones **** CTW 2020 - Conspicuity Enhancement *** CTW 2020 - Elementary-Age Child Pedestrian Training *** CTW 2020 - Walking School Buses *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some studies in Appendix 9 have shown this to be effective; however there is not a lot of research available - Cycling Skills Clinics, Bike Fairs, Bike Rodeos * CTW 2020; some studies in Appendix 9 have shown these to be effective; however there is not a lot of research available - Active Lighting and Rider Conspicuity *** CTW 2020 - Program Evaluation - Uniform Guidelines for State HS Programs |
| Project Name | Ogden Bicycle and Pedestrian Safety 2024 |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Ogden City has seen an increased need for bicycle helmets and educational resources along with increased attendance with safety programs and activities. The police department will purchase more bicycle helmets and give them out to children at their outreach and educational events. Their trained staff will be able to ensure</p> | |

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| <p>that the helmets fit the children properly and instruct them on how to wear the helmets correctly. Safety materials for youth and adults will also be distributed at events along with an emphasis on bicycle and crosswalk safety. Many events occur during the spring and summer months and a pop-up awning will allow some shade and shelter from the sun and elements when working with the children. The funding from this grant will also be used to purchase highly reflective and durable school crosswalk pedestrian safety cones for the school crossing guards.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | PS240707 |
| Subrecipient | Ogden Police Department |
| Amount of Federal Funds | \$9,650 |
| Eligible Use of Funds | Pedestrian/Bicycle Safety |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Pedestrian Safety Zones **** CTW 2020 - Conspicuity Enhancement *** CTW 2020 - Elementary-Age Child Pedestrian Training *** CTW 2020 - Walking School Buses *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some studies in Appendix 9 have shown this to be effective; however there is not a lot of research available - Cycling Skills Clinics, Bike Fairs, Bike Rodeos * CTW 2020; some studies in Appendix 9 have shown these to be effective; however there is not a lot of research available - Active Lighting and Rider Conspicuity *** CTW 2020 - Program Evaluation - Uniform Guidelines for State HS Programs |
| Project Name | Weber Morgan Health Department Bike/Pedestrian Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Weber-Morgan Health Department (WMHD) has strong community partnerships, several that sit on Safe Kids Weber-Morgan, that would assist in completion of several objectives of this grant. The strong community partnership increases the reach in the community and allows programs to be implemented in several cities and to a variety of populations. WMHD has been actively implementing bike and pedestrian programs in the community for several years. Programs implemented have included low cost bike helmets, Green Ribbon Month, Pedestrian Safety Task Force, and many others that the community relies on.</p> | |

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| Federal Funding Source(s) | 402 |
| Project Agreement # | PS240710 |
| Subrecipient | Weber Morgan Health Department |
| Amount of Federal Funds | \$26,842 |
| Eligible Use of Funds | Pedestrian/Bicycle Safety |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Pedestrian Safety Zones **** CTW 2020 - Conspicuity Enhancement *** CTW 2020 - Elementary-Age Child Pedestrian Training *** CTW 2020 - Walking School Buses *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some studies in Appendix 9 have shown this to be effective; however there is not a lot of research available - Cycling Skills Clinics, Bike Fairs, Bike Rodeos * CTW 2020; some studies in Appendix 9 have shown these to be effective; however there is not a lot of research available - Active Lighting and Rider Conspicuity *** CTW 2020 - Program Evaluation - Uniform Guidelines for State HS Programs |
| Project Name | Cedar City Active Transportation Safety Program |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Cedar City has a number of issues that relate to accessibility and a growing population. Working to address the needs of a rapidly growing city focusing on traffic safety for its residents is a priority. The Active Transportation Council has identified several areas of the inner city where safe walking and bicycling need to be addressed. Several locations where traffic congestion and unsafe active transportation will be a focus. UDOT, the Department of Public Safety, and other regional partners will review existing data to help solve some problem areas.</p> <p>Cedar City will continue to work to increase buy-in from elected officials and those who help make planning and policy decisions on the importance of active transportation. In addition, the City will expand and secure “Neighborhood Slow Rolls” (fun and family-oriented biking activity) that encourages a walkable and pedestrian-friendly community and promotes bike and walk-to-school activities. This project will promote engagement with community partners to implement an active transportation plan that is logical and visionary in its planning, design, and maintenance to meet the needs of all of our citizens. The funds for this program will cover professional workshops and training for active transportation committee members, mobile signage with safety tips on them, helmets, and educational materials.</p> | |

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| Federal Funding Source(s) | 402 |
| Project Agreement # | PS240706 |
| Subrecipient | Cedar City Corporation |
| Amount of Federal Funds | \$11,000 |
| Eligible Use of Funds | Pedestrian/Bicycle Safety |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <ul style="list-style-type: none"> - Pedestrian Safety Zones **** CTW 2020 - Conspicuity Enhancement *** CTW 2020 - Elementary-Age Child Pedestrian Training *** CTW 2020 - Walking School Buses *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some studies in Appendix 9 have shown this to be effective; however there is not a lot of research available - Cycling Skills Clinics, Bike Fairs, Bike Rodeos * CTW 2020; some studies in Appendix 9 have shown these to be effective; however there is not a lot of research available - Active Lighting and Rider Conspicuity *** CTW 2020 - Program Evaluation - Uniform Guidelines for State HS Programs |

| Police Traffic Services Projects | |
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| Project Name | Police Traffic Services and Equipment |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>This project serves to leverage the UHSO's resources and coordinates with law enforcement agencies throughout the state to plan and implement various activities to reduce injury and fatal crashes. This project will involve partnering with law enforcement agencies to educate drivers on speed-related traffic safety issues during traffic stops, including the move-over law. High visibility enforcement overtime shifts will be offered based on crash data and input from local agencies. Additionally, the allocated funds will provide assistance to law enforcement agencies for equipment and training.</p> <p>According to Census data, the Hispanic population is the second largest demographic in Utah at roughly 15% and growing. Focused efforts on creating media, printed materials, and outreach programs to reach this</p> | |

demographic will be done. Printed materials and social media will support the program and remind the public about the importance of safe driving habits.

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

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| Federal Funding Source(s) | 402, 405h |
| Project Agreement # | PT240101; 2BPE240104 |
| Subrecipient | Utah Department of Public Safety, Highway Safety Office |
| Amount of Federal Funds | \$329,467 (402); \$35,000 (405h new) |
| Eligible Use of Funds | Traffic Enforcement Services Public Education |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | High Visibility Enforcement (Speed) ** CTW 2020 Uniform Guidelines for State Highway Safety Programs No 19 - Speed Enforcement Countermeasures Speed Management Program Plan (4 E's) - US Department of Transportation Uniform Guidelines for State Highway Programs No 15 - Traffic Enforcement Services, Training, and Support. 23 CFR 1300.31b Administration of the Highway Safety Grants - Equipment *** CTW 2020 Enforcement Strategies Communications and Outreach Supporting Enforcement ***CTW 2020 Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement and Communication Program |
| Project Name | Distracted Driving |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>This project's primary goal is to educate drivers about the risks of distracted driving to reduce crashes, fatalities and injuries. This will be done through enforcement, education, and media outreach to identified target audience. Raising awareness about the dangers of distracted driving and educating the public on Utah laws is critical to ensure the safety of all roadway users. To effectively reach diverse populations, especially the Spanish-speaking community, Utah's second highest population group, it is important to create impactful content that resonates with them. Funds used to create media in Spanish will undoubtedly aid in achieving this goal. Establishing trust and fostering a deeper connection with this community by providing relevant and relatable content is essential. Moreover, this will contribute to the promotion of diversity and inclusivity.</p> | |

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| Crash data will be analyzed at a state and local level to identify community hot spots. Funds will be provided to law enforcement agencies in defined areas in support of high visibility enforcement and educational overtime shifts. This project will support NHTSA's National Distracted Driving Month as well as other times throughout the year as identified or requested. | |
| Federal Funding Source(s) | 402; 405e, state pass through |
| Project Agreement # | DD240808; DLE240809 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$77,573 (402), 35,000 (405e), 50,000 (state pass through) |
| Eligible Use of Funds | Distracted Driving Law Enforcement |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | High Visibility Enforcement (DD) **** CTW 2020, |
| Project Name | Law Enforcement Liaison |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Risky driving behaviors in Utah over the past five years has led to an increase in fatal and serious injury crashes. From 2018 – 2022 there were 1,311 fatal crashes and 88,157 injury crashes.</p> <p>This project will partner with local, county, and state law enforcement agencies to address traffic safety challenges and reduce fatal and serious injury crashes. Additionally, this project will look for opportunities to partner with local community organizations, schools, businesses, etc. to increase public education and awareness regarding traffic safety. This project provided training and supplies to agencies.</p> <p>The HSO LEL strives to partner with agencies statewide who are either unaware of our programs or do not participate. The LEL continues to expand partnerships and include local and county law enforcement agencies in mobilizations, messaging, and resource distributions, with a focus on rural and non-overtime funded agencies. To address these challenges and recommendations, the HSO divided the state into six regions with a liaison in each area. THE HSO LEL oversees this statewide project.</p> | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | PT240103 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$62,000 |
| Eligible Use of Funds | Traffic Enforcement Services |

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| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | <p>Mass Media Campaigns *** CTW 2020</p> <p>High-Visibility Saturation Patrols **** CTW 2020</p> <p>Communications and Outreach Supporting Enforcement *** CTW 2020</p> <p>Supporting Enforcement ***** CTW 2020</p> <p>These strategies have been proven to be effective in changing behavior and are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Support of law enforcement agencies play a key role in preventing deaths and injuries on the roadways. Activities such as enforcement, equipment purchases, training, and public information and education are designed to reach people in their vehicles and communities using one of the most effective delivery mechanisms, law enforcement officers.</p> |
| Project Name | Multi Agency Task Force (MATF) |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Meetings with law enforcement agencies are supported by the UHSO and held in Davis and Weber, Salt Lake, and Utah counties 8 months out of the year. Funds will be used to support agencies by providing training by HSO Staff and outside presenters/trainers, educational and outreach materials for distribution by law enforcement partners; in-state travel to attend task force meetings and law enforcement conferences; and support for rural task forces. Plans to expand these meetings and enhance collaborations and resource sharing among other law enforcement agencies will be examined. Additional outreach will be conducted with law enforcement agencies throughout the state.</p> <p>Enforcement of traffic safety laws is known to curb risky behaviors, creating safer roads for all users. The task force members are committed to sustained evidence-based enforcement efforts and the support of national traffic safety campaigns, as demonstrated by their active participation. Participating agencies support efforts to decrease motor vehicle traffic crash deaths and Utah has made yearly progress in decreasing fatalities. Fatal crashes were on a downward trend reaching a low of 225 in 2019, 256 in 2020, and then surging to 297 in 2021</p> <p>Training and education is also an essential component of traffic safety and officer professional development. Training and education at task force meetings will bring opportunities to focus on traffic safety and the practical application of enforcement and resources. Topics such as DUI enforcement and field sobriety testing, traffic laws (with an emphasis on any legislative changes occurring throughout the year), occupant protection,</p> | |

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| distracted driving, commercial vehicle safety, crash investigation, and other topics as they arise will be presented. | |
| Federal Funding Source(s) | 402 |
| Project Agreement # | PT240102 |
| Subrecipient | Utah Department of Public Safety - Highway Safety Office |
| Amount of Federal Funds | \$18,000 |
| Eligible Use of Funds | Traffic Enforcement Services |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>Mass Media Campaigns *** CTW 2020</p> <p>High-Visibility Saturation Patrols **** CTW 2020</p> <p>Communications and Outreach Supporting Enforcement *** CTW 2020</p> <p>Supporting Enforcement ***** CTW 2020</p> <p>These strategies have been proven to be effective in changing behavior and are identified in Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices. Support of law enforcement agencies play a key role in preventing deaths and injuries on the roadways.</p> <p>Activities such as enforcement, equipment purchases, training, and public information and education are designed to reach people in their vehicles and communities using one of the most effective delivery mechanisms, law enforcement officers.</p> |

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| Traffic Records Projects | |
| Project Name | CRASH INFORMATION SYSTEM MANAGEMENT <input style="width: 100px;" type="text"/> |

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| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>The goal of the Crash Information Management System (UTAPS) is to improve the performance attributes of accuracy, integration, accessibility, timeliness, and completeness of traffic records. Additionally, the goal is to also decrease the average number of days between submission and occurrence for Utah motor vehicle crashes, and increase the percent of drivers in Utah fatal crashes with known BAC results.</p> <p>The traffic records team will focus on the timeliness, accuracy, and completeness of all traffic records and data integration. The team will also focus on data integration starting with Roadway and Citation data.</p> <p>Another goal is to finalize the crash report update. Once the crash report has been finalized the team will work with vendors and all law enforcement agencies to implement and train them on the changes that have been made.</p> <p>Analysis of Utah's current crash file database shows the need to continue to work on improvements in data compliance with the crash report. A gap analysis of the crash repository system will be conducted to identify the needs and challenges and provide a more effective set of validation rules. HSO's Law Enforcement Liaison (LEL) will provide technical outreach and education during and after this process.</p> <p>Funding will be provided to the University of Utah's Transportation and Public Safety – Crash Data Initiative (UTAPS-CDI) and DTS for programming the crash repository. Additional may be provided to law enforcement agencies and others upon request.</p> | |
| Federal Funding Source(s) | 405c; state pass through |
| Project Agreement # | 3DA240501 |
| Subrecipient | Utah Department of Public Safety- Highway Safety Office |
| Amount of Federal Funds | \$170,000 (405c); \$100,000 state pass through |
| Eligible Use of Funds | Data Program |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy or Strategies for Programming Funds | <ul style="list-style-type: none"> -Maintain the State's traffic records information in a form that is of high quality and readily accessible to users throughout the State. (NHTSA Highway Safety Program Guideline No. 10) - Collect data electronically using field data collection software. (FHWA Crash Data Improvement Program Guide) -Electronic transfer of data. (FHWA Crash Data Improvement Program Guide) -Performing planning, problem identification, program management or |

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| | <p>control, tracking, implementation, and evaluation, pursuant to a management process developed by the State which addresses the role or use of traffic records data (NHSTA Highway Safety Program Guideline No. 10)</p> <p>-Data Use & Integration Goal 1 (TR Strategic Plan FY2024)- The Traffic Records Program is driven by the Utah Traffic Records Strategic Plan. By integrating new data into our Utah Transportation and Public Safety (UTAPS) data warehouse this plan supports all data improvement in core highway data systems.UT FY24 Traffic Records Strategic Plan - 05/2023.docx</p> |
| Project Name | TRAFFIC RECORDS COORDINATING COMMITTEE |
| Project Description | <i>(list activities, locations and affected communities)</i> |
| <p>Utah's TRCC (UTRCC) is composed of representatives from each traffic record system, such as crash, citation, injury surveillance, driver, and vehicle. This group is charged with identifying needs and gaps in traffic record systems relating to six focus areas (timeliness, accuracy, completeness, uniformity, accessibility, and integration). The UTRCC meets quarterly to discuss the areas of challenges and success. The committee members provide a report on data quality, crash reporting training, the latest updates to data systems, etc.</p> <p>The Traffic Records Coordinating Committee will work with NHTSA to conduct a new traffic records assessment. The committee will also work together to create/update the current Traffic Records Strategic Plan with updated goals and performance measures.</p> <p>The Traffic Records Team will approve the finalized changes to the crash report. Once the report has been finalized, the team will work with vendors and all law enforcement agencies statewide to implement and train them on the updated report..</p> <p>The Traffic Records team will focus on the timeliness, accuracy, and completeness of all traffic records. The Traffic Records Team will also continue to focus on data integration. Integrating Roadway, Citation, Courts, Driver, Vehicle, and EMS data into the crash data repository will increase the accessibility and completeness of all traffic records.</p> <p>Funds will be used to continue or start the integration process between UTAPS and the various entities listed above. Additionally, funding will be used for new initiatives, travel, supplies, and operating costs.</p> | |
| Federal Funding Source(s) | 405c |
| Project Agreement # | 3DA240503 |
| Subrecipient | Utah Department of Public Safety- Highway Safety Office |
| Amount of Federal Funds | \$164,069 |

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| Eligible Use of Funds | Data Program |
| P&A - yes or no | No |
| Is this a Promised Project? | No |
| Countermeasure Strategy for Programming Funds | <p>-Use traffic safety strategic planning process to identify and support program needs and address the changing needs for information over time. (NHTSA Highway Safety Program Guideline No. 10)</p> <p>-Accessibility through an efficient flow of data to support a broad range of traffic safety and other activities. (NHTSA Highway Safety Program Guideline No. 10)</p> <p>-Crash reporting system Goal 10 Updating Utah’s Crash Report (TR Strategic Plan FY2024) to become more aligned with MMUCC and FARS requirements.UT FY24 Traffic Records Strategic Plan - 05/2023.docx</p> |

Section Three:405 Grant Applications

405b ATTACHMENTS FOR 1300.21 OCCUPANT PROTECTION

PLANNED ACTIVITIES AND COUNTERMEASURE STRATEGIES

Planned activities are located in Utah's Annual Grant Application on pages 10 -27.

OCCUPANT PROTECTION PROGRAM PLAN

1. OCCUPANT PROTECTION PROGRAM (OPP) STRATEGIC PLAN 2023 -2028

As the entity responsible for overseeing the state's occupant protection program, the Utah Highway Safety Office (UHSO) created the Occupant Protection Advisory Committee to conduct strategic planning and involve stakeholders in guiding the statewide program. At this time, we are entering a new five-year phase beginning in FFY2024. As part of the committee's responsibilities, committee members and other key stakeholders will meet with a facilitator at the beginning of FFY2024 to identify new and strengthen existing priority areas for the new five-year plan.

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

Nearly 20 years after the UHSO opened its doors, Utah enacted the Safety Belt Use Law in 1986; only two years after New York passed the first state law requiring the use of seat belts. It remained a secondary law secondary law which means an officer can issue a seat belt citation only if the driver is stopped for another violation, such as speeding for another 29 years. Up until 2015 the law stated that drivers and passengers must wear a seat belt and that children up to age 8 must be properly restrained in a child car seat or booster seat. Violation of the law can result in a \$45 fine. The law provided for primary enforcement for individuals through age 18 years and secondary law for individuals 19 years and up. In 2015, the legislature passed a primary seat belt law that required all motorists to use appropriate safety restraints in all seating positions. The fine remains at \$45.

Utah's primary seat belt law, while effective in increasing the number of people who buckle up, must accompany a comprehensive education program if success in reducing motor-vehicle related death and injury is to be achieved. In turn, a number of countermeasures and strategies are conducted by

state, local, private and non-profit partners. These strategies have helped increase seat belt use from 18% in 1986 to 91.8% in 2022.

As a behavioral factor affecting overall highway safety, occupant protection is a priority area of the Utah Highway Safety Office (UHSO) which is committed to keeping motorists safe through proper and consistent use of the seat belts, child safety restraints, and airbags.

2. MISSION, VISION AND GOAL

The UHSO's mission and vision statements reflect the purpose of our division, what we aspire to be, and the guiding principles that we will use to reach our goals.

Mission Statement

Our mission is to save lives by changing behavior, so everyone on Utah's roadways arrives safely.

Vision Statement

Create a culture where roadway users take responsibility for their safety and the safety of others.

The Occupant Protection Program is one of the main program areas supported by the UHSO and works to support its mission and vision statements. Over the past five years (2017 -2021), unrestrained people account for only 2% of all occupants involved in crashes, but account for nearly 30% of all fatalities and 27% of all driver fatalities. Additionally, during this time period, it is estimated that at least 323 lives would have been saved if they made the choice to buckle up. In turn, increasing the use of this life-saving device through behavioral change is the goal of the program.

Program Goal

The program goal is to reach zero fatalities through positive behavioral change and buckling up 100% of the time. Seat belts are the single most effective traffic safety device for preventing death and injury in motor vehicle crashes. Yet over 290,000 Utahns still choose to ride unrestrained. Observational surveys reported an all time high of 91.8% seat belt use in 2022. The overall strategy and goal will remain the same as efforts continue to support the comprehensive plan that is in place and includes action items related to enforcement, public information and outreach, and training.

3. STRATEGIC ADVANTAGES

Utah has been considered a leading state in the nation with regards to decreasing seat belt fatalities and increasing belt use. This is due in part to the strong partnerships among state, local, private and non-profit highway safety partners. The successes of the state's program can be attributed to many factors and advantages that keep the program momentum strong. These include:

- Long-standing reputation: the UHSO and its occupant protection program have a reputation for being objective, credible, and committed
- High demand: The demand for occupant protection resources, education, and training remains solid.
- Strong partnerships: The state has strong partnerships among state, local, private and non-profit highway safety partners. Through these partnerships, come shared resources, expertise

and coordinated activities and messaging. In addition, as advocacy organizations work towards a common goal more effective programs have been developed and limited resources are utilized more efficiently.

- Well established Teen Driving Task Force which meets monthly, coordinates campaigns and activities, and supports effective countermeasures that work to increase seat belt use among young drivers.
- Road safety improvements continue to be a highly funded area of transportation safety, helping to reduce the number of traffic crashes.

4. STRATEGIC CHALLENGES

The state faces many challenges when working towards increasing safety restraint use and decreasing motor-vehicle related deaths and injuries due to unbuckled occupants. These challenges include:

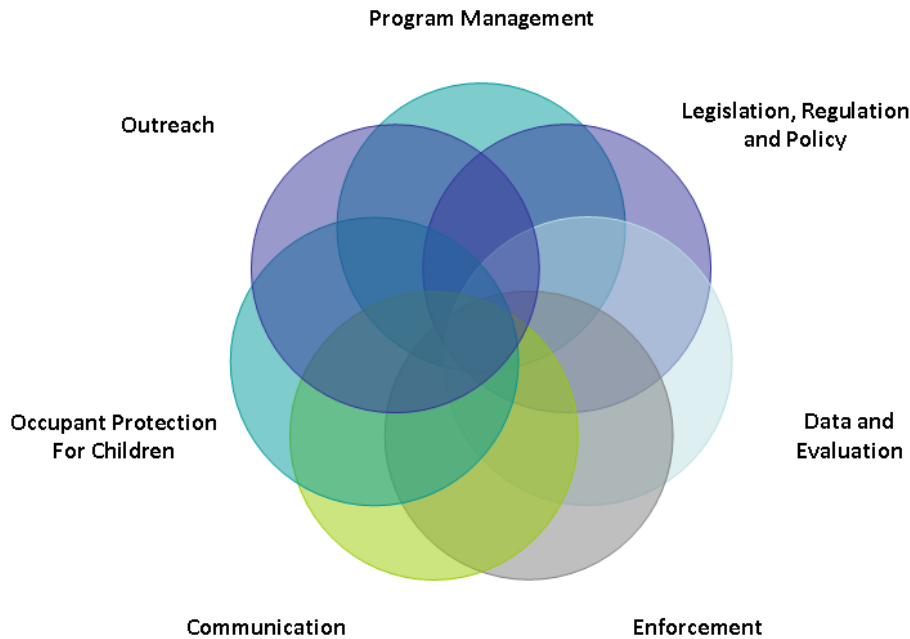
- Lack of sufficient funding: Every year, unrestrained motor vehicle crashes are one of the leading causes of death and are generally only second to speed-related crashes. Unlike other traffic safety issues, the decision to use a seat belt or child safety seat is made by every motorist regardless of their demographics. Sadly, the program does not receive sufficient funding to support a collage of programs, campaigns and activities that are required to reach every population with an appropriate message.
- Lack of commitment and/or man-power by law enforcement agencies: Enforcing the state's seat belt law is not considered a priority among many of the state's rural local and county law enforcement agencies and many agencies are experiencing staff shortages. UHSO continues to reach out to all LEAs and is hopeful to see more support for zero tolerance and seat belt enforcement.
- Changing behavior among non-users of seat belts will take more than the threat of a ticket, a radio advertisement or a presentation. The seat belt message must be heard across the entire social ecology and must be integrated into the culture as a behavior that is essential to the health and well-being of a population. And more importantly, the health and well-being of the individual and their social circle/family. Paid and earned media outreach will include positive behavioral messaging and influencer approach.

5. STRATEGIC INITIATIVES, GOALS AND ACTION ITEMS

In developing the strategic initiatives, goals and action items outlined in this plan, the state Occupant Protection Program Manager reviewed the Uniform Guideline for State Highway Safety Occupant Protection Programs No. 20, which describes the components that a State program should include and the criteria that the components should meet.

After the plan was reviewed, modified, and ultimately accepted by the Utah Occupant Protection Advisory Committee, major gaps were identified and defined as an area in which improvement or expansion is needed in order to enhance, or even to maintain, the program. With timing and funding limitations, it is impossible to address all gaps in a single year. In turn, on an annual basis the committee

will prioritize the action items with the goal of filling gaps within the state program by working to expand projects and implement appropriate countermeasures.



The plan outlines seven strategic initiatives, encompassing 26 goals and 91 action items that work to improve the overall program, fill gaps, and help the UHSO achieve its mission. The program’s goals and action items are distributed into the following key components or strategic initiatives: program management, legislation/regulation/policy, data/evaluation, enforcement, communication, occupant protection for children, and outreach.

STRATEGIC INITIATIVE I: PROGRAM MANAGEMENT AND LEADERSHIP

Goal 1: Conduct long range planning involving all major players.

Action Item: Continue a state Occupant Protection Advisory Committee and meet quarterly.

Status Update: The committee meets quarterly to discuss the State Strategic Highway Safety plan goals in conjunction with the OP Advisory plan and goals. The committee will meet prior to FFY2024 to review and discuss priority areas in preparation for a meeting with a facilitator to develop a new five-year Strategic Plan. Focus will include demographics, cultural diversity, community outreach and engagement, and positive behavior change.

Action Item: Invite new players to participate in planning including representatives from education, diverse populations and non-traditional partners.

Status Update: Currently ongoing with efforts to continue to look for new partnership opportunities that include diverse populations.

Action Item: Create a strategic planning document that is reviewed and updated annually.

Status Update: New five-year plan is in progress.

Goal 2: Provide leadership, training and technical assistance to other agencies and local programs and projects.

Action Item : Conduct the Zero Fatalities Safety Summit every two years and ensure special opportunities and tracks are available to major groups, including child passenger safety technicians and law enforcement officers.

Status Update: 100% achieved and ongoing. The 2023 Summit successfully took place April 24 -27th with the next Summit scheduled for 2025.

Action Item : Apply for federal funding that is available to enhance the state's occupant protection program.

Status Update: 100% achieved and ongoing with latest submission in July, 2023.

Action Item : Look for opportunities to expand the program by sharing resources and coordinating activities with other state, local, private, and non-profit partners.

Status Update: 100% achieved and ongoing. Occupant Protection Program staff are involved in regular work group meetings such as Teen Driving Task Force, Occupant Protection Advisory Committee, Hispanic occupant protection committee, rural county seat belt project, and others.

Action Item : Coordinate with other state agencies (i.e. Utah Department of Health, Utah Department of Transportation, and Utah State Office of Education) when making strategic decisions regarding grant funding to local health departments and other agencies in an effort to decrease duplication of efforts and expand available resources.

Status Update: 100% achieved. This is ongoing with monthly coordination meetings taking place between agency administrations. Refer to the "coordination of efforts" section of the HSP.

Action Item : Be responsive to the needs of the state and its counties and communities.

Status Update: 100% achieved and continues to be ongoing. Community engagement events will continue to be scheduled across the state for opportunities to receive feedback and input on traffic safety needs and concerns.

Goal 3 : Integrate occupant protection concepts into state and community-based traffic safety programs.

Action Item : Encourage community traffic safety programs to incorporate occupant protection activities into their grant proposals.

Status Update: 100% achieved and ongoing. OPP staff work with local health departments and other community-based groups to include seat belts and child safety seats into their ongoing efforts. All participating local health departments meet this request. All subgrantees must include their agency's seat belt policy with their grant application.

Action Item : Support the inclusion of occupant protection into programs supported by other state agencies such as Utah Department of Health, Department of Transportation, and Office of Education.

Status Update: 100% achieved and ongoing. All state agencies that work towards preventing traffic related deaths and injuries have collaborated with the OPP staff to meet this action item. UDOT has established seat belts as one of its top priorities as an agency and primary funding source for the Zero Fatalities Program. Driver License is partnering with Highway Safety on digital traffic safety PSA's to be displayed on their monitor screens, UDOH Emergency Medical Services for Children (EMSC) and the State Office of Education partner closely with HSO to promote traffic safety outreach (buckling up and car seats) in the communities and schools.

STRATEGIC INITIATIVE II: LEGISLATION, REGULATION AND POLICY

Goal 1: Support the strengthening of traffic safety laws.

Action Item : Support the passage of a Primary Safety Belt Use Law for all motorists.

Status Update: 100% achieved. A Primary Seat Belt Law was passed during the 2015 legislative session and became effective on May 12, 2015. The sunset provision was removed during the 2017 legislative session permanently making a seat belt violation a primary offense.

Action Item : Support the strengthening of GDL and child restraint laws.

Status Update: 50% achieved with action item being ongoing.

Goal 2: Support and enforce regulations requiring government employees and contractors to wear seat belts.

Action Item: Work with appropriate government entities to identify policies, educate employees about current regulations and the primary seat belt law to encourage compliance.

Status Update: 75% achieved and ongoing. Rural seat belt coalitions in the nine target counties utilize the Together for Life seat belt project resources, including a workplace toolkit that provides sample seat belt use policies among other tools that encourage seat belt use. Coalition membership includes local businesses and Chamber of Commerce in each county. Based on key leader surveys conducted in each target county, only an average of 60% of respondents were aware of a workplace seat belt policy at their workplace. Efforts will focus on bringing awareness to workplace seat belt policies.

The Utah Safety Council oversees The Workplace Traffic Safety Task Force. Due to changes in staff, the task force has been inactive for several years. Efforts will be made in FY24 to reconvene the task force. This may be a joint effort with the OP Advisory Committee.

Goal 3: Require organizations and law enforcement agencies that receive federal funds to have a written and enforced seat belt use policy for employees.

Action Item : Require sub-grantees and contractors to provide proof of an existing seat belt use policy.

Status Update: 100% achieved. Currently all subgrantees certify that a policy exists. Beginning in FFY2017, the copy of the seat belt policy must be uploaded into a grant application before it can be considered.

Action Item : Provide sample policies and ideas of ways to enforce existing or new policies.

Status Update: 100% achieved. Ongoing and will continue to be heavily emphasized during FFY2024 through the Rural Seat Belt Project, Workplace Traffic Safety Task Force, and Police Traffic Services Program.

Goal 4: Ensure policies are in place and enforced by agencies that transport child passengers.

Action Item : Ensure all pre-schools, day care centers, and Head Start programs are in compliance with state and federal regulations.

Status Update: 50% achieved. There are currently 13 CPS Technicians who work at Head Start centers across the state. We partner with Bear River Head Start, Davis School District Head Start, DDI Vantage Early Head Start in Salt Lake City and Southern Utah University Early Head Start by providing car seats to distribute to these low income families. In addition, there is also a technician working at a private daycare and 2 technicians working at various school districts, often transporting students with

special healthcare needs. All those technicians have been given brochures to distribute. The technicians working in these agencies stay active in their field and not only help within their agency, but volunteer at other checkpoint events. In order to support these agencies with car seats, the HSO requires that a technician is employed within the organization. We will continue to support the head start program and educate daycare centers in 2024.

Action Item : Provide standardized CPS policies and training for organizations that transport children.

Status Update: 100% achieved.

STRATEGIC INITIATIVE III: DATA AND EVALUATION

Goal 1: Access and analyze reliable data sources for problem identification and program planning.

Action Item : Conduct and publicize a NHTSA -approved statewide safety belt observational survey annually.

Status Update: 100% achieved. The annual survey takes place each year in June. The seat belt survey for 2023 will take place June 5 - 17, 2023.

Action Item : Conduct and publicize a statewide study that measures child safety seat and booster seat usage among children every five years.

Status Update: 25% achieved. Discussions have taken place to develop a convenience sample survey design in 3 urban and 3 rural counties. This action item keeps getting pushed back due to lack of funding and time constraints. This is currently not a priority for FY2024.

Action Item : Use local surveys, other studies, and crash statistics to analyze the use of child safety seats and booster seats.

Status Update: 100% achieved and ongoing.

Action Item : Collect, analyze and publicize data on injuries, fatalities and medical expenses resulting from non-use of safety restraints.

Status Update: 100% achieved.

Action Item : Maintain trend data on safety restraint use in crashes.

Status Update: 100% achieved.

Action Item : Identify high-risk populations through surveys and crash data.

Status Update: 100% achieved.

Action Item : Obtain data from law enforcement agencies on the number of safety restraint citations and warnings issued.

Status Update: 100% achieved.

Goal 2: Ensure evaluation is an integral part of program planning at the state and local level.

Action Item : Evaluate the use of program resources and the effectiveness of existing communication and education programs.

Status Update: 75% achieved. This is an ongoing process with evaluation being conducted on an annual basis, at a minimum.

Action Item: Conduct and publicize attitudinal and public awareness surveys about OP systems and laws.

Status Update: 100% achieved. Studies are conducted annually through DPS/HSO and UDOT with results being shared among partners and the public.

Action Item: Provide evaluation guidelines and survey methods to sub-grantees and partnering organizations.

Status Update: 100% achieved.

Action Item: Require programs funded with federal highway safety dollars to incorporate an effective evaluation tool into their annual plan.

Status Update: 100% achieved.

STRATEGIC INITIATIVE IV: ENFORCEMENT PROGRAM

Goal 1 : Support vigorous enforcement of occupant protection laws, including citations and warnings.

Action Item: Reinstate a true zero tolerance policy for safety restraint violators.

Status Update: 80% achieved. Click It or Ticket overtime shift guidelines strongly encourage zero tolerance for seat belt violations. This action item continues to be part of the conversation with law enforcement but is ultimately up to the agency and administration to implement.

Action Item: Gather and monitor citation rates for non-use of safety restraints.

Status Update: 100% achieved with ongoing monitoring of enforcement reports. Overtime shift enforcement reports are monitored prior to reimbursement. Warning to citation activity is closely monitored. If an agency reports less than two seat belt contacts per hour, they are required to provide an explanation why - i.e. high compliance.

Goal 2: Support sustained enforcement of occupant protection laws.

Action Item: Identify populations, locations, and time periods with low seat belt use rates or high unbuckled fatality and serious injury rates and develop enforcement initiatives that target those motorists.

Status Update: 90% achieved. The Police Traffic Services Program Manager has developed a comprehensive evidence-based enforcement plan, which is updated annually. It includes elements that support fulfilling this action item.

As a support to law enforcement, the UHSO created a CPS Law Enforcement Pocket Card with basic ages and stages information for child restraints on one side and common misuse scenarios of child restraints on the other side. The card is a tri-fold card that is the size of a business card. It directs law enforcement and the public to the clickit.utah.gov website where they can search for an inspection station. These cards are used by law enforcement at traffic stops and are being distributed at monthly Multi-Agency Task Force Meetings.

Action Item: Support a nighttime enforcement initiative in communities with high nighttime unbuckled fatality rates.

Status Update: 85% achieved. Nighttime enforcement is an emphasis of the HSO's enforcement plan with campaigns being implemented in November, March, May, and September. Efforts to increase

restraint use during nighttime hours are ongoing. The enforcement effort in March is solely focused on nighttime enforcement with selected agencies working the shifts between 6pm - 1 am. Nighttime enforcement strategies are implemented but challenges still exist with visibility, street lighting, etc.

Action Item: Recruit participation from law enforcement agencies in national campaigns such as Click It or Ticket and Child Passenger Safety Week and encourage them to coordinate efforts with their local partners (i.e. local health departments).

Status Update: 100% achieved. Utah participates in the May and November national campaigns. At least two additional enforcement campaigns will be included in the plan during FFY2024 in March and September. Additionally, law enforcement partners participate in national Child Passenger Safety Week.

Action Item: Develop an annual enforcement plan that incorporates and encourages regular enforcement of the state's safety restraint law.

Status Update: 100% achieved and ongoing. The comprehensive evidence-based enforcement plan includes all occupant protection initiatives.

Goal 3: Provide occupant protection resources to law enforcement.

Action Item: Offer occupant protection training (NHTSA, CPST, in-service) to law enforcement agencies.

Status Update: 95% achieved and ongoing. This training is offered and law enforcement participates regularly. However, additional effort will be made to recruit law enforcement to become trained in occupant protection enforcement.

Action Item: Provide resources that educate officers about the state's seat belt and child restraint law, as well as the Graduated Driver Licensing Law as it pertains to seat belt use among young drivers.

Status Update: 100% achieved and ongoing. UHSO recognizes the need for continued efforts and education for new officers and continued support by existing officers.

Action Item: In rural communities, train and equip officers with appropriate responses when citing family or friends.

Status Update: 100% achieved. A law enforcement toolkit was distributed in FFY2021 to rural law enforcement agencies in Utah's nine rural target counties. The kit contains information and resources on enforcement of OP laws and will help accomplish this action item. This resource will continue to be updated as needed with regular communications being made with law enforcement agencies.

Goal 4: Ensure there is accurate occupant protection reporting by law enforcement.

Action Item: Work with the UHSO crash data team to assure officers are trained to identify and report accurate seat belt and child restraint use on accident reporting forms.

Status Update: 85% achieved and ongoing.

Action Item: Require Law Enforcement Liaisons to routinely monitor citation and/or educational contacts for non-use of seat belts and child restraints, especially those issued during federally-funded overtime shifts. During FY2024, focus will be placed on "Highly Visible Engagement" where officer contact is with a citation or a warning and educational stop for the driver.

Status Update: 70% achieved with efforts ongoing.

STRATEGIC INITIATIVE V: COMMUNICATION PROGRAM

Goal 1: Develop a communications plan that includes year -long messaging.

Action Item : Incorporate occupant protection into the UHSO communication plan and ensure strategic placement of messaging on a regular basis.

Status Update: 100% achieved with emphasis placed on messaging in Spanish during FY2024.

Action Item : Coordinate messaging with National themes, the Zero Fatalities program, and campaigns supported or promoted by other partnering agencies.

Status Update: 100% achieved.

Action Item : Develop creative that helps promote seat belt use during holiday and seasonal periods.

Status Update: 100% achieved.

Action Item : Utilize all media outlets including social media platforms, television, online, radio, print, signage, outdoor, theaters, sports events, health fairs, etc.

Status Update: 100% achieved and ongoing. For FY2024 UHSO is partnering with the Ogden Raptors minor league baseball team and will display traffic safety messaging including a buckle up message.

Action Item : Utilize social media such as Facebook, Blogs, Instagram, Youtube, SnapChat, Reddit and Twitter to inform and educate the public about occupant protection systems.

Status Update: 100% achieved and ongoing.

Action Item : Use media to publicize results of seat belt use surveys, new initiatives, seat belt survivors, special projects, and other relevant statistics.

Status Update: 100% achieved and ongoing.

Goal 2: Identify specific audiences and develop appropriate messages.

Action Item : On an annual basis, analyze current and trend data to identify specific audiences that have low belt use rates, high unbuckled fatality rates, or hard-to-reach populations.

Status Update: 25%. During FY2024, UHSO will re-evaluate program messaging to more effectively reach diverse populations. Efforts will include translating educational materials and developing new materials with culturally sensitive and inclusive audiences. A needs assessment will be conducted to identify needs and lack of resources to better serve these populations.

Action Item : Implement an effective occupant protection campaign in rural communities.

Status Update: 100% achieved and ongoing.

Action Item : Develop and support programs to increase booster seat use.

Status Update: 100% achieved.

Action Item : Develop seat belt messaging aimed at pre-teens and teen drivers.

Status Update: 100% achieved. Two programs are currently aimed at supporting pre-drivers. Click it Club is aimed at elementary school-aged students and provides resources, activities and campaign materials to teach traffic safety in the classroom. The Zero Fatalities Pre-Driver middle school program works with the health teachers and gives videos and resources to teach students and prepare

them for the drivers education program. Curriculum and resources are easily accessible on the clickit.utah.gov website and the zerofatalities.com website. Outreach workers teach the Pre-driver presentation as a guest speaker in public middle schools.

Action Item: Support campaigns that target hard-core non-users of seat belts.

Status Update: 100% achieved.

Action Item: Support enforcement campaigns that encourage seat belt usage among nighttime motorists in identified high-risk communities.

Status Update: 100% achieved.

Action Item: Provide materials and media messages in other languages.

Status Update: 80% achieved with emphasis on providing messaging in the Spanish language.

Action Item: Provide materials and support programs that reach older drivers.

Status Update: 85% achieved.

Goal 3: Participate in national campaigns and utilize NHTSA-supported themes and materials.

Action Item: Support and participate in the National Click It or Ticket high-visibility enforcement mobilization.

Status Update: 100% achieved.

Action Item: Support and participate in National Child Passenger Safety Week.

Status Update: 100% achieved.

Goal 4: Evaluate all campaigns and communication programs.

Action Item: Conduct an annual public awareness and attitude survey that asks questions related to safety restraint use, laws, campaigns, knowledge, and related behaviors.

Status Update: 100% achieved.

Action Item: Coordinate with partner programs, such as Zero Fatalities, to conduct focus groups, public awareness surveys and other studies to determine campaign effectiveness.

Status Update: 100% achieved.

STRATEGIC INITIATIVE VI: OCCUPANT PROTECTION FOR CHILDREN

Goal 1: Provide child passenger safety training using the NHTSA-approved curriculum.

Action Item: Conduct at least three child passenger safety certification courses and a Renewal Testing Course annually.

Status Update: 100% achieved.

Action Item: Conduct special courses such as transporting children with special health care needs and child passenger safety for school bus training, as needed.

Status Update: 100% achieved.

Action Item : Offer mini -courses (i.e. Operation KIDS, update and TOPS) for law enforcement, medical personnel, and individuals and organizations that provide secondary transportation for children, as needed.

Status Update: 100% achieved.

Goal 2: Provide re -training for certified child passenger safety technicians.

Action Item : Conduct re -certification, refresher courses, and update trainings as needed.

Status Update: 100% achieved.

Action Item : Support and promote CEU opportunities and other resources designed to keep technicians certified and current in CPS issues.

Status Update: 100% achieved. Several webinars are available on the clickit.utah.gov website for technicians to earn CEUs. This will be an ongoing resource for CPST's to utilize and will be updated annually and available on the Clickit.utah.gov website.

Action Item : Provide a child passenger safety pre -conference and specific track during the Zero Fatalities Safety Summit.

Status Update: The Child Passenger Safety conference took place in 2023 and will take place in conjunction with the Zero Fatalities Safety Summit in April 2025. A CPS Conference will be held in fall of 2024 offering CEU's.

Goal 3: Promote the proper use of child safety seats and booster seats

Action Item : Support the state's Car Seat Inspection Stations by providing technical assistance, guidance, and financial assistance.

Status Update: 100% achieved.

Action Item : Work to increase the number of Car Seat Inspection Stations, with a special emphasis to outreach diverse or hard -to-reach populations.

Status Update: 100% achieved.

Action Item : Conduct and support community car seat inspection clinics/checkpoints.

Status Update: 100% achieved.

Action Item : Advertise inspection stations, clinics/checkpoints and other special events and activities that aim to increase the proper and consistent use of safety restraints.

Status Update: 100% achieved.

Goal 4 : Establish the infrastructure to coordinate and assess Utah's Child Passenger Safety program components.

Action Item : Provide a support staff position that acts as the Training Coordinator to ensure the state provides the National CPS Technician Certification Course each year, supports technician retention, and recruits and maintains car seat inspection stations.

Status Update: 100% achieved.

Action Item : Support a committee of the state's Child Passenger Safety Technician Instructors to coordinate and evaluate training and activities.

Status Update: 100% achieved.

Action Item : Routinely evaluate inspection stations to ensure they meet minimum quality criteria established by NHTSA.

Status Update: 100% achieved.

STRATEGIC INITIATIVE VII: OUTREACH PROGRAM

Goal 1: Utilize extensive statewide and community involvement in occupant protection education.

Action Item : Develop and advertise a comprehensive occupant protection website that serves as a central source of state information and programs.

Status Update: 100% achieved and ongoing. The Clickit.utah.gov website provides updates on occupant protection program areas and resources that include information on seat belts, Click It or Ticket, child passenger safety, laws, teen driving, Spanish Ponte el Cinturon webpage, child passenger safety technician links for recertification etc. This website will continue to be updated on a regular basis and serve as a valuable resource to partners and the general public.

Action Item : Utilize a variety of methods to keep the public informed of resources, programs and activities (i.e. hotline, social media and websites).

Status Update: 100% achieved.

Action Item : Support state and local coalitions and task forces that work to increase the use of seat belts, child safety seats, and booster seats.

Status Update: 100% achieved.

Goal 2: Provide materials and resources necessary to conduct programs directed toward diverse populations.

Action Item : Provide materials and resources in multiple languages.

Status Update: Ongoing with current materials available in English and Spanish. Material resource updates consistently are made, printed and distributed during the federal grant year. Digital copies will be available on Clickit.utah.gov website

Action Item : Collect and analyze crash data in diverse communities.

Status Update: 100% achieved.

Action Item : Ensure representation of diverse groups on State and local coalitions and other work groups.

Status Update: Ongoing. UHSO continues to identify gaps and opportunities to be inclusive of diverse groups as our state continues to be more culturally diverse.

Action Item : Provide guidance to grantees on conducting outreach in diverse communities.

Status Update: 100% achieved and ongoing.

Action Item : Utilize leaders from diverse communities as spokespeople to promote seat belt and child restraint use.

Status Update: 100% achieved and ongoing. In FFY2015, a Hispanic Seat Belt Committee was formed and includes representatives from law enforcement, local health departments, and advocates who coordinate efforts designed to increase seat belt use among the Latino population. This group utilizes

key leaders to help spread this message. Paid media messages and education efforts continue to be a focus for FY2024.

Action Item : *Conduct outreach efforts to diverse organizations and populations during state or national safety weeks or mobilizations.*

Status Update: 100% achieved and ongoing. Materials are offered in Spanish during these safety weeks or mobilizations and Spanish media regularly attends press events. Additionally, paid media TV spots are played on multiple Spanish news outlets utilizing the Zero Fatalities partnership and media buy. A social media toolkit is provided to the Hispanic seat belt task forces and other partners with safety messaging for holidays and seasons to post throughout the year.

Goal 3: Integrate occupant protection into health programs.

Action Item : *Integrate seat belts and child restraints into professional health training curriculum*

Status Update: 100% achieved. UHSO has a strong partnership with Intermountain Health, who created an educational curriculum for new mothers in their birthing hospitals. Magnets with CPS education and website information are given in the hospitals as well. Another program, Safe Seats, Save Lives, provides educational posters and measuring sticks to pediatrician offices. Intermountain Health distributes this educational material and collaborates with hospitals and clinics. Shriners Children, SLC joined the program with outreach workers distributing materials through their professional relations office. Efforts to integrate occupant protection issues into health and medical programs are increasing and we now have 87 child passenger safety technicians in 39 different medical facilities throughout Utah. This education supports the public as healthcare providers teach proper seat belt and child restraint use.

Action Item : *Collaborate with the Utah Department of Health to promote occupant protection as an injury prevention measure and integrate into public health planning.*

Status Update: 100% achieved.

Action Item : *Provide technical assistance, education and resources about seat belts and child restraints to primary caregivers.*

Status Update: 75% achieved. Efforts continue to be made to contact every primary caregiver in Utah and share information and resources regarding occupant protection. Updated educational materials will continue to be distributed to healthcare providers during FY2024 to the birthing hospitals in Utah. Intermountain Health will distribute these educational magnets to all new mothers and UHSO will increase efforts to distribute the magnets to more healthcare organizations in Utah in 2024. In addition, the Safe Seats, Save Lives program will provide posters and measuring sticks to pediatrician offices through a partnership with the American Academy of Pediatrics, Primary Children's Hospital and Shriners Children, SLC.

Action Item : *Include questions about seat belt and child restraint use in health risk appraisals.*

Status Update: 100% achieved.

Action Item : *Utilize health care providers as visible public spokespeople.*

Status Update: 100% achieved and ongoing.

Action Item : *Provide information about child restraint distribution programs and fitting stations to maternity hospitals and other prenatal and natal care centers.*

Status Update: 90% achieved and ongoing. UHSO partners with Primary Children's Hospital and Shriners Children's - Salt Lake City on the Safe Seats, Save Lives campaign, which targets pediatrician

offices, with the goal of educating them on the most up-to-date recommendations for child passenger safety and to ensure their patients receive adequate education and resources. The campaign materials and presentation has expanded to include the participation of Shriner's Childrens. In 2023, an educational flip book was created and both hospitals use it in their presentations to smaller offices. In 2024, these presentations will continue with Intermountain Health's clinics and throughout many cities in Utah with the Physician Referral Coordinator that meets with various clinics. Each pediatrician office is given car seat resources for their patients.

Goal 4: Incorporate occupant protection education into school curricula.

Action Item : Ensure occupant protection is included in the K-12 health and safety education curricula and textbooks.

Status Update: 100% achieved.

Action Item : Encourage active promotion of regular seat belt use through classroom and extracurricular activities.

Status Update: 100% achieved. Two programs are available that support traffic safety education for students. Click it Club is aimed at elementary school-aged students and provides resources, activities and campaign materials to the importance of booster and seat belt use in the classroom. The Zero Fatalities Pre-Driver middle school program works with the health teachers and provides videos, presentations, and resources to teach students and prepare them for the drivers education program. Videos are designed for classroom viewing or virtual learning and are easily accessible on the clickit.utah.gov website and the zerofatalities.com website.

Action Item : Establish and enforce written school policies that require students and faculty to wear seat belts.

Status Update: 80% achieved with no changes from the previous year.

Goal 5: Outreach employers with occupant protection programs and resources.

Action Item : Establish and enforce a seat belt policy with sanctions for non-use.

Status Update: 100% achieved.

Action Item : Conduct occupant protection education programs for employees on their seat belt use policies and the benefits of regular and appropriate restraint use.

Status Update: 75% achieved. The Public Information and Education arm of the Utah Highway Patrol regularly educates employees at varied worksites statewide. Members of the Employer Traffic Safety Committee and the rural seat belt projects educate worksites in their communities by providing them with sample workplace seat belt use policies and resources to encourage seat belt use. Additionally, traffic safety partner and grantee, Utah Safety Council, provides seat belt education through the Network for Employer Traffic Safety (NETS). This status is ongoing.

Action Item : Support state and local programs that outreach business partners.

Status Update: 100% achieved.

6. CALL TO ACTION AND ACCOUNTABILITY

For the Occupant Protection Program Strategic Plan to be successful, the initiatives outlined in the plan will be incorporated into everyday management, operations, and decision making.

Implementation:

An implementation plan is critical to the plan's success and ensures that it is carried out effectively. Key stakeholders involved in implementing the initiatives and action items outlined in this plan include:

- Utah Department of Public Safety
- Utah Highway Safety Office
- Utah Highway Patrol
- Utah Department of Transportation
- Utah Department of Health
- Utah Department of Education
- 13 Local Health Departments
- Primary Children's Hospital
- Shriners Children's Salt Lake City
- McKay Dee Hospital, Ogden
- Utah Safety Council
- Bureau of Emergency Medical Services
- University of Utah Health Care
- Local Law Enforcement

The plan is integrated as the guide for the UHSO's Occupant Protection (OP) program budget process. In addition, the UHSO and other groups participate in ongoing revisions and modifications on an annual basis. The table below details an organizational structure to support the plan and assign responsibilities.

| <u>Plan Levels</u> | <u>Scope</u> | <u>Timeframe</u> | <u>Lead Responsibility</u> | <u>Content</u> |
|--------------------|--|------------------|--|---|
| UDPS | State and Departmental Strategic Direction | 10 years | Utah Strategic Highway Safety Planning Committee | Long-term Initiatives |
| UHSO | Operational Goals (Budget) | 2 years | Division Director and Deputy Director | Short-term Initiatives |
| State OP Program | Program's Strategic Directions | 5 years | OP Program Manager and Support Staff | Long-term Initiatives |
| State OP Program | Operational Goals | 12 months | Occupant Protection Advisory Committee | Priority Initiatives & Implementation Details |
| Local Task Forces | Cross-divisional Goals | Short-term | Partnering Agencies and Sub-grantees | Implementation Details |

The Occupant Protection Task force is composed of representatives from the stakeholder organizations.

Law Enforcement

- Sgt. Chris Bishop - Sergeant, UHP PI&E Highway Safety Office
- Colonel Mike Rapich - Colonel, UHP
- Lt. Colonel M Zesiger - Lt. Colonel, UHP
- Major Jeff Nigbur - Major, UHP
- Kevin Larsen - LEL Highway Safety Office

Media

Jason Mettmann - Communications Manager, Highway Safety Office
Hillary Koellner Communications Director, DPS
Sgt. Cameron Roden PIO, UHP
Stacy Allen - Manager, Penna Powers
Dave Smith - Manager, Penna Powers
Allyse Christensen - Manager, Penna Powers
Elizabeth Weight - Communications Specialist, UDOT
John Gleason- Communications Manager, UDOT
Joe Walker - Communications Director, UDOT

Outreach

John Wojciechewoski - Director, Utah Safety Council
Brandee Crockett - Vice President of Operations, Utah Safety Council
Mike Stone - Traffic Safety Manager, Utah Safety Council
Teresa Brecklin - Coordinator, Utah Dept. of Health
Linsey Miller - Manager, SL County Health Dept.
Ken Bullock - Manager, League of Cities and Towns
Angela Knutson - Manager, AAA
Lincoln Shirtz - Manager, Utah Association of Counties
Cameron Diehl - Specialist, Utah Association of Counties

Business

Kerilee Burton - CPS Program Manager, Utah Highway Safety Office
Michael Merrill - Coordinator, Transportation Coalition
Abby Albrecht - Coordinator, Salt Lake Chamber
Rick Clasby - CEO, Utah Trucking Association
Sasha Clark - Coordinator, Utah Trucking Association

Medical

Brett Cross - Dep Director, Utah Department of Health, EMS
Michelle Jamison - Manager, Primary Children's Hospital
Neil Davis Medical Coordinator, Primary Children's Hospital
Kristen Gooch - Coordinator, Intermountain Healthcare
Jamie Troyer - Coordinator, University of Utah Health

Schools/Education

Audra Urie - Manager, Utah Board of Education
Linsey Miller - Manager, Salt Lake County Health Dept.

Traffic Record Data

Barbra Freeman Traffic Records Program Manager, DPS,
Highway Safety Office
Jeff Lewis Safety Engineer, UDOT, Traffic and Safety

UDOT and DPS

Carrie Silcox Director, DPS, Utah Highway Safety Office
Troy Peterson Operations Director, UDOT
Keri Fuhr Occupant Program Manager, DPS, Utah Highway
Safety Office

| | |
|-------------------|---|
| Kevin Larsen | Law Enforcement Liaison, Utah Highway Safety Office |
| Kristen Hoschouer | Program Manager, UDOT |
| Robert Miles | Safety Engineer, UDOT, Traffic and Safety |
| Leif Elder | Legislative Liaison, UDOT |
| Kim Gibb | Legislative Liaison, DPS |

Accountability :

In order for the plan to operate as a tool to help reach the goal of increasing seat belt use, the UHSO ensures that an effective system involving both communication and assessment was established and is currently maintained.

The Occupant Protection Program Manager has developed a communication system to inform staff of their commitment to the mission and progress towards the initiatives, goals and action items. Routine reporting on the goals will be a standard part of quarterly meetings with the Occupant Protection Advisory Committee. During every meeting, there will be a report on the priority initiatives. The report will include progress and issues. Once each year, a complete report will be provided to the UHSO Division Director that addresses overall progress toward initiatives and goals. In addition, status updates are provided for each action item along with a rate of achievement.

As a result of our internal highway safety data program, the UHSO will be able to assess the program's progress, and senior staff will have regular opportunities to discuss and adjust the plan's initiatives as needed.

7. PRIORITY AREAS FOR 2023-2024

Utah's Occupant Protection Program's Strategic Plan (2023 -2028) encompasses 7 strategic initiatives, 26 goals and 91 action items. From this plan, the Occupant Protection Program Advisory Committee selected priority areas for 2023 -2024 which includes 11 action items specific to 4 goals and 3 strategic initiatives. The priority areas selected are presented below.

STRATEGIC INITIATIVE IV – ENFORCEMENT PROGRAM

Goal 1: Support sustained enforcement of occupant protection laws.

Action Item _____: Identify populations, locations, and time periods with low seat belt use rates or high unbuckled fatality and serious injury rates and develop enforcement initiatives that target those motorists.

Action Item _____: Support a nighttime enforcement initiative in communities with high nighttime unbuckled fatality rates.

STRATEGIC INITIATIVE V – COMMUNICATIONS PROGRAM

Goal 2: Identify specific audiences and develop appropriate messages.

Action Item _____: Implement an effective occupant protection campaign in rural communities.

Action Item : Support enforcement campaigns that encourage seat belt usage among nighttime motorists in identified high -risk communities.

Action Item : Provide materials and media messages in other languages.

STRATEGIC INITIATIVE VII – OUTREACH PROGRAM

Goal 3 : Provide materials and resources necessary to conduct programs directed toward diverse populations.

Action Item : Provide materials and resources in multiple languages.

Action Item : Utilize leaders from diverse communities as spokespeople to promote seat belt and child restraint use.

Action Item : Conduct outreach efforts to diverse organizations and populations during state or national safety weeks or mobilizations.

Goal 4: Outreach employers with occupant protection programs and resources.

Action Item : Establish and enforce a seat belt policy with sanctions for non -use.

Action Item : Conduct occupant protection education programs for employees on their seat belt use policies and the benefits of regular and appropriate restraint use.

Action Item : Support state and local programs that outreach business partners.

PARTICIPATION IN THE CLICK IT OR TICKET NATIONAL MOBILIZATION

Utah has been participating in the National Click It or Ticket Mobilization for more than 23 years. Law enforcement agencies statewide have shown consistent support and participation each year contributing to its success. When combined with educational programs, this high -visibility enforcement campaign has been highly effective in increasing seat belt use over 25% from 66.7% in 1998 to 91.8% in 2022.

1. ENFORCEMENT PLAN

During FFY2024, the state will participate in the two National Click It or Ticket (CIOT) Mobilizations scheduled to take place during the Thanksgiving Holiday in 2023 and May 2024. Efforts to recruit the state's 130 law enforcement agencies that conduct traffic enforcement to participate and/or support the Mobilizations continue. Methods for outreach will mainly be through the UHSO LEL, troopers and officers working with the UHSO; the expanded LEL program with local agencies representing different regions of the state will be well positioned to recruit historically hard to reach and engage areas. Outreach will include in-person meetings, phone calls, task force meetings, and attendance at the Utah Chiefs of Police and Sheriffs' Conferences.

May Mobilization:

During the May Mobilization, all law enforcement agencies statewide will be asked to support the high-visibility campaign. Overtime enforcement will be funded in the 18 counties represented in the statewide seat belt survey with emphasis on the six most urban counties, (Cache, Davis, Salt Lake, Utah, Washington, and Weber) where 85% of the state's population resides, and high need areas identified through data and problem analysis. Specific focus and partnership with the law enforcement agencies in the rural seat belt programs areas (Cache, Carbon, Box Elder, Iron, Sanpete, San Juan, Sevier, Tooele, and Uintah) will also occur. It is estimated that 3,000 overtime hours will be issued to approximately 74 law enforcement agencies. Enforcement will include saturation patrols and traffic stops, as these have been the preferred methods of enforcement. Utah's law enforcement officers are unable to conduct checkpoints that solely focus on seat belt use. Local law enforcement agencies in Utah's 23 rural counties will also be asked to support the campaign by pledging their support and declaring zero tolerance towards unbuckled motorists.

Participating agencies will be encouraged to incorporate data-driven enforcement time periods in their plans. To facilitate this, the UHSO will provide state and local data to partnering law enforcement agencies that show the time periods when unrestrained fatalities are more likely to occur.

To facilitate nighttime seat belt enforcement during mobilizations, the UHSO program managers and LELs will identify areas with high nighttime unrestrained fatality rates and conditions conducive to enforcement during nighttime hours. Outreach to the law enforcement agencies in these identified areas will be conducted to partner with the agencies on using up to 25% of the overtime award to conduct nighttime enforcement of seat belts. Agencies conducting nighttime enforcement will be provided with guidelines for conducting effective enforcement during these time periods.

Thanksgiving Mobilization:

The UHSO will also participate in the National Thanksgiving CIOT Mobilization with seat belts being the primary message and all other safe driving behaviors being secondary. Funding will be available for overtime shifts during this high travel time and all law enforcement agencies will be encouraged to participate. The focus for enforcement will be areas of highly traveled roadways, such as the several interstates in Utah, and communities with high unrestrained crashes and fatalities. Enforcement will be conducted statewide through the partnerships with Utah Highway Patrol and local law enforcement agencies. Through the UHSO expanded LEL program, law enforcement agencies that do not sign up for overtime shifts will be contacted (via in-person meeting or email) to receive a pledge of their support for the initiative by declaring zero tolerance toward unbuckled motorists during their regular patrols.

2. CAMPAIGN REACH

The state is home to 156 law enforcement-based agencies consisting of 21 Utah Highway Patrol sections, 29 county sheriff's offices, 96 local law enforcement agencies, and 10 college campus or state parks agencies. Of those agencies, approximately 130 conduct traffic enforcement on a regular basis.

Due to the limited funding available for overtime shift awards, the UHSO will examine seat belt use rates, numbers and rates of unrestrained fatalities, and capacity for traffic enforcement when making determinations for overtime shift awards. As stated previously, officers and troopers with the UHSO LEL Program will be in touch with the 130 agencies that focus on traffic enforcement to gain support for the efforts beyond the agencies that receive funding.

Given the unique geographic layout of Utah’s population, specific attention will be paid to the large urban, populated areas when deploying resources as well. Urban counties contribute to 85% of the state’s population and at least 90% of the law enforcement agencies in these counties participate and/or support the Click It or Ticket mobilization, assuring at least 70 percent of the state’s population is reached.

While law enforcement agencies in urban counties will be the primary partner for the mobilization, a greater emphasis will be placed on recruiting the 68 rural law enforcement partners in an effort to increase seat belt use in the state’s rural communities where seat belt usage is at its lowest. To assist with the recruitment of rural agencies, the UHSO will utilize the regional law enforcement liaisons to engage and recruit participation from the rural agencies. The regional law enforcement liaisons include local officers who were specifically identified and recruited to take on the role of LEL for their area. These liaisons will increase the meaningful participation for the rural and hard to reach areas, as reaching the 130 law enforcement agencies in the state is a challenge for the small LEL staff working for the UHSO. Again, Utah’s geography plays into the challenge of reaching some areas, as there is a great distance between the urban center (where the UHSO is housed) and rural areas. The cultural differences between the urban and rural areas manifest through some resistance to enforcement of what is perceived as a personal choice issue (wearing one’s seat belt or not) and the role of the government in these matters. The local LELs will expand the capacity of the overall LEL program, making the ability to connect with all agencies more likely, as well as showcase the benefits and importance of participation in mobilization and focused seat belt enforcement to the rural agencies. Utah’s 23 rural and frontier counties house only 15% of the state’s population and contribute to more than one-third of all occupant fatalities and serious injuries. However, rural crashes are approximately 3 times more likely to be fatal than urban crashes and occupants are less likely to buckle up on rural roadways. According to the 2022 seat belt observational study, males in rural counties are least likely to wear their seat belt reporting a 86.7% use rate and 83.9% seat belt use among rural pick-up truck drivers. Law enforcement agencies in these areas will be asked to pledge their support for the initiative by declaring zero tolerance toward unbuckled motorists during their regular patrols.

The listing below represents 97 of the state’s law enforcement agencies that are past supporters of the campaign and will most likely be supportive of future efforts. According to the 2021 Census, Utah has a population of 3,337,975. The population for each of the six urban counties is provided, as well as an estimated population served by the rural law enforcement partners. Of the 88 urban law enforcement agencies, it is anticipated that 58 will be awarded overtime grants or pledge their support for the campaign. Of the 68 rural agencies, a minimum of 39 will participate by working overtime or pledge their support for the campaign by strictly enforcing the use of seat belts during their regular patrols. In addition, it is anticipated that 75 percent of the agencies in the nine pilot program counties (Box Elder, Cache, Carbon, Iron Sanpete, Sevier, San Juan, Tooele, Uintah) will be awarded overtime shifts during the mobilization.

POPULATION SERVED BY 6 URBAN COUNTIES = 2,804,682 (84.7% OF STATE POPULATION - 2021 Census)

| | | |
|---------------------------------|---------------------------------|-------------------------|
| <u>Cache Co. (Pop. 132,067)</u> | Smithfield Police Dept | Layton Police Dept |
| Cache Co. Sheriff’s Office | UHP Section 1 | Centerville Police Dept |
| Logan City Police Dept | <u>Davis Co. (Pop. 364,241)</u> | Clearfield Police Dept |
| North Park Police Dept | Bountiful Police Dept | Clinton Police Dept |

| | | |
|--|---------------------------------------|---|
| Davis County Sheriff's Office | UHP Section 4 | Springville Police Dept |
| Farmington Police Dept | UHP SLCC | Spanish Fork Police Dept |
| Kaysville Police Dept | UHP Section 16 | UHP Section 6 |
| Woods Cross Police Dept | UHP Section 18 | <u>Washington (Pop. 189,534)</u> |
| North Salt Lake Police Dept | Unified Police Dept | Hurricane Police Dept |
| Sunset Police Dept | University of Utah Police | Santa Clara/Ivins Police Dept |
| Syracuse Police Dept | West Jordan Police Dept | UHP Section |
| UHP Section 3 | West Valley City Police Dept | St. George Police Dept |
| West Bountiful Police Dept | <u>Utah Co. (Pop. 665,665)</u> | Washington City Police Dept. |
| <u>Salt Lake (Pop. 1,183,930)</u> | Lehi Police Dept | <u>Weber Co. (Pop. 269,245)</u> |
| Draper Police Dept | Mapleton Police Dept | Riverdale Police Dept |
| Herriman Police Dept | American Fork Police Dept | Weber Co. Sheriff's Office |
| Murray Police Dept | Orem DPS | UHP Section 12 |
| Salt Lake City Police Dept | Payson Police Dept | Harrisville Police Dept |
| Sandy City Police Dept | Pleasant Grove Police Dept | North Ogden Police Dept |
| South Jordan Police Dept | Provo Police Dept | Ogden City Police Dept |
| South Salt Lake Police Dept | Salem Police Dept | Pleasant View Police Dept |
| | Utah County Sheriff's Office | Roy Police Dept |
| | Santaquin Police Dept | |

POPULATION SERVED BY 23 RURAL COUNTIES = 506,105 (6.5% OF STATE POPULATION)

| | | |
|-------------------------------|-------------------------------|-------------------------------|
| Brigham City Police Dept | Emery County Sheriff's Office | Salina Police Dept |
| Box Elder Sheriff's Office | Grantsville Police Dept | San Juan Co. Sheriff's Office |
| Cedar City Police Dept | Gunnison Police Dept | Sanpete Co. Sheriff's Office |
| Centerfield Police Dept | Heber City Police Dept | Summit Co. Sheriff's Office |
| Nephi City Police Dept | Mantua City Police Dept | Tooele City Police Dept |
| UHP Section 7 - Wasatch | Monticello Police Dept | Tooele Co. Sheriff's Office |
| Duchesne Co. Sheriff's Office | Nephi City Police Dept | Morgan Co. Sheriff's Office |
| Ephraim City Police Dept | Perry City Police Dept | |
| East Carbon Police Dept | Price Police Dept | |
| | Roosevelt Police Dept | |

Tremonton Police Dept
UHP Section 1-Box Elder
UHP Section 5 – Vernal
UHP Section 7 – Wasatch
UHP Section 8 - Tooele
UHP Section 9 - Price

UHP Section 10 -
Richfield
UHP Section 11 - Beaver
UHP Section 13 - San
Juan
UHP Section 14

Uintah Co. Sheriff's
Office
Wasatch Co. Sheriff's
Office
Wellington Police Dep

3. MEDIA & OUTREACH PLAN

During the May mobilization, Utah’s media plan will utilize a mix of mediums that may include radio, social media platforms, online advertisements, and NHTSA placed ads. Due to limited funding, the state will rely on the national television placement ads as well as local TV ads made possible through the Zero Fatalities partnership. The state will combine efforts with the Zero Fatalities media buy which is already in place for the year. With this partnership, additional media will include local news outlets including Spanish news media, and other opportunities as identified. The strategy is to reach people using digital media platforms such as Facebook, Snapchat, and Adswerve. Research has shown that reaching the target population on social media is more effective and provides a better reach and frequency rate. Radio ads may be used but on a smaller scale than in the past. By combining radio, outdoor, and online ads with the national television buy, Utah will be able to run an entire media campaign utilizing four mediums that work efficiently together. Digital/ online ads, radio, and television will educate and inform, while the outdoor messaging will remind the public to “buckle up” while they are driving. In placing these spots, the state will select social media platforms and stations that appeal to audiences that include a primary target of men ages 18-34, secondary target of adults ages 18-54, and tertiary target of men ages 45 and older. The goal is to receive between 100 and 200 GRP’s per week. The state may develop its own radio, outdoor, and online advertisements using the Click It or Ticket moniker. In addition, Spanish radio and television stations will be provided with the spots for placement. Matching media will be obtained from all media partners as available.

Funding will also be used to conduct a paid media campaign during the Thanksgiving mobilization. This will most likely include placement of radio and online media with a primary target audience of men ages 18-34 years and a secondary target of adults ages 18-54 years.

The table below details the proposed media buy, which is an estimate based on past years and will not be confirmed until two months prior to the campaign.

| MAY MOBILIZATION | | | | | |
|---------------------------|---|-----------------------|---------|------------------------|----------|
| MEDIUM | PLACEMENT PERIOD | PAID MEDIA | | BONUS MEDIA | |
| | | Placement | Paid \$ | Total | Bonus \$ |
| Radio | May 13 –June 2 (Paid) May 13– June 9 (Bonus) | TBD | TBD | TBD | TBD |
| Online | May 13 – June 2 | Digital platforms | TBD | | |
| TOTAL | | Paid Media TBD | | Bonus Media TBD | |
| THANKSGIVING MOBILIZATION | | | | | |
| MEDIUM. | PLACEMENT PERIOD | PAID MEDIA | | BONUS MEDIA | |
| | | Placement | Paid \$ | Total | Bonus \$ |
| Radio | November 13 -30 (Paid) November 13 –Dec 2 (Bonus) | TBD | TBD | TBD | TBD |
| Online | November 13 -30 | Digital platforms | TBD | | |
| TOTAL | | Paid Media TBD | | Bonus Media TBD | |

Earned media will be used to support all enforcement efforts conducted during the year and will include television news stories, radio interviews with officers and survivors, and print media, as well as advertisements on websites such as the Utah Department of Public Safety’s, local radio stations and newspapers, high schools, law enforcement agencies, and other traffic safety partners. One of the primary methods used to earn media time is through the press events conducted prior to enforcement mobilizations. These events generally generate at least 20 television news stories, 25 newspaper articles, and many radio interviews and announcements. In addition, campaign materials will be

distributed to all media outlets and every law enforcement agency in the state. The Highway Safety Office will provide traffic safety partners with a social media tool-kit to share the CIOT messages on their social media platforms. Materials will also be provided to all campaign partners who will be encouraged to submit articles to local papers, participate in radio talk shows, and invite local media to events supporting the campaign.

Another component to the campaign includes public information and education, which will be implemented year round with targeted activities during the May and Thanksgiving mobilizations. Educational efforts will include presentations, media interviews, and community traffic safety programs, among other efforts. Activities will include school programs and presentations, car seat inspection clinics, community safety events, and outreach to businesses. Enhanced outreach will focus on young drivers ages 15-24 years since crash data shows that this age group is killed at far higher rates in crashes.

Campaign partners include the Utah Department of Health, local health departments, UDOT, Utah Highway Patrol, Safe Communities, Utah Latino Community Information and Education Center, Utah Safety Council, Network for Employee Traffic Safety (NETS), and Utah Student Safety Program (USSP). All partnering agencies will work to promote the Click It or Ticket message by conducting public information and education activities in their respective communities.

4. EVALUATION

Pre- and post-mobilization seat belt observational surveys will be conducted. The pre-mobilization survey will be a sub-sample survey and will take place April to May 10. Surveys will take place in up to twelve of the eighteen counties where the NHTSA-approved post-survey is conducted. The post-mobilization seat belt observational survey will be a full statewide survey conforming to NHTSA’s Uniform Criteria for State Observational Surveys of Seat Belt Use. It will take place for a two-week period in June. This survey will be conducted during day time hours and will conform to the state plan which was approved by NHTSA.

In addition, to evaluate the effectiveness of the media campaign, a public awareness telephone survey may be conducted during the year. Questions regarding the media campaign, as well as seat belt use and the law, will be asked of respondents. Depending on funding availability, this activity may be completed every other year instead of on an annual basis.

5. TIMELINE

| May 2024 Click It or Ticket Mobilization | Target Dates |
|--|-----------------|
| Conduct Pre-Survey (Sub-Sample of NHTSA-Approved Survey) | April - May 10 |
| Send Campaign Kits | May 1 |
| Conduct PI&E Activities | May 6 - June 2 |
| Earned Media | May 6 - June 13 |
| Paid Media | May 13 - June 2 |
| Send Press Release (<i>MM Enforcement & Press Event</i>) | May 15 |
| Kick-Off Media Event | May 16 |
| Enforcement Period | May 20 - June 2 |
| Conduct Post-Surveys (Full NHTSA-Approved Survey) | June 3 - 15 |
| Send Press Release (<i>Report Survey Results</i>) | July 30 |

| Thanksgiving 2023 Click It or Ticket Mobilization | Target Dates |
|---|---------------------|
| Media and Education Campaign | November 13 - Dec 2 |
| Enforcement Mobilization | November 22-26 |

UTAH'S ACTIVE NETWORK OF CAR SEAT INSPECTION STATIONS

The state is divided into 29 counties with 85% of the population living in six urban counties including Cache, Davis, Salt Lake, Utah, Washington, and Weber. Four of these counties are clustered along a 100 mile stretch of land called the Wasatch Front. The other 23 rural and frontier counties are home to 15% of the state's population. Currently, there are 102 car seat inspection stations that serve families in 22 counties. The 7 counties that do not have established inspection stations are very small and receive services from neighboring communities and make up 1% of Utah's population. The table below demonstrates that, according to 2020 Census Data, this network of inspection stations reaches approximately 99% of the state's population with appropriate child passenger safety education and services. Every county listed has inspection stations with the exception of the small counties which are highlighted.

Annual Estimates of the Resident Population for Counties in Utah: April 1, 2020 to July 1, 2021

| Geographic Area | April 1, 2020 Estimates Base | Population Estimate (as of July 1) | |
|------------------------|---------------------------------|------------------------------------|-----------|
| | | 2020 | 2021 |
| Utah | 3,271,616 | 3,281,684 | 3,337,975 |
| Beaver County, Utah | 7,072 | 7,076 | 7,249 |
| Box Elder County, Utah | 57,666 | 57,908 | 59,688 |
| Cache County, Utah | 133,154 | 133,527 | 137,417 |
| Carbon County, Utah | 20,412 | 20,465 | 20,372 |
| Daggett County, Utah | 935 | 952 | 976 |
| Davis County, Utah | 362,679 | 363,492 | 367,285 |
| Duchesne County, Utah | 19,596 | 19,581 | 19,790 |

| | | | |
|--------------------------------|------------------|------------------|------------------|
| Emery County, Utah | 9,825 | 9,837 | 9,967 |
| Garfield County, Utah | 5,083 | 5,090 | 5,129 |
| Grand County, Utah | 9,669 | 9,681 | 9,663 |
| Iron County, Utah | 57,289 | 57,640 | 60,519 |
| Juab County, Utah | 11,786 | 11,824 | 12,155 |
| Kane County, Utah | 7,667 | 7,673 | 7,992 |
| Millard County, Utah | 12,975 | 13,015 | 13,164 |
| Morgan County, Utah | 12,295 | 12,392 | 12,657 |
| Piute County, Utah | 1,438 | 1,437 | 1,487 |
| Rich County, Utah | 2,510 | 2,504 | 2,597 |
| Salt Lake County, Utah | 1,185,238 | 1,186,236 | 1,186,421 |
| San Juan County, Utah | 14,518 | 14,525 | 14,489 |
| Sanpete County, Utah | 28,437 | 28,508 | 29,106 |
| Sevier County, Utah | 21,522 | 21,546 | 21,906 |
| Summit County, Utah | 42,357 | 42,452 | 43,093 |
| Tooele County, Utah | 72,698 | 73,281 | 76,640 |
| Uintah County, Utah | 35,620 | 35,618 | 36,204 |
| Utah County, Utah | 659,399 | 663,143 | 684,986 |
| Wasatch County, Utah | 34,788 | 35,032 | 36,173 |
| Washington County, Utah | 180,279 | 181,924 | 191,226 |

| | | | |
|---------------------------|----------------|----------------|----------------|
| Wayne County, Utah | 2,486 | 2,497 | 2,558 |
| Weber County, Utah | 262,223 | 262,828 | 267,066 |

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

Suggested Citation:

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

Source: U.S. Census Bureau, Population Division

Release Date: March 2022

Of the 102 inspection stations, 58 have established dates and/or times they are open to the public and 44 serve targeted populations such as hospital patients and homeless or refugee families. Our state advertises an inspection station list of public stations on our website, clickit.utah.gov. The additional stations serve targeted populations such as Indian Health Services, a military base, Refugee community centers, head start and daycare centers, and local hospitals. At the end of this section is a comprehensive list with details about each station and the populations they serve.

IV. CHILD PASSENGER SAFETY TECHNICIAN

Utah has had an active child passenger protection education program since the 1980's. The Department of Public Safety's Highway Safety Office (UHSO) and local health departments, along with other state, local and private organizations have collaborated on increasing the use of child safety seats and seat belts through education, legislation and enforcement, media campaigns and the distribution of child safety seats to needy families. Through these efforts, safety restraint use among children has continued to increase. The UHSO plans to conduct a child restraint observational survey during FY2024 to include children 0-12 years old.

The state is divided into 29 counties and as of 2020 75.5% of the population is living in four counties (Davis, Salt Lake, Utah, and Weber) which are clustered along the Wasatch Front. The other 25 counties are home to 24.4% of the state's population. Each county houses local health departments. There are 13 health departments and 26 health department offices throughout the state serving our communities. These health departments are considered the strongest supporters of CPS education and activities in the state. Through the efforts of these local health departments, as well as both the state's children's hospitals and various other advocacy groups and organizations, it is estimated that approximately 99% of the state's population is being reached with child passenger safety education activities and/or materials. There are approximately 88 certified technicians working in the health departments across the state.

1. TRAINING AND RE-TRAINING

The UHSO is the lead agency when conducting occupant protection training courses. We work with our local Safe Kids Utah and Safe Kids Worldwide to ensure that the training is complete and in compliance with national regulations. All requests are made to the Utah Highway Safety Office and funds, as well as staff time, are devoted to meeting these requests. The office also maintains a database of all trained certified technicians and the group is led by Utah’s Instructor Team which is made up of 19 specialists in child passenger safety. The instructors work in law enforcement, health departments, the Highway Safety Office, hospitals, and retired professionals. Utah’s Instructor Team is a group of dedicated educators who are committed to the child passenger safety program in Utah. Currently there are 332 child passenger safety technicians. Most of these technicians work for organizations that support the child passenger safety programs throughout the state. However, we have 29 volunteer technicians spread out over 5 counties who serve their communities without pay from an employer. These volunteer technicians are the first to be at a checkpoint event and have a true passion for keeping children safe.

| FFY 2024 Utah Child Passenger Safety Training Schedule | | |
|---|---------------------------------------|-------------------|
| Training | Course Dates | # of Participants |
| Standardized CPS Technician Training | October 2023 – Ogden, UT | 14 |
| | March 2024 - West Valley City, UT | 16 |
| | May 2024 – West Valley City, UT | 16 |
| | September 2024 – West Valley City, UT | 16 |
| Renewal Testing Course | January 2024 – Taylorsville, UT | 10 |
| Special Needs Training | April 2024 - Salt Lake City, UT | 10 |
| Technician Update Classes | November 2023– Central UT | 12 |
| | February 2024 – Smithfield, UT | 12 |
| | March 2024 – Four Corners Area | 40 |
| | June 2024 - Utah County Health | 15 |
| | June 2024 - Ogden, UT | 14 |
| School Bus Course | August 2024 | 25 |
| Total # of Participants in Training/Retraining Courses | | 200 |

During FY2024, at least four Standardized CPS Technician Courses, one Renewal Testing Course, a virtual CEU training for CPS Week, one Special Needs Car Seat Training, one School Bus Course, and 4 Technician Update classes are planned. Also, the Four Corners Conference will be held in Monument Valley, Utah. The technician update classes are held throughout the state by the organizations who have child passenger safety grants with the Highway Safety Office. In addition, each local health department has agreed to maintain technician's abilities by holding update classes and activities throughout the year. The update will consist of checking skills, providing information and hands-on practice with tether straps and latch systems, and providing up-to-date information regarding checkpoints, installation practices, new devices on the market, and other resources.

2. TECHNICIAN RECRUITMENT

The UHSO CPS Program Manager recruits advocates, educators, law enforcement personnel, EMS providers, health and medical providers, health educators, and others to become certified CPS technicians through a variety of methods. Prior to each training, advertisements are sent to the state's current CPS technicians, state and local health departments, law enforcement agencies, and UHSO grantees and partners providing information regarding the training. This information directs interested individuals to the UHSO website and the National Safe Kids website to register for the course. Recruitment is also conducted during Multi-Agency Task Force (MATF) Meetings with law enforcement and through the program's partnerships with hospitals and health departments. In addition, emails announcing the year's training dates are provided at other meetings and conferences. Lastly, participants of half-day or full-day child passenger safety training workshops are encouraged to become fully certified as CPS technicians and provided with appropriate information. We continue to have an emphasis on developing partnerships with all the state's hospitals. We provide each hospital with an educational magnet directing new mothers to the state's website, clickit.utah.gov where they can enter their zip code and be given the information for all inspection stations within 15 miles of their home. Through these efforts, personnel from local hospitals and technicians associated with the medical field are taking the course. Currently, we have 74 CPS Technicians working in the medical field throughout Utah. In addition, we are proud of our 41 law enforcement technicians and 10 fire personnel who are trained and certified to serve the public with car seat knowledge. 8 technicians work in retail baby stores and 20 technicians work for non-profit organizations in Utah.

3. TECHNICIAN RETENTION

Utah's efforts to retain our certified Child Passenger Safety Technicians include support activities within our inspection stations and communication efforts through the Highway Safety Office to advertise upcoming events. The UHSO coordinates having an instructor at all major car seat checkpoints and encouraging technicians to come and get car seats checked off for re-certification and coordinate with other technicians. These checkpoints are a great opportunity for newer technicians to ask questions of more experienced technicians. Safe Kids Coordinators throughout the state communicate event dates and encourage their local technicians to participate in checkpoints and CEU opportunities in order to prepare for re-certification. New technicians are provided with a Latch Manual if they participate in a car seat inspection clinic within two months of their initial class. The Highway Safety Office sends out emails to technicians announcing CEU opportunities and reminding them if their certification is about to expire and offers sponsorship grants to local health departments and Safe Kids coalitions who organize re-certification opportunities for area technicians.

4. COMMUNITY CAR SEAT INSPECTION STATIONS

It is the goal of the UHSO to provide all Utah families with a location in their area where they can obtain a car seat inspection. To support these efforts, 102 permanent inspection stations have been established throughout the state. More than half are located in the six urban counties (Cache, Davis, Salt Lake, Utah, Washington and Weber) that contain 85% of the state’s population. It is estimated that at least 12,000 car seats will be inspected at these inspection stations each year. Unfortunately, many of the seats inspected are misused. The listing provided below gives a quick glance of the inspection stations located throughout the state and includes the number of stations open to the public, the number of stations that serve target populations, the number of rural and urban stations. A more comprehensive list of these Car Seat Inspection Stations is in the attachments. There are 58 public and 44 private or targeted population inspection stations in Utah. There are 67 urban stations and 35 rural stations. No matter what city, county or community, every family has access to installation assistance and child passenger safety education.

| 2024 Quick Glance at Utah’s Inspection Stations | | | | |
|--|--|---|----------------------------|----------------------------|
| County | # of Public Inspection Stations | # that Serve a Targeted Population | # of Urban Stations | # of Rural Stations |
| Box Elder | 2 | 0 | | 2 |
| Cache | 1 | 3 | | 4 |
| Carbon | 1 | | | 1 |
| Davis | 2 | 5 | 7 | |
| Duchesne | 1 | 1 | | 2 |
| Emery | 0 | | | 0 |
| Grand | 1 | | | 1 |
| Iron | 2 | 1 | | 3 |
| Kane | 0 | | | 0 |
| Millard | 1 | 1 | | 2 |
| Morgan | 1 | | | 1 |
| Salt Lake | 12 | 18 | 30 | |
| San Juan | 1 | 1 | | 2 |
| Sanpete | 1 | 1 | | 2 |
| Sevier | 4 | | | 4 |
| Summit | 3 | | | 3 |

| | | | | |
|----------------|-----------|-----------|-----------|-----------|
| Tooele | 1 | | | 1 |
| Uintah | 1 | 3 | | 4 |
| Utah | 9 | 5 | 14 | |
| Wasatch | 3 | | | 3 |
| Washington | 7 | 2 | 9 | |
| Weber | 4 | 3 | 7 | |
| TOTALS: | 58 | 44 | 67 | 35 |

5. OUTREACH TO UNDER-SERVED POPULATIONS

Utah is not a very diverse state when compared to other states or the nation. The demographic breakdown from the 2020 Census shows that white persons makeup 84% of the state’s population. The largest minority group is Hispanic at 14%, followed by Asian at almost 2%, Black at 1%, American Indian at 1%, and Pacific Islander at less than 1%. The program primarily outreaches to under-served populations such as Hispanic, homeless and refugee families, Native Americans, and low-income. The percentages are not exact due to two or more races reported.

Hispanic: 90 of the state’s inspection stations provide literature and resources in Spanish and about half of those stations have a Spanish speaking certified technician or an interpreter. These inspection stations are located in areas that have a high percentage of Hispanic population. In addition, nearly all inspection stations have educational material available in other languages.

Homeless and Refugee Families: The Salt Lake County Health Department and UHSO provide resources and assistance to area homeless shelters and agencies that oversee services to refugee families and homeless families in an effort to ensure children receive an appropriate child safety seat regardless of their financial status. There are six inspection stations in Salt Lake County that are not publicized to the public and only serve refugee and homeless populations. These inspection stations include International Rescue Clinic, YWCA, Utah Refugee Connection, Holy Cross Ministries South Valley Services and Afghan and Middle Eastern Women of Utah.

Native American: There are inspection stations serving the Native Americans in Utah. They are in Box Elder, San Juan, and Uintah counties. They serve the Indian tribes exclusively. In the four corners area of Southeastern Utah, the Utah Navajo Health System employs 13 CPS technicians and provides services to the Navajo Tribal members. Also, Kayenta Health Center has one technician who drives from Arizona serving the area. These inspection stations are not advertised to the public and serve a specific group of Indian tribes which are an under-served population. In Uintah County, there are 8 technicians employed serving the reservation. The Health Department serves the Ute Tribe as well as the Indian Health Services in the area. In Brigham City, the Northwestern Band of the Shoshone Nation has a CPS technician on staff. We have one instructor who is from the reservation in the Four Corners area. There are currently 24 technicians serving the tribes in Utah, which is an increase of 6 technicians from last year.

Low-Income: The state’s children’s hospital and all the local health departments offer low-cost car seats to families who are on government assistance or qualify as “low-income” according to department guidelines. All of these locations employ Certified CPS Technicians to educate and help install these seats. Of the 332 technicians in the state, 194 work for organizations and agencies who support low income families with car seats and education. We have many partners to support our efforts in spreading child passenger safety education. The Junior League of Salt Lake City purchases over 300 car seats every July and we work with low income families to ensure they are educated and receive the proper seats. Annually, AAA Insurance donates seats to our local Inspection Stations for distribution. The UHSO offers mini grants to buy car seats to organizations that serve low income populations and employ a certified technician.

Refer to the attachment, 2024 Inspection Station Facts, which is a comprehensive listing of inspection stations that details the number of technicians by county, the number of technicians by inspection station, and the way in which each station supports the under-served population. It also shows if the stations are rural or urban stations or public or targeted population stations. Also, a CPS Technician list organized by county is included.

6. CAR SEAT INSPECTION STATIONS

Through the work of the state’s 332 Certified Child Passenger Safety Technicians, it is anticipated that at least 102 car seat inspection stations are in operation in 22 counties. The other 7 counties are able to receive service in neighboring counties or a traveling CPS technician. Inspection stations and events are advertised using emails, radio, online, and social media. Standard inspection stations include teams of certified technicians and a Senior Checker who ensures that seats are installed using appropriate tools such as checkpoint forms, a resource guide, manufacturer’s instruction booklets, automobile owner’s manuals, the Latch Manual, and other tools. Each Senior Checker has ample experience, has been a certified technician for at least two years and has been approved by the local and national Safe Kids organization. They verify that each car seat is properly installed and review the checkpoint forms for accuracy.

During the checkpoint event or at the inspection station, educational materials are provided to parents that include proper positioning for children, air bag safety guidelines, and safety belt use for all passengers in the vehicle. Further, child safety seats are on hand for families in need or to replace unsafe seats.

7. CHILD PASSENGER SAFETY EDUCATION CLASSES

In addition, it is anticipated that approximately 600 community classes will take place in 2023 and over 6,000 individual appointments will be made to provide instruction to parents on the proper use of their child’s safety seat. The majority of our lead agencies provide weekly or monthly community classes for parents who have concerns about their child’s safety seat or are in need of a seat. 25 organizations/partners across Utah conduct car seat education on a regular basis. The class instructor will discuss the different types of child safety seats available, the proper placement of children in the vehicle, the most common misuses, and airbag safety. Education is also provided on proper restraint use for the entire family. Most of these classes will provide child safety seats to low-income families at no-cost or a reduced cost. After the pandemic, some of the programs have started conducting virtual classes to complement the in-person installation.

Many of our inspection stations have adopted conducting virtual classes and virtual car seat inspections as a convenience to the public. Many of the programs are encouraging the public to do an in-person check, however, Primary Children’s Hospital will continue their virtual car seat checks indefinitely and will use this opportunity to

serve rural hospitals who need educational support for child passenger safety. Other health departments are using videos to train caregivers prior to them coming to an appointment to get their car seat inspected. Virtual resources were produced and continue to be used at many of our inspection stations. Each inspection station has access to videos of each car seat stage produced by Primary Children’s Hospital.

Refer to the comprehensive list, 2024 Facts about Utah’s Car Seat Inspection Station Stations, with details about each station and the populations they serve in the required attachments below.

8. REQUIRED ATTACHMENTS

- 2024 Facts about Utah’s Car Seat Inspection Stations

Facts about Utah’s Car Seat Inspection Stations 2024

Blue – **Public** Stations
Red – Private or Targeted Population Stations

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| Box Elder County – RURAL | | 2 Certified Technicians 2 Public Stations 0 Targeted Stations |
| Bear River Health Department in Brigham City: | PUBLIC STATION A technician is always in the office, and we have local technicians from partnering agencies help at community buckle up events. Offer seats at a reduced cost to low income residents. | |
| <i>Spanish:</i> | <i>Provide education and materials in Spanish and have 1 technician who speak Spanish and come to events</i> | |

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| <i>Underserved:</i> | <i>Work with many agencies/groups that serve the Hispanic population, migrant Head Start and the Northern Hispanic Health Coalition. Partner with local social service agencies that target the underserved in our areas. These include partnering on campaigns and providing materials/education to area Family Support Centers, Domestic Violence shelters, Work Force Services, Department of Family Services, etc.</i> |
| Mantua City Police Department: | PUBLIC STATION 1 technician offers car seat installation and education services for the clientele on the reservation. |
| <i>Spanish:</i> | <i>No services</i> |
| <i>Underserved:</i> | <i>Work with families from the local rural area teaching car seat principles.</i> |
| Cache County – RURAL | 14 Certified Technicians 1 Public Station 3 Targeted Stations |
| Bear River Health Department in Logan: | PUBLIC STATION 3 certified technicians work at the Bear River Health Department's Inspection Station. Events are held every second and fourth Thursday's. Car Seat Clinics are free and open to the public. |
| <i>Spanish:</i> | <i>The Bear River Health Department has 2 CPS technicians who speak Spanish and make available bi-weekly clinics and buckle up events to the Hispanic population. The literature is in Spanish. There are three coalition members who speak Spanish that are technicians who actively participate in community buckle up events.</i> |
| <i>Underserved:</i> | <i>Once a year the Utah Department of Health mini-grant funds are used to provide a special Hispanic Outreach Buckle Up event. The Latino population is targeted by providing a voucher for a \$10 car seat.</i> |

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| Bear River Head Start: | <p>TARGETED STATION</p> <p>7 technicians offer car seat installation and education to clients at Head Start and in the homes of families associated with the program. Technicians travel throughout Northern Utah and into parts of Idaho.</p> |
| <i>Spanish:</i> | <i>Even though none of the technicians speak Spanish, have educational brochures available in English</i> |
| <i>Underserved:</i> | <i>Serve low income families which include Hispanic households and refugees. Many of their clients are high risk and children have delayed development.</i> |
| Cache County School District: | <p>TARGETED STATION</p> <p>3 technicians and one of them has taken the School Bus Car Seat Class. The school district specifically serves families of special needs children.</p> |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of special needs children with unusual needs while traveling.</i> |
| IHC Hospital in Logan: | <p>TARGETED STATION</p> <p>1 certified technician works at the Logan Hospital's Inspection Station. Car Seat Clinics are free and open to the public.</p> |
| <i>Spanish:</i> | <i>No Services</i> |
| <i>Underserved:</i> | <i>Work with families from the local rural area.</i> |
| Carbon County – RURAL | <p>4 Certified Technicians</p> <p>1 Public Station</p> <p>0 Targeted Stations</p> |

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| <p>Southeastern Utah Health Dept. in Price:</p> | <p>PUBLIC STATION</p> <p>4 certified CPS technicians at the Inspection Station which are open to the public</p> |
| <p><i>Spanish:</i></p> | <p><i>Educational materials in Spanish</i></p> |
| <p><i>Underserved:</i></p> | <p><i>75 Booster Seats are given away for only \$5 each for low income families at the Kids Day in July. Offer reduced cost car seats for low income populations after they receive one on one education. The seats are given after a donation of 1/2 the amount that the Health Department paid for the seat. In dire circumstances, seats are given away.</i></p> |
| <p>Davis County – URBAN</p> | <p>26 Certified Technicians</p> <p>2 Public Stations</p> <p>5 Targeted Stations</p> |
| <p>Davis County Health Department in Clearfield:</p> | <p>PUBLIC STATION</p> <p>8 technicians serving the community</p> |
| <p><i>Spanish:</i></p> | <p><i>Spanish literature is available and 6 technicians speak Spanish.</i></p> |
| <p><i>Underserved:</i></p> | <p><i>Provide reduced cost seats for low income families.</i></p> |
| <p>AAA Member Service Center in Clearfield:</p> | <p>PUBLIC STATION</p> <p>2 technicians serve clients and the community conducting car seat checks as requested and doing community events.</p> |
| <p><i>Spanish:</i></p> | <p><i>Spanish brochures are available</i></p> |
| <p><i>Underserved:</i></p> | <p><i>Serve all members of the community and specifically their clients</i></p> |
| <p>Davis Hospital and Medical Center:</p> | <p>TARGETED STATION</p> <p>4 technicians serve patients as requested</p> |

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| <i>Spanish:</i> | <i>Offer car seat brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve the patients at the hospital and the physical rehabilitation center for children. Serve many low-income families.</i> |
| Davis Head Start and Early Head Start: | TARGETED STATION 2 technicians serve families of clients at Head Start and answer car seat questions. |
| <i>Spanish:</i> | <i>Offer car seat brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve many low income families who use the services at Head Start.</i> |
| Hill Air Force Base Fire Station 1: | TARGETED STATION 1 technician serves Hill Air Force Base personnel with car seat checks as requested. |
| <i>Spanish:</i> | <i>Offer car seat brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families who are in the military</i> |
| McKay Dee Hospital: | TARGETED STATION 4 technician serves families of clients at Lakeview and answer car seat questions. |
| <i>Spanish:</i> | <i>Offer car seat brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve many low income families who use the services at Head Start.</i> |
| Layton Hospital: | TARGETED STATION 1 technician who help infants leave the hospital for the first time safely. |

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| <i>Spanish:</i> | <i>Have educational brochures and forms in Spanish. Translation services are available in other languages.</i> | |
| <i>Underserved:</i> | <i>Serves the low-income Medicaid population and the general public as well.</i> | |
| Volunteer Technicians | 4 | |
| Duchesne County – RURAL | 2 Certified Technician 1 Public Station 1 Targeted Stations | |
| TriCounty Health Department in Roosevelt: | PUBLIC STATION 1 certified CPS technician at the Fitting Station | |
| <i>Spanish:</i> | <i>NHTSA's 4 Steps material in Spanish to clients who prefer that language</i> | |
| <i>Underserved:</i> | <i>Serve many low income clients and sell car seats for reduced price. In exceptional situations, we have provided seats free of charge. Provide seats for the local tribal members and DCFS for a reduced cost. Provide SNAP trainings for Head Start and DCFS.</i> | |
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| Uintah Basin Medical: | TARGETED STATION 1 certified CPS technician at the Fitting Station | |
| <i>Spanish:</i> | <i>NHTSA's 4 Steps material in Spanish to clients who prefer that language</i> | |
| <i>Underserved:</i> | <i>Serves the low-income Medicaid population and the general public as well.</i> | |
| Garfield County – RURAL | 2 Certified Technicians 1 Public Station | |

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| | | 1 Targeted Stations |
| Southwestern Utah Health Dept.: | | PUBLIC STATION 1 certified CPS technician at the Inspection Station |
| <i>Spanish:</i> | <i>Have Spanish materials, and provide a video to individuals who speak Spanish</i> | |
| <i>Underserved:</i> | <i>Provide reduced cost car seats to low income clients and one on one education and offer a car seat education class every other month</i> | |
| Garfield Memorial Hospital: | | TARGETED STATION 1 technician serves families of clients at Lakeview and answer car seat questions. |
| <i>Spanish:</i> | <i>Offer car seat brochures in Spanish</i> | |
| <i>Underserved:</i> | <i>Serve many low income families</i> | |
| Grand County – RURAL | | 1 Certified Technicians 1 Public Station 0 Targeted Stations |
| Southeastern Utah Health Dept. in Moab: | | PUBLIC STATION 1 certified CPS technician at the Inspection Station |
| <i>Spanish:</i> | <i>Have Spanish materials, and provide a video to individuals who speak Spanish</i> | |
| <i>Underserved:</i> | <i>Provide reduced cost car seats to low income clients and one on one education and offer a car seat education class every other month</i> | |

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| Iron County – RURAL | | 4 Certified Technicians 2 Public Station 2 Targeted Stations |
| Cedar City Police Department: | PUBLIC STATION 1 certified technician runs the Inspection Station | |
| <i>Spanish:</i> | <i>Offer educational materials in Spanish</i> | |
| <i>Underserved:</i> | <i>Serve all community members by appointment</i> | |
| Southeastern Utah Health Dept. in Cedar: | PUBLIC STATION 1 certified CPS technician at the Inspection Station | |
| <i>Spanish:</i> | <i>Have Spanish materials, and provide a video to individuals who speak Spanish</i> | |
| <i>Underserved:</i> | <i>Provide reduced cost car seats to low income clients and one on one education and offer a car seat education class every other month</i> | |
| Cedar City Hospital: | TARGETED STATION 1 certified technician runs the Inspection Station | |
| <i>Spanish:</i> | <i>Offer educational materials in Spanish</i> | |
| <i>Underserved:</i> | <i>Work with families from the local rural area.</i> | |
| SUU Head Start: | TARGETED STATION 1 technician serving clients and their families | |
| <i>Spanish:</i> | <i>Provide Spanish materials</i> | |
| <i>Underserved:</i> | <i>Serve the special needs children, many on Medicaid, throughout the district</i> | |

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| Morgan County – RURAL | | 1 Certified Technician 1 Public Station 0 Targeted Stations |
| Weber-Morgan Health Department in Morgan: | PUBLIC STATION Technicians travel from Weber County to Morgan County for car seat checks | |
| Spanish: | Provide materials in Spanish (Car Seat Fact Sheet, Boost Til 8, etc.). The technician speaks Spanish. | |
| Underserved: | After low income clients take the class, they get a car seat for approximately \$15 less than what the Health Department pays. Use a Sliding Scale which brings the seat to about \$33 - \$40 | |
| Millard County – RURAL | | 2 Certified Technicians 1 Public Station 1 Targeted Stations |
| Central Utah Health Dept. in Delta: | PUBLIC STATION 1 technician at the agency, plus local law enforcement, hospital staff and volunteers help out as needed. | |
| Spanish: | <i>Use an interpreter when needed. Have materials available in Spanish.</i> | |
| Underserved: | <i>Charge \$30.00 for Harness seats, \$20.00 for seats without harnesses and \$10.00 for Backless Boosters for low income clients and average about 2 - 3 seats per month. If the parents cannot pay that much, we make exceptions and take whatever donation they can give.</i> | |
| IHC Hospital-- Delta: | TARGETED STATION 1 certified technician runs the Inspection Station | |

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| <i>Spanish:</i> | <i>Offer educational materials in Spanish</i> |
| <i>Underserved:</i> | <i>Work with families from the local rural area.</i> |
| Salt Lake County – URBAN | 115 Certified Technicians 13 Public Stations 18 Targeted Stations |
| Primary Children's Hospital in Salt Lake: | PUBLIC STATION 9 certified car seat technicians who are Child Advocacy Staff or work for the system, but 1 technician is on call during weekdays for car seat checks. |
| <i>Spanish:</i> | <i>Use car seat brochures and fitting station forms in Spanish. Interpretation services are available in the hospital as needed.</i> |
| <i>Underserved:</i> | <i>Serve the low-income population by offering car seats for \$30 and no back boosters for \$5. Help the underserved population of families with children having special healthcare needs</i> |
| Salt Lake County Health Department: | PUBLIC STATION 18 certified technicians work at the Inspection Station. Car Seat classes are scheduled for the public as a requirement to receive a car seat. Events throughout the year car seats at no charge. |
| <i>Spanish:</i> | <i>Provide Spanish interpretation at the Health Department and through refugee partnerships. Provide the needed languages for the refugee population. Car seat classes, materials, videos, and demonstrations are held in Spanish as well as English.</i> |

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| <i>Underserved:</i> | <i>Attend community Latino Fairs to get the message out to Spanish speakers. Have a partnership with Mexican Consulate and provide materials to them in Spanish as well as interact with community members. A group of Latina women provides car seat resource materials and car seat referrals when they are out in the community. Conduct Early Intervention Programs for children with moderate special needs which is an underserved population</i> |
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| State Health Department: | PUBLIC STATION 2 certified technicians work at the Inspection Station. Car Seat classes are scheduled for the public as a requirement to receive a car seat. Events throughout the year car seats at no charge. |
| <i>Spanish:</i> | <i>Provide Spanish interpretation at the Health Department and through refugee partnerships. Provide the needed languages for the refugee population. Car seat classes, materials, videos, and demonstrations are held in Spanish as well as English.</i> |
| <i>Underserved:</i> | <i>Attend community Latino Fairs to get the message out to Spanish speakers. Have a partnership with Mexican Consulate and provide materials to them in Spanish as well as interact with community members. A group of Latina women provides car seat resource materials and car seat referrals when they are out in the community. Conduct Early Intervention Programs for children with moderate special needs which is an underserved population</i> |
| South Jordan Fire Department: | PUBLIC STATION 1 technician with SJPD and have assistance from others as needed. |
| <i>Spanish:</i> | <i>Have never have been asked for classes in a different language. Have information in Spanish such as pamphlets and fliers.</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |

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| South Jordan Police Department: | PUBLIC STATION 4 technicians with SJPD and have assistance from others as needed. |
| <i>Spanish:</i> | <i>Have never have been asked for classes in a different language. Have information in Spanish such as pamphlets and fliers.</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |

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| Murray Police Dept: | PUBLIC STATION 1 certified technician |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Utah Highway Patrol Section 4 and on the road – Murray: | PUBLIC STATION 4 troopers certified in Section 4 and other trained troopers in the area to install seats as requested |
| <i>Spanish:</i> | <i>Car seat education available in Spanish</i> |
| <i>Underserved:</i> | <i>Serve all members of the community, especially people who have been in car accidents</i> |
| Utah Highway Patrol SLCC and on the road – Taylorsville: | PUBLIC STATION 1 trooper certified the Community College and other trained troopers in the area to install seats as requested |
| <i>Spanish:</i> | <i>Car seat education available in Spanish</i> |

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| <i>Underserved:</i> | <i>Serve all members of the community, especially people who have been in car accidents</i> |
| Utah Highway Safety Office: | PUBLIC STATION 5 technicians help community members with car seat installs |
| <i>Spanish:</i> | <i>Car seat education available in Spanish</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Utah Safety Council: | PUBLIC STATION 2 technicians helps community members with car seat installs |
| <i>Spanish:</i> | <i>Car seat education available in Spanish</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| West Jordan Fire Dept: | PUBLIC STATION 1 technician helps community members with car seat installs |
| <i>Spanish:</i> | <i>Car seat education available in Spanish</i> |
| <i>Underserved:</i> | <i>Serve all members of the community, especially people who have been in car accidents</i> |
| West Valley City Police Dept: | PUBLIC STATION 2 technicians serve the public on the road and at the inspection station |
| <i>Spanish:</i> | <i>Car seat education available in Spanish</i> |

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| <i>Underserved:</i> | <i>Serve all members of the community, especially people who have been in car accidents</i> |
| IHC Riverton Hospital: | TARGETED STATION 2 technicians who help infants leave the hospital for the first time safely. |
| <i>Spanish:</i> | <i>Have educational brochures and forms in Spanish. Translation services are available in other languages.</i> |
| <i>Underserved:</i> | <i>Serves the low-income Medicaid population and the general public as well.</i> |
| DDI Vantage Early Head Start: | TARGETED STATION 4 technicians serving clients and their families. |
| <i>Spanish:</i> | <i>Provide forms and car seat brochures in Spanish and also have interpreters available</i> |
| <i>Underserved:</i> | <i>Serve low income families and provide education and car seats.</i> |
| Funtime Kids Daycare: | TARGETED STATION 1 technician serving clients and their families. |
| <i>Spanish:</i> | <i>Provide forms and car seat brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve low income families and provide education and car seats.</i> |
| Babinski's Baby: | TARGETED STATION 1 technician serving students and their families. |
| <i>Spanish:</i> | <i>Technician speaks Spanish and all written materials in Spanish</i> |

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| <i>Underserved:</i> | <i>Educate customers on car seat safety and allow people to install before they buy a car seat.</i> |
| North Valley Indian Health: | TARGETED STATION 1 technician serving the low-income patients at the Pediatric practice |
| <i>Spanish:</i> | <i>Technician speaks Spanish and all written materials in Spanish</i> |
| <i>Underserved:</i> | <i>Educate tribes and low income families</i> |
| Holy Cross Ministries: | TARGETED STATION 1 technician available to educate members |
| <i>Spanish:</i> | <i>Spanish forms and brochures.</i> |
| <i>Underserved:</i> | <i>Serves the local population and low-income families and refugee families</i> |
| Intermountain Medical Hospital: | TARGETED STATION 7 certified car seat technicians |
| <i>Spanish:</i> | <i>Use car seat brochures and fitting station forms in Spanish. Interpretation services are available in the hospital as needed.</i> |
| <i>Underserved:</i> | <i>Serve their clients</i> |
| Shriners Hospital for Children: | TARGETED STATION 5 technicians teaching car seat clinics and working with families of children with special needs. They hold a car seat clinic twice a month. |
| <i>Spanish:</i> | <i>2 technicians speak Spanish and have educational materials and forms in Spanish</i> |

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| <i>Underserved:</i> | <i>Serves low-income people who do not have health insurance. Also, serves families of children with special needs who need special car seats.</i> |
| Comunidad Materna En Utah: | TARGETED STATION 2 technicians educating the Spanish population |
| <i>Spanish:</i> | <i>Provide Spanish interpretation for the Spanish population</i> |
| <i>Underserved:</i> | <i>Serves the Spanish population</i> |
| Mountain West Mothers' Milk Bank: | TARGETED STATION 1 technician serving clients and their families |
| <i>Spanish:</i> | <i>All written materials in Spanish and 1 of the technicians speaks Spanish.</i> |
| <i>Underserved:</i> | <i>Serve low-income families. Their audience is mainly Medicaid recipients.</i> |
| University of Utah Health Plans: | TARGETED STATION 2 technicians available for patients for car seat checks and questions |
| <i>Spanish:</i> | <i>Have educational brochures and forms in Spanish</i> |
| <i>Underserved:</i> | <i>Serves the patients at the pediatric clinic. Serve many families on Medicaid.</i> |
| University of Utah Hospital: | TARGETED STATION 8 technicians working in both the newborn unit and the NICU unit helping infants leave the hospital for the first time safely. The hospital certifies all their Patient Care Techs and walks patients out to their car to help install the seat. |

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| <i>Spanish:</i> | <i>Have educational brochures and forms in Spanish and 2 technicians who speak Spanish, Translation services are available for other languages.</i> |
| <i>Underserved:</i> | <i>Serves the low income Medicaid population and the general public as well.</i> |
| Utah Department of Transportation (UDOT): | TARGETED STATION 1 technician who uses their CPS skills to educate the public while managing the Zero Fatalities contract for the state. |
| <i>Spanish:</i> | <i>Materials are in Spanish</i> |
| International Rescue Committee | TARGETED STATION 4 Technicians available to educate clients |
| <i>Spanish</i> | <i>Interpreters available for a variety of languages</i> |
| <i>Underserved:</i> | <i>Serves needy families/clients</i> |
| Unite Us: | TARGETED STATION 1 technician available to educate clients |
| <i>Spanish:</i> | <i>Many interpreters are available for several languages. Spanish forms and brochures.</i> |
| <i>Underserved:</i> | <i>Serves the refugee population and low-income families</i> |
| The Road Home: | TARGETED STATION 1 technician available to educate clients |
| <i>Spanish:</i> | <i>Many interpreters are available for several languages. Spanish forms and brochures.</i> |

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| <i>Underserved:</i> | <i>Serves the homeless population and low-income families</i> |
| Utah Refugee Connection: | TARGETED STATION 1 technician available to educate clients |
| <i>Spanish:</i> | <i>Many interpreters are available for several languages. Spanish forms and brochures.</i> |
| <i>Underserved:</i> | <i>Serves the refugee population and low-income families</i> |
| Wasatch Pediatrics Cottonwood: | TARGETED STATION 1 technician serving the low-income patients at the Pediatric practice |
| <i>Spanish:</i> | <i>Written materials in Spanish</i> |
| <i>Underserved:</i> | <i>Assists patients in the practice</i> |
| YWCA Utah: | TARGETED STATION 1 technician is available for families in their organization for car seat checks and questions |
| <i>Spanish:</i> | <i>Technician speaks Spanish and educational brochures and forms are in Spanish</i> |
| <i>Underserved:</i> | <i>Serves low income families and refugee families. Have available seats for those in need.</i> |
| Volunteer Technicians | 20 |
| San Juan County – RURAL | 18 Certified Technicians 1 Public Station 1 Targeted Station |

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| San Juan Public Health | | PUBLIC STATION 3 technicians serving the community |
| <i>Spanish:</i> | <i>Literature in Spanish and technician speaks Spanish and several other languages</i> | |
| <i>Underserved:</i> | <i>Work with the people from the Indian tribes and low-income families in the community. Offer seats to low income families.</i> | |
| Utah Navajo Health System: | | TARGETED STATION 15 CPS technicians help with car seat checks |
| <i>Spanish:</i> | <i>No classes or literature in Spanish. Serve the Navajo population exclusively</i> | |
| <i>Underserved:</i> | <i>Hand out cards that give proper car seat installation instructions, when or what car seat is to be used with the weight, height and age to low income and tribe families. Utah Navajo Health System is available to help with any car seat questions and installations. Organize and schedule community car seat checks where seats are given to those in need. Technicians are trained in Special Needs so we can serve families with children with special healthcare needs.</i> | |
| Sanpete County – RURAL | | 4 Certified Technicians 1 Public Station 1 Targeted Stations |
| Central Utah Public Health in Manti: | | PUBLIC STATION 1 certified technician |
| <i>Spanish:</i> | <i>Have handouts in Spanish and an interpreter that comes in when needed.</i> | |
| <i>Underserved:</i> | <i>Serve Hispanic people in Sanpete County. Early Intervention program provides a nurse to come into homes after a woman on Medicaid gives birth to assist and teach about proper car seat use and offers low income seats.</i> | |

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| Intermountain Medical Hospital—Sanpete County: | | TARGETED STATION 1 certified car seat technicians |
| <i>Spanish:</i> | <i>Use car seat brochures and fitting station forms in Spanish. Interpretation services are available in the hospital as needed.</i> | |
| <i>Underserved:</i> | <i>Serve their clients</i> | |
| Volunteer Technicians: | | 2 |
| Sevier County – RURAL | | 8 Certified Technicians 3 Public Stations 1 Targeted Stations |
| Central Utah Health Dept. in Richfield: | | PUBLIC STATION 1 technician works in house and 6 or more technicians are present to help for car seat checkpoints |
| <i>Spanish:</i> | <i>Have an interpreter that helps with car seat checks. Distribute materials that are in both Spanish and English</i> | |
| <i>Underserved:</i> | <i>Provide educational presentations to the under-served through our Hispanic interpreters and local health fairs. Seats are available to low income families at a reduced cost or free if need be.</i> | |
| Utah Highway Patrol Section 10 in Richfield: | | PUBLIC STATION 4 technicians run the fitting station full time. When needed, 5 UHP certified technicians assist. |
| <i>Spanish:</i> | <i>Brochure available in Spanish for those who need it.</i> | |

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| <i>Underserved:</i> | <i>One technician speaks a little Spanish and attends the Sanpete County checkpoints where there is a large population of Hispanic people.</i> | |
| Utah Highway Safety Office: | PUBLIC STATION 1 Rural Traffic Safety Coordinator travels as requested to rural communities to hold checkpoints and conduct trainings. | |
| <i>Spanish:</i> | <i>Brochure available in Spanish</i> | |
| <i>Underserved:</i> | <i>Serves the rural community</i> | |
| Utah Department of Transportation (UDOT): | TARGETED STATION 1 technician who uses their CPS skills to educate the public while managing the Zero Fatalities contract for the state. | |
| <i>Spanish:</i> | <i>Materials are in Spanish</i> | |
| <i>Underserved:</i> | <i>Serves the general public throughout rural and urban communities in Utah</i> | |
| Volunteer Technicians | 1 | |
| Summit County – RURAL | 7 Certified Technicians 3 Public Stations 0 Targeted Stations | |
| Summit County Health in Kamas: | PUBLIC STATION 2 certified CPS Technician | |
| <i>Spanish:</i> | <i>Provide educational materials in Spanish</i> | |

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| <i>Underserved:</i> | <i>Serve all community members.</i> |
| Summit County Health in Coalville: | PUBLIC STATION 1 certified CPS Technician to run the community station |
| <i>Spanish:</i> | <i>Provide fitting station paperwork and materials in Spanish.</i> |
| <i>Underserved:</i> | <i>Provide low cost seats to low income families and one on one car seat education</i> |
| Summit County Health in Park City: | PUBLIC STATION 4 certified CPS Technicians run the Inspection Station |
| <i>Spanish:</i> | <i>Provide fitting station paperwork and materials in Spanish. 1 CPS Tech at the office speaks Spanish</i> |
| <i>Underserved:</i> | <i>Provide low cost seats to low income families and one on one car seat education</i> |
| Tooele County – RURAL | 5 Certified Technicians 1 Public Stations 0 Targeted Stations |
| Tooele County Health Department: | PUBLIC STATION 6 certified technicians at the Tooele Health Department Inspection Station |
| <i>Spanish:</i> | <i>Provide car seat education and literature in Spanish. 1 CPS Tech at the office speaks Spanish</i> |
| <i>Underserved:</i> | <i>Provide outreach to under-served populations in providing seats at low cost or no cost.</i> |

| | | |
|---|--|---|
| Uintah County – RURAL | | 10 Certified Technicians 1 Public Station 3 Targeted Station |
| TriCounty Health Department in Vernal: | | PUBLIC STATION 3 certified technician and another technician from Roosevelt comes to help as needed |
| <i>Spanish:</i> | <i>NHTSA's 4 Steps material in Spanish to clients who prefer that language.</i> | |
| <i>Underserved:</i> | <i>Serve many low income clients and sell car seats for reduced price. In exceptional situations, we have provided seats free of charge. Provide seats for the local tribal members and DCFS for a reduced cost. Provide SNAP trainings for Head Start and DCFS.</i> | |
| Indian Health Services: | | TARGETED STATION 3 technician serves the tribe families teaching about occupant protection for children |
| <i>Spanish:</i> | <i>No classes or literature in Spanish. Serve the Indian population exclusively</i> | |
| <i>Underserved:</i> | <i>Educate tribes and low income families</i> | |
| Ute Indian Tribe Emergency Management: | | TARGETED STATION 3 technician serves the tribe families teaching about occupant protection for children |
| <i>Spanish:</i> | <i>No classes or literature in Spanish. Serve the Indian population exclusively</i> | |
| <i>Underserved:</i> | <i>Educate tribes and low income families</i> | |

| | |
|---------------------------------------|---|
| BIA-OJS Police Dept: | TARGETED STATION 1 technician serves the tribe families teaching about occupant protection for children |
| <i>Spanish:</i> | <i>No classes or literature in Spanish. Serve the Indian population exclusively</i> |
| <i>Underserved:</i> | <i>Educate tribes and low income families</i> |
| Utah County – URBAN | 48 Certified Technicians 9 Public Stations 5 Targeted Stations |
| American Fork Fire Department: | PUBLIC STATION 3 technicians check community seats at the station and conduct numerous community events |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Lehi City Fire Department: | PUBLIC STATION 2 technicians check community seats at the station and conduct numerous community events |
| <i>Spanish:</i> | <i>Spanish brochures are available and 1 technician speaks Spanish</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Lehi City Police Department: | PUBLIC STATION 1 technician mans the Inspection Station. |

| | |
|--|---|
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Lindon City Police Department: | PUBLIC STATION 1 technician mans the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Orem City Police Department: | PUBLIC STATION 1 technician handles the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| UHP: | PUBLIC STATION 2 technician mans the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Saratoga Springs Police Department: | PUBLIC STATION 1 technician runs the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |

| | |
|---|---|
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Utah County Health Department: | PUBLIC STATION 13 certified technicians, 2 of which do most of the car seat check appointments in Provo. The others assist in large car seat check events, busy times, & just enough to keep the education fresh in their minds |
| <i>Spanish:</i> | <i>Currently teach 1 Spanish car seat class per month at the Provo office and provide materials in both English and Spanish. 2 of our technicians are Spanish Speaking. Almost half the classes are taught in Spanish.</i> |
| <i>Underserved:</i> | <i>Our low-cost or discounted car seats are available to low-income families on WIC, MEDICAID, and Food Stamps.</i> |
| Utah County Health Department North County in American Fork: | PUBLIC STATION 1 technician from Utah County Health Department travels to the North County office once a month. |
| <i>Spanish:</i> | <i>Almost half the classes are taught in Spanish and use Spanish translated materials and forms.</i> |
| <i>Underserved:</i> | <i>Our low-cost or discounted car seats are available to low-income families on WIC, MEDICAID, and Food Stamps.</i> |
| The Baby Cubby: | TARGETED STATION 7 CPS technicians help with car seat checks to the customers in their store |
| <i>Spanish:</i> | <i>Spanish materials only</i> |

| | |
|--------------------------------------|--|
| <i>Underserved:</i> | <i>Educate customers on car seat safety and allow people to install before they buy a car seat.</i> |
| Nebo School District: | TARGETED STATION 1 technician who specifically serve families of special needs children in the school district. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of special needs children with unusual needs while traveling.</i> |
| IHC—American Fork: | TARGETED STATION 4 technicians help patients at the facility with car seat questions and installations as requested. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of patients visiting the facility</i> |
| | |
| Timpanogos Regional Hospital: | TARGETED STATION 1 technician work in the NICU and educate patients regarding car seat safety and assist with installations. They loan out some special needs seats to preemie babies as needed. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of patients visiting the facility with children with special healthcare needs</i> |

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| Utah Valley Regional Medical Center: | TARGETED STATION 3 technicians help patients at the facility with car seat questions and installations as requested. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of patients visiting the facility</i> |
| Volunteer Technicians | 7 |
| Wasatch County – RURAL | 8 Certified Technicians 3 Public Stations 0 Targeted Stations |
| Heber City Police Department: | PUBLIC STATION 3 certified technician handling local car seat checks |
| <i>Spanish:</i> | <i>Spanish educational brochures</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Wasatch County Health Department: | PUBLIC STATION 3 certified technicians at the inspection station |
| <i>Spanish:</i> | <i>1 Spanish speaking technician and literature is distributed in Spanish</i> |
| <i>Underserved:</i> | <i>Offer car seats at a reduced rate for the low income population</i> |
| UHP: | PUBLIC STATION |

| | |
|---|---|
| | 2 technician mans the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Washington County – URBAN | 25 Certified Technicians 7 Public Stations 2 Targeted Stations |
| LaVerkin Police Department | PUBLIC STATION 1 technician check car seats on the road and by appointment at the station as requested. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Santa Clara - Ivins Police Department: | PUBLIC STATION 2 technicians help community members install car seats. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Southwest Public Health Dept: | PUBLIC STATION 3 certified technicians at the inspection station |

| | |
|---|--|
| <i>Spanish:</i> | <i>Provide a video to individuals who speak Spanish and have a translator to help with any follow-up questions.</i> |
| St. George Police Communications: | PUBLIC STATION 2 technicians at the Inspection Station. Offer car seat checks by Certified Techs from 8 am – 12am most days since they are dispatchers that work around the clock. They also help out with community events. |
| <i>Spanish:</i> | <i>At this time, we don't have a technician that speaks Spanish. We do provide literature in Spanish</i> |
| <i>Underserved:</i> | <i>Serve all members of the community.</i> |
| Washington City Police Department: | PUBLIC STATION 1 technician at the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community offer seats to low income families for a reduced price.</i> |
| St. George City Police Dept: | PUBLIC STATION 3 technicians at the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |

| | |
|------------------------------|--|
| Intermountain Health: | TARGETED STATION 6 technicians help patients at the facility with car seat questions and installations as requested. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of patients visiting the facility</i> |
| Root For Kids: | TARGETED STATION 5 technicians who helps client's car seat questions and installations |
| <i>Spanish:</i> | <i>Offer brochures in Spanish and technician speaks fluent Spanish</i> |
| <i>Underserved:</i> | <i>Serve clients who are in the case load</i> |
| SUU Head Start: | TARGETED STATION 1 technician offers car seat installation and education to clients at Head Start and in the homes of families associated with the program. Technicians travel throughout Northern Utah and into parts of Idaho. |
| <i>Spanish:</i> | <i>Even though none of the technicians speak Spanish, have educational brochures available in English</i> |
| <i>Underserved:</i> | <i>Serve low income families which include Hispanic households and refugees. Many of their clients are high risk and children have delayed development.</i> |
| Volunteer Techs | 1 |

| | | |
|---------------------------------|---|---|
| Weber County – URBAN | | 26 Certified Technicians 4 Public Stations 3 Targeted Stations |
| AAA Insurance in Ogden: | | PUBLIC STATION 1 technician serve clients and the community conducting car seat checks as requested and doing community events. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> | |
| <i>Underserved:</i> | <i>Serve all members of the community and specifically clients</i> | |
| McKay Dee Hospital: | | PUBLIC STATION 8 certified technicians. |
| <i>Spanish:</i> | <i>Provide car seat flyers in Spanish. One technician speaks Spanish.</i> | |
| <i>Underserved:</i> | <i>Provide car seats to low income families who are unable to get one on their own. A Social Worker at the hospital approves them for a new seat.</i> | |
| | | |
| North Ogden Police Dept: | | PUBLIC STATION 1 technician at the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> | |
| <i>Underserved:</i> | <i>Serve all members of the community</i> | |
| | | |

| | |
|---|--|
| North View Fire District: | PUBLIC STATION 2 technicians at the Inspection Station. |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Weber-Morgan Health Department in Ogden: | PUBLIC STATION 6 certified technicians |
| <i>Spanish:</i> | A Spanish Speaking CPS Tech is present at every class and is available before and after class for car seat checks. Offer 3 Spanish taught 2 hour car seat classes per year. Provide materials in Spanish (Car Seat Fact Sheet, Boost Til 8, etc.). |
| <i>Underserved:</i> | After low income clients take the class, they get a car seat for approximately \$15 less than what the Health Department pays. Use a Sliding Scale which brings the seat to about \$33 - \$40 |
| Utah Highway Patrol - Weber: | PUBLIC STATION Car seat checks conducted by appointment only by 1 trained trooper |
| <i>Spanish:</i> | <i>Spanish brochures are available</i> |
| <i>Underserved:</i> | <i>Serve all members of the community</i> |
| Davis Hospital: | TARGETED STATION 1 technician help patients at the facility with car seat questions and installations as requested. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |

| | |
|--|---|
| <i>Underserved:</i> | <i>Serve families of patients visiting the facility</i> |
| Fresenius Medical Care: | TARGETED STATION 1 technician help patients at the facility with car seat questions and installations as requested. |
| <i>Spanish:</i> | <i>Offer brochures in Spanish</i> |
| <i>Underserved:</i> | <i>Serve families of patients visiting the facility</i> |
| Higher Education in Weber County: | PRIVATE STATION 1 certified technician checks seats and helps with educational opportunities. |
| <i>Spanish:</i> | <i>Materials available in Spanish</i> |
| <i>Underserved:</i> | <i>Mostly serves low income families</i> |
| Northwestern Band of Shoshone Nation: | TARGETED STATION 1 technician serves the tribe families teaching about occupant protection for children |
| <i>Spanish:</i> | <i>No classes or literature in Spanish. Serve the Indian population exclusively</i> |
| <i>Underserved:</i> | <i>Educate tribes and low income families</i> |
| Ogden Weber Community Action Program: | TARGETED STATION |

| | |
|------------------------------|--|
| | 1 technician serves the community by teaching about occupant protection for children |
| <i>Spanish:</i> | <i>Literature in Spanish.</i> |
| <i>Underserved:</i> | <i>Educate low income families</i> |
| Volunteer Technicians | 2 |
| State of Utah Totals: | 332 Certified Technicians 102 Inspection Stations 58 Public Stations 44 Targeted Stations |

405c ATTACHMENTS FOR 1300.22 – TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS

Quantitative Improvement

Performance Measures #1- Crash Timeliness – FARS

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

The mean number of days from the crash date to the date the fatal crash is initially entered into the FARS system.

Baseline Value: (04/01/2021-03/31/2022): 9 Days

Current Value: (04/01/2022-03/31/2023): 7 Days

Improvement: 2 Days

How Obtained:

To obtain these stats, we ran a query in the FARS Intranet, then we selected the Early Notification reporting. Creating a Custom report for the dates and Crash Timeliness.

| Start Date | End Date | Mean Number of Days | Target (days) |
|-----------------|-------------------|---------------------|---------------|
| January 1, 2015 | December 31, 2015 | 9 | Not set |
| January 1, 2016 | December 31, 2016 | 11 | Not set |
| January 1, 2017 | December 31, 2017 | 7 | Not set |
| January 1, 2018 | December 31, 2018 | 8 | Not set |
| April 1, 2019 | March 31, 2020 | 15 | Not set |
| April 1, 2020 | March 31, 2021 | 9 | 7 |
| April 1, 2021 | March 31, 2022 | 9 | 7 |
| April 1, 2022 | March 31, 2023 | 7 | 6 |
| April 1, 2023 | March 31, 2024 | | |

Supporting Materials (Backup)

Current

The screenshot shows the NHTSA Early Notification Reports interface. The main heading is "Early Notification Reports" with the NHTSA logo. Below this is a "Report" section titled "Early Notification Timeliness Summary Report - 04/01/2022 to 03/31/2023".

| State | Number of Fatal Cases | Days from Incident to Entry into FASTFARS | | | | Within 14 days | | Within 30 days | |
|----------|-----------------------|---|--------|---------------|---------------|----------------|----|----------------|----|
| | | Mean | Median | 90 Percentile | 95 Percentile | Cases | % | Cases | % |
| Utah | 296 | 7 | 3 | 19 | 34 | 259 | 88 | 277 | 94 |
| National | 39666 | 17 | 5 | 45 | 79 | 29392 | 74 | 33979 | 86 |

At the bottom of the report, there is a "Report Output Format" dropdown menu set to "Excel File" and an "Export Report" button.

Baseline

Report

Early Notification Timeliness Summary Report - 04/01/2021 to 03/31/2022

| State | Number of Fatal Cases | Days from Incident to Entry into FASTFARS | | | | Within 14 days | | Within 30 days | |
|----------|-----------------------|---|--------|---------------|---------------|----------------|----|----------------|----|
| | | Mean | Median | 90 Percentile | 95 Percentile | Cases | % | Cases | % |
| Utah | 338 | 9 | 2 | 19 | 37 | 293 | 87 | 316 | 93 |
| National | 40859 | 16 | 5 | 44 | 73 | 29981 | 73 | 34992 | 86 |

Report Output Format

Performance Measures #2 Crash Timeliness – Received within 30 days

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

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

Baseline Value: (04/01/2021-03/31/2022): 89.09%

Current Value: (04/01/2022-03/31/2023): 97.0%

Improvement: 7.91%

How Obtained:

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

| Start Date | End Date | % Received within 30 days | Target (%) |
|-----------------|-------------------|---------------------------|------------|
| January 1, 2015 | December 31, 2015 | 96.35% | Not set |
| January 1, 2016 | December 31, 2016 | 97.40% | Not set |
| January 1, 2017 | December 31, 2017 | 97.40% | Not set |
| January 1, 2018 | December 31, 2018 | 97.3% | Not set |
| April 1, 2019 | March 31, 2020 | 90.68% | 98% |
| April 1, 2020 | March 31, 2021 | 91.78% | 98% |
| April 1, 2021 | March 31, 2022 | 89.09% | 98% |
| April 1, 2022 | March 31, 2023 | 97.0% | 98% |
| April 1, 2023 | March 31, 2024 | | |

Supporting Materials (Backup)

Current

- Total records received: 68776
- Min time to submit: 0.0
- Max time to submit: 335.8
- Average time to submit: 6.6
- Median time to submit: 3.1
- <=30 days to submit: 66720 (97.0%)

Baseline

Baseline (last year):

```
SELECT count(la.PS_CASE_NUMBER) AS total,
round(
  (
    sum(
      CASE
        WHEN (to_date(la.SUBMITTED_DTTIME) - to_date(la.OCCURRED_DTTIME)) <= 30 THEN 1
        ELSE 0
      END
    )/ count(la.PS_CASE_NUMBER) *100
  )
,2) AS percentWithInTime
FROM traffic.LE_ACTIVITY la
WHERE SUBMITTED_DTTIME >= timestamp'2021-04-01 00:00:00'
AND SUBMITTED_DTTIME < timestamp'2022-04-01 00:00:00'

AND la.ACTIVITY_TYPE = 'A';
```

Performance Measures #3 Injury Surveillance Accuracy – Emergency Room

Utah will improve the Accuracy of the Emergency Room as measured in terms of:

The percentage of Emergency Room records with no errors in critical fields.

Baseline Value: (04/01/2020-03/31/2021): 98.9%

Current Value: (04/01/2021-03/31/2022): 99.95%

Improvement: 1.05%

How Obtained:

To obtain these stats, we ran a report on the accuracy of the Emergency Room in The Utah Department of Health Office of Health Care Statistics (OHCS) database to obtain the data. (OHCS) the Center for Health Data and Informatics, this agency is responsible for the statewide emergency department and hospital discharge data systems.

| | | | |
|-----------------|-------------------|--------|---------|
| January 1, 2014 | December 31, 2014 | 24% | Not set |
| January 1, 2015 | December 31, 2015 | 35% | Not set |
| April 1, 2016 | March 31, 2017 | 66% | Not set |
| April 1, 2017 | March 31, 2018 | 90% | Not set |
| April 1, 2018 | March 31, 2019 | 93% | Not set |
| April 1, 2019 | March 31, 2020 | 97.25% | Not set |
| April 1, 2020 | March 31, 2021 | 98.7% | 99% |
| April 1, 2021 | March 31, 2022 | 98.9% | 99.2% |

| | | | |
|---------------|----------------|--------|------|
| April 1, 2022 | March 31, 2023 | 99.95% | 100% |
| April 1, 2023 | March 31, 2024 | | |

Supporting Materials (Backup)

Current

PO BOX included

| encounter _type | Total_Missing_PT _Addr | Total_Enco unters | Prior_Miss _Perc | Curr_Miss_ Perc | Total_Miss _Perc | Tot al Fille d |
|--------------------|---------------------------|----------------------|---------------------|--------------------|---------------------|-------------------------|
| AMB | 1039 | 1786615 | 0.000564 | 0.000627 | 0.1% | 99. 9% |
| ER | 7119 | 627602 | 0.011436 | 0.011089 | 1.1% | 98. 9% |
| IP | 2063 | 273033 | 0.007803 | 0.006871 | 0.8% | 99. 2% |

Baseline

| Encounter_Type | Admission_Year | Admission_Quarter | Nonempty_Street_Address_Cnt | Total_Record_Cnt | Percent_of_Total_Records_with_Nonempty_Street_Address |
|----------------|----------------|-------------------|-----------------------------|------------------|---|
| E | 2019 | 1 | 179930 | 181790 | 99.0% |
| E | 2019 | 2 | 178172 | 180232 | 98.9% |
| E | 2019 | 3 | 184772 | 187023 | 98.8% |
| E | 2019 | 4 | 179479 | 181473 | 98.9% |
| I | 2019 | 1 | 71922 | 72473 | 99.2% |
| I | 2019 | 2 | 71431 | 72006 | 99.2% |
| I | 2019 | 3 | 72157 | 72833 | 99.1% |
| I | 2019 | 4 | 70709 | 71258 | 99.2% |

Performance Measures #4 Roadway Integration – Roadway/Crash

Utah will improve the Integration of the crash data integrated with roadway records as measured in terms of:

The percentage of records in the UTAPS database that are linked to roadway data.

Baseline Value: (04/01/2021-03/31/2022): 10 Elements

Current Value: (04/01/2022-03/31/2023): 13 Elements

Improvement: 3 Elements

How Obtained:

This metric lists the number of roadway elements that can be linked to the crash datasets (at the crash or vehicle level) using an electronic service or process. Electronic services include APIs to automatically pull information at the time of data receipt, at the time quality control is performed, or during a postprocessing routine using APIs or GIS services. The complete list of 13 elements include: Urban/Rural area designation, MPO (Metropolitan Planning Organization), UDOT Region, Roadway Functional Class, Roadway number in the Linear Referencing System, Direction of travel (Positive or Negative), Milepost, Segment type (Mainline, Collector, Ramp, Traffic Circle, Miscellaneous, Historic), Exit number, Ramp ID, Speed Limit, Number of Lanes, City name from a geospatial service.

| Start Date | End Date | Number of Elements | Target |
|---------------|----------------|--------------------|-------------|
| April 1, 2019 | March 31, 2020 | 0 | Not set |
| April 1, 2020 | March 31, 2021 | 10 elements | Not set |
| April 1, 2021 | March 31, 2022 | 10 elements | 13 elements |
| April 1, 2022 | March 31, 2023 | 13 elements | 16 elements |
| April 1, 2023 | March 31, 2024 | | |

Supporting Materials (Backup)

Current

The three new elements added in Spring 2023 include the roadway speed limit, the number of lanes, and a value for the city name from a geospatial service.

Baseline

Online web services (APIs) are currently used to link crash records to roadway and area elements during Quality Control (a post-process after record submission):

- Urban/Rural areas
- MPO (Metropolitan Planning Organization)
- UDOT Region
- Roadway Functional Class
- Roadway number in the Linear Referencing System
- Direction of travel (Positive or Negative)
- Milepost
- Segment type (Mainline, Collector, Ramp, Traffic Circle, Miscellaneous, Historic)
- Exit number
- Ramp ID
- Speed Limit
- Number of Lanes
- City name from a geospatial service

Potential Future Elements

A general list of desirable elements to be linked from the roadway system has been provided by UDOT and will be used to prioritize further integration. Elements include (but are not limited to) the following:

- Rumble strip (type)
- Right shoulder width
- Left shoulder width

- Median condition
- Number of Travel Lanes
- Number of Left Turn Lanes
- Number of Right Turn Lanes
- Bicycle Lane
- Barrier
- Sidewalk/curb & gutter
- Intersection

Performance Measures #5 Crash Completeness – Manner of Collision (Unknown/Blanks)

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

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

Baseline Value: (04/01/2021-03/31/2022): 69%

Current Value: (04/01/2022-03/31/2023): 12.67%

Improvement: 56.33%

How Obtained:

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

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

Supporting Materials (Backup)

Current

```
2022-2023
SELECT count(DISTINCT ACTIVITY_IDX) FROM TRAFFIC.CRASH
WHERE VERSION = '1'
```

```
and REPORT_COMPLETED_DTTIME < '01-APRIL-2023'  
AND REPORT_COMPLETED_DTTIME > '31-MARCH-2022'  
AND (MANNER_OF_COLLISION_CODE = '89' OR MANNER_OF_COLLISION_CODE = '99')  
=8,724 out of 68,849 =12.67%
```

Baseline

2021-2022

```
SELECT count(DISTINCT ACTIVITY_IDX) FROM TRAFFIC.CRASH  
WHERE VERSION = '1'  
and REPORT_COMPLETED_DTTIME < '01-APRIL-2022'  
AND REPORT_COMPLETED_DTTIME > '31-MARCH-2021'  
AND (MANNER_OF_COLLISION_CODE = '89' OR MANNER_OF_COLLISION_CODE = '99')
```

405e ATTACHMENTS FOR 1300.24 – DISTRACTED DRIVING AWARENESS

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

- 1) In 2021, distracted driving crashes resulted in how many deaths?
 - a. 28
 - b. 8
 - c. 18
 - d. 200

- 2) What age of drivers had the highest total crash rates?
 - a. 15 -16 years old
 - b. 16 -17 years old
 - c. 17 -18 years old
 - d. Over 21 years old

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

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

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

405f ATTACHMENTS FOR 1300.25 – MOTORCYCLE SAFETY

(e) Motorcycle Rider Training Course

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

Bruce Call <brucecall@utah.gov>

Fri, May 19, 2023 at 5:02 PM

To: Amy Winkler <amywinkler@utah.gov>

Utah Motorcycle Training Program Curriculum, Instructor and Quality Control Information

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

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

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

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

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

--

Bruce (Wiley) Call
 Tel: (801) 964-4493
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 Dept. of Public Safety
 Motorcycle Program Coordinator - Driver License Division
 Email: brucecall@utah.gov

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

| Complete List of Counties in Utah | 2023 Motorcycle Registration Data by County | | 2023-2024 Training Site Information by County | | Training was offered in the county during the month(s) selected: | | | | | | | | | | | | |
|-----------------------------------|---|--|---|--|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|
| | Yes, there is a Training Site in the County | No, there is not a Training Site in the County | Yes, there is a Training Site in the County | No, there is not a Training Site in the County | Jul-22 | Aug-22 | Sep-22 | Oct-22 | Nov-22 | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | |
| | Beaver | | 164 | | 1 | | | | | | | | | | | | |
| Box Elder | | 2,111 | | 1 | | | | | | | | | | | | | |
| Cache | | 4,102 | | 1 | | | | | | | | | | | | | |
| Carbon | | 663 | | 1 | | | | | | | | | | | | | |
| Daggett | | 53 | | 1 | | | | | | | | | | | | | |
| Davis | | 10,165 | | 1 | | | | | | | | | | | | | |
| Duchesne | | 710 | | 1 | | | | | | | | | | | | | |
| Emery | | 255 | | 1 | | | | | | | | | | | | | |
| Garfield | | 182 | | 1 | | | | | | | | | | | | | |
| Grand | 698 | | 1 | | | X | X | X | X | | | X | X | X | X | X | X |
| Iron | 1,706 | | 1 | | X | X | X | X | | | | X | X | X | X | X | X |
| Juab | | 404 | | 1 | | | | | | | | | | | | | |
| Kane | | 330 | | 1 | | | | | | | | | | | | | |
| Millard | | 339 | | 1 | | | | | | | | | | | | | |
| Morgan | | 436 | | 1 | | | | | | | | | | | | | |
| Piute | | 59 | | 1 | | | | | | | | | | | | | |
| Rich | | 110 | | 1 | | | | | | | | | | | | | |
| Salt Lake | 27,644 | | 1 | | X | X | X | X | | | | X | X | X | X | X | X |
| San Juan | | 308 | | 1 | | | | | | | | | | | | | |
| Sanpete | | 745 | | 1 | | | | | | | | | | | | | |
| Sevier | | 677 | | 1 | | | | | | | | | | | | | |
| Summit | | 2,029 | | 1 | | | | | | | | | | | | | |
| Tooele | | 2,566 | | 1 | | | | | | | | | | | | | |
| Uintah | | 1,283 | | 1 | | | | | | | | | | | | | |
| Utah | 15,096 | | 1 | | X | X | X | X | | | | X | X | X | X | X | X |
| Wasatch | | 1,589 | | 1 | | | | | X | X | X | X | X | X | X | X | X |
| Washington | 6,957 | | 1 | | | | | | | X | | X | X | X | X | X | X |
| Wayne | | 108 | | 1 | | | | | | | | | | | | | |
| Weber | 8,276 | | 1 | | X | X | X | X | | | | X | X | X | X | X | X |
| TOTALS | 60377 | 29388 | 6 | 23 | | | | | | | | | | | | | |
| | with | without | with | without | | | | | | | | | | | | | |

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

53-3-903 Motorcycle Rider Education Program.

(1)

(a) The division shall develop standards for and administer the Motorcycle

Rider Education Program.

- (b) The division shall make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement this chapter.
- (2) The program shall include:
 - (a) a novice rider training course;
 - (b) a rider training course for experienced riders; and
 - (c) an instructor training course.
- (3) The division may expand the program to include:
 - (a) enhancing public awareness of motorcycle riders;
 - (b) increasing the awareness of motorcycle riders of the effects of alcohol and drugs; (c) motorcycle rider skills improvement;
 - (d) program and other motorcycle safety promotion; and
 - (e) improvement of motorcycle licensing efforts.
- (4)
 - (a) Subject to the restriction in Subsection (4)(b), rider training courses shall be open to all residents of the state who:
 - (i) are at least 15 years 6 months of age; and
 - (ii) either hold a valid learner permit or driver license for any classification or are eligible for a motorcycle learner permit.
 - (b) A person who has been issued a learner permit may enroll in and complete a rider training course if the course is conducted on a closed course that:
 - (i) is not conducted on a public highway;
 - (ii) is approved by the division; and
 - (iii) meets or exceeds established national standards for motorcycle rider training courses prescribed by the Motorcycle Safety Foundation.
 - (c) An adequate number of novice rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who are eligible and who desire to participate in the program.
 - (d) Program delivery may be phased in over a reasonable period of time.
- (5)
 - (a) The division may enter into contracts with either public or private institutions to provide a rider training course approved by the division.
 - (b) The institution shall issue certificates of completion in the manner and form prescribed by the director to persons who satisfactorily complete the requirements of the course. (c) An institution conducting a rider training course may charge a reasonable tuition fee to cover the cost of offering the course.
 - (d)
 - (i) The division may use program funds to defray its own expenses in administering the program.
 - (ii) The division may reimburse entities that offer approved courses for actual expenses incurred in offering the courses, up to a limit established by the division based upon available program funds.
 - (iii) Any reimbursement paid to an entity must be entirely reflected by the entity in reduced course enrollment fees for students.
- (6)

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

Amended by Chapter 252, 2009 General Session

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

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

53-3-905 Dedication of fees.

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

Amended by Chapter 397, 2012 General Session

405h ATTACHMENTS FOR 1300.27 – PREVENTING ROADSIDE DEATHS

Problem Identification

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

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

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

(i) reduce the speed of the vehicle;

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

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

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

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

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

(i) reduce the speed of the vehicle;

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

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

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

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

Utah’s crash data from 2017 -2021 identified 467 crashes involving first responders on the side of the road. For this same time period, the Utah Highway Patrol was involved in 124 (26.5%) on highways. The local agencies were involved in 343 (73.4%) on local streets. The time of day in which the crashes occurred were the same for both the local agencies and UHP, between 11 am and 8:00 pm. The Utah Highway Patrol were involved in these crashes more in March and July. The local agencies were involved in these crashes mostly in December and January. The days of the week differed slightly between the two groups, with the Utah Highway Patrol being involved in more on Thursday and Friday and the local agencies on Friday, Saturday and Sundays.

Counties with the Highest Number of Crashes involving Stationary First Responders

| Utah Highway Patrol | Local Agencies |
|---------------------|-----------------|
| Salt Lake (28) | Salt Lake (143) |
| Weber (20) | Utah (56) |
| Summit (13) | Davis (38) |
| Davis (11) | Weber (17) |

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

Countermeasure Strategy:

| | |
|--|---|
| Strategy | Outreach, Education, and Media |
| Problem (link to strategy) | In order to prevent road accidents and injuries, it is important to use outreach, education, and media strategies that effectively reach our target audience. This approach will help spread program-specific messages to the intended audience. |
| Countermeasures (and justification) | Communications and Outreach Supporting Enforcement ***CTW 2020 Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement, and Communication Program Traffic Incident Management Quick Clearance Laws (Move Over laws) |
| Target (link to strategy) Give an explanation of the link between the effectiveness of the countermeasure strategy and the performance target, e.g. for ped/bike: | C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 U-14 Reduce overall roadside crashes involving emergency response vehicles This strategy is part of a successful outreach program to urge drivers to behave courteously. It is tied to vigorous education by involving community partners to leverage resources and achieve a wider reach, reducing fatalities and injuries on our roadways. |
| Estimated 3-year funding allocation | \$75,000 (405h) |
| Strategy to project considerations | The Highway Safety Office follows a rigorous planning strategy involving the following steps: <ul style="list-style-type: none"> ● Data Analysis ● Creating performance measures ● Determine funding ● Selecting countermeasures and strategies ● Collaborating with Highway Safety Partners ● Solicit and review grant applications |
| Describe how the countermeasure | As noted in the Communications and Outreach Supporting Enforcement |

| | |
|---|--|
| strategy was informed by the Uniform Guidelines or program assessment | section of NHTSA’s Countermeasures That Work, successful programs are comprised of high-visibility communications and outreach. The information provided through this strategy should include expected safety benefits and persuade motorists that detection and punishment for violations are expected. |
|---|--|

Performance Measure:

| | | | | | |
|------|---|----|------|------|-------|
| U-14 | Reduce overall roadside crashes involving emergency response vehicles | 97 | 2024 | 2026 | 94.09 |
|------|---|----|------|------|-------|

Target goals for the improvement of this performance measure have been set with a 3% decrease of the three year moving average stated above (2020 - 2022). The 3% change has been set to cover the triennial period. We believe a 3% reduction is attainable with an approximate 1% per year. We will evaluate annually and adjust countermeasures as necessary to reach this goal.

Project:

| | |
|---|--|
| | Police Traffic Services and Equipment |
| | <i>(list activities, locations and affected communities)</i> |
| <p>This project serves to leverage the UHSO's resources and coordinates with law enforcement agencies throughout the state to plan and implement various activities to reduce injury and fatal crashes. This project will involve partnering with law enforcement agencies to educate drivers on speed-related traffic safety issues during traffic stops, including the move-over law. High visibility enforcement overtime shifts will be offered based on crash data and input from local agencies. Additionally, the allocated funds will provide assistance to law enforcement agencies for equipment and training.</p> <p>According to Census data, the Hispanic population is the second largest demographic in Utah at roughly 15% and growing. Focused efforts on creating media, printed materials, and outreach programs to reach this demographic will be done. Printed materials and social media will support the program and remind the public about the importance of safe driving habits.</p> <p>In addition, funding will be used to support statewide travel to expand outreach efforts to outlying areas and for training, especially in rural, underserved, and overrepresented populations.</p> | |
| | 402, 405h |
| | PT240101; 2BPE240104 |

| | |
|--|---|
| | Utah Department of Public Safety, Highway Safety Office |
| | \$329,467 (402) \$35,000 (405h) |
| | Traffic Enforcement Services Public Education |
| | No |
| | No |
| | High Visibility Enforcement (Speed) ** CTW 2020 Uniform Guidelines for State Highway Safety Programs No 19 - Speed Enforcement Countermeasures Speed Management Program Plan (4 E's) - US Department of Transportation Uniform Guidelines for State Highway Programs No 15 - Traffic Enforcement Services, Training, and Support. 23 CFR 1300.31b Administration of the Highway Safety Grants - Equipment *** CTW 2020 Enforcement Strategies Communications and Outreach Supporting Enforcement ***CTW 2020 Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement and Communication Program |

405i ATTACHMENTS FOR 1300.28 – DRIVER AND OFFICER SAFETY

Peace Officer Training Program

Division of Peace Officer Standards and Training Mission Statement

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

Basic Training Mission Statement

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

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

Peace Officer and Standards Training (POST) Required Courses

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

- ETH.20 10 Procedural Justice and Police Legitimacy I
- ETH 20 20 Procedural Justice and Police Legitimacy II
- PTRL.20 30 Pedestrian Vehicle Stop and Approach

Course Descriptions

ETH.2010 Procedural Justice and Police Legitimacy I

The goal of this course is for the cadet to understand and employ the core concepts of police legitimacy and procedural justice in order to build better relationships with the communities they serve.

Outcomes

At the end of this course, the cadet will...

- define legitimacy and how legitimacy affects the effectiveness of law enforcement
- define procedural justice and how it is the process to increase legitimacy
- critically reflect on the negative aspects of law enforcement and how it can affect police legitimacy
- recognize the value of strengthening police legitimacy through procedural justice

Course Direction

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

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

Prerequisites

“Serving Diverse Communities” and “Bias-free Policing” courses are prerequisites to this course. If the cadets have not had these two prior courses, the instruction needs to be completed before this course.

Assessment

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

Learning Objectives

ETH.2010 -101 Police Legitimacy (FK)

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

| | |
|------|--|
| .001 | Legitimacy: <i>"The public view the police as entitled to exercise their authority in order to maintain social order, manage conflicts, and solve problems in the community."</i> |
| .002 | Understanding expectations What the community expects from law enforcement <ul style="list-style-type: none">● Protection● Lawfulness● Fairness● Partnership● Trust What law enforcement expects from the community <ul style="list-style-type: none">● Acceptance of authority● Compliance● Cooperation● Information |

ETH.2010 -102 Procedural Justice (FK)

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

| | |
|------|--|
| .001 | Procedural Justice: <i>"The procedures used by police officers in which citizens are treated fairly with proper respect as human beings."</i> |
|------|--|

| | |
|------|---|
| .002 | <p>Procedural justice affects legitimacy</p> <ul style="list-style-type: none"> ● Safety increases (less use of force) ● Greater cooperation ● Voluntary compliance ● Fewer complaints |
| .003 | <p>Four principles of procedural justice</p> <ul style="list-style-type: none"> ● Quality of decision-making <ul style="list-style-type: none"> 1- Giving the citizen a voice 2- Neutrality (fair, impartial, and objective) ● Quality of treatment <ul style="list-style-type: none"> 3- Respect for person and rights 4- Trustworthiness through transparent process |
| .004 | <p>Citizen's Assessment of an Experience with the Police</p> <ul style="list-style-type: none"> ● Assessment ● Outcome ● Process <p>A citizen's overall assessment of their interaction with the police (A) – whether positive or negative – depends on more than just the outcome (O). It is largely influenced by the citizen's perception of the way they were treated – in other words, the process used by the police (P)</p> |

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

| | |
|------|--|
| .001 | <p>Understanding the culture of law enforcement</p> <ul style="list-style-type: none"> ● Lack of trust ● Expectation to control the situation ● Lack of emotion |
| .002 | <p>The effects of cynicism</p> <ul style="list-style-type: none"> ● Work performance <ul style="list-style-type: none"> ○ Officer misconduct ○ Low morale/job satisfaction ○ Family relationships ● Inability to separate work from personal life <ul style="list-style-type: none"> ○ Isolation from family ○ Hyper-vigilance ○ Distrustful of family members ○ Divorce ● Us v Them fallacy <p>Sir Robert Peel - "the police are the public and the public is the police"</p> |
| .003 | <p>The triangle of stress</p> <ul style="list-style-type: none"> ● Calls for service ● Department ● Family |

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

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

| | |
|------|--|
| .001 | <p>History of policing and the generational effects</p> <ul style="list-style-type: none"> ● Civil rights movement - 1960's ● Police reforms - the 1970s and 1980s ● Responding to increases in crime and violence - 1980s and 1990s ● Policing after Ferguson |
|------|--|

| | |
|------|--|
| .002 | <p>Understanding the community bank account</p> <ul style="list-style-type: none"> ● Establishing trust and mutual respect before there is an incident. |
|------|--|

| | |
|------|---|
| .003 | <p>Effective Communication</p> <ul style="list-style-type: none"> ● Verbal ● Tone and volume ● Body language |
|------|---|

| | |
|------|---|
| .004 | <p>Gaining the trust of the community</p> <ul style="list-style-type: none"> ● Give citizens a voice (listen) ● Objective and respectful ● Fairness in the application of the law (golden rule) ● De-escalating situations ● Efforts to gain the trust of the community while maintaining officer safety |
|------|---|

| | |
|------|---|
| .005 | <p>Change the lens in which you view society</p> <ul style="list-style-type: none"> ● Seek to understand and be understood ● Avoid the detrimental effects of cynicism ● Utilize resources when help is needed to cope with stress ● Commitment to bias-free policing |
|------|---|

ETH.2020 Procedural Justice and Police Legitimacy II

This course aims to reinforce the principles of procedural justice, gain a deeper understanding of the core concepts of police legitimacy, and build better relationships within the communities that law enforcement serves.

Outcomes

At the end of this course, the cadet will...

- review police legitimacy and the principles of procedural justice
- discover how there is a balance between legality and legitimacy in policing
- refine concepts in applying procedural justice to increase police legitimacy

Course Direction

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

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

Prerequisites

“Serving Diverse Communities,” “Bias -free Policing,” and “Procedural Justice and Police Legitimacy I” are prerequisites to this course. If the cadets have not had these three prior courses, the instruction must be completed before this.

Assessment

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

Learning Objectives

ETH.2020 -101 Police Legitimacy and Principles of Procedural Justice (FK)

The cadet will review police legitimacy and the principles of procedural justice.

| | |
|------|--|
| .001 | <p>Legitimacy review</p> <ul style="list-style-type: none">● The public view the police as entitled to exercise their authority to maintain social order, manage conflicts, and solve problems in the community.● Understanding expectations |
| .002 | <p>Procedural justice review</p> <ul style="list-style-type: none">● The procedures used by police officers in which citizens are treated fairly and with proper respect as human beings.● Four principles of procedural justice● Procedural justice formula |
| .003 | <p>Negative effects of law enforcement and how it affects legitimacy</p> <ul style="list-style-type: none">● Culture of law enforcement● Effects of cynicism |
| .004 | <p>Strengthening legitimacy</p> <ul style="list-style-type: none">● Community bank account● Effective communication● Gaining trust of the community● Changing your lens |

ETH.2020 -102 Legality v. Legitimacy (c)

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

| | |
|------|---|
| .001 | Understanding citizen expectations <ul style="list-style-type: none">● Citizens expect law enforcement to abide by regulations and laws● Belief that law enforcement is trustworthy, honest, and concerned about the well-being of the people they deal with |
| .002 | Pretextual traffic stops erode trust <ul style="list-style-type: none">● Real or perceived racial component● Distrust when gaining consent for search when lacking probable cause● Finding the balance between effective enforcement and perception |
| .003 | Citizen perception <ul style="list-style-type: none">● Perception that decisions made are fair and free from bias |

ETH.2020 -103 Procedural Justice Applied (A)

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

| | |
|------|--|
| .001 | Understanding how action affects perception which affects outcome <ul style="list-style-type: none">● Show true interest in being a public servant |
| .002 | Striving for bias-free policing <ul style="list-style-type: none">● Explicit bias● Implicit bias |

| | |
|------|--|
| .003 | <p>Enhancing procedural justice with juveniles</p> <ul style="list-style-type: none"> ● Opportunity for teachable moment ● Interpersonal treatment <ul style="list-style-type: none"> ○ Respect and dignity ○ Respect for rights ○ Trust that authorities care about their needs/concerns ○ Feel that they are listened to and views considered |
| .004 | <p>Power of control v. power of influence</p> <ul style="list-style-type: none"> ● Why people obey the law ● Successful outcomes when action is based on legitimacy |
| .005 | <p>Application of de-escalation techniques to improve the outcome</p> <ul style="list-style-type: none"> ● Utilize communication skills to de-escalate situations ● Build community trust before an incident occurs ● Maintain officer safety |

Last Revision: 11/30/2020

PTRL.2030 Pedestrian/Vehicle Stop and Approach

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

Course Direction

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

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

Prerequisites

There are no prerequisites for this course.

Assessment

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

Learning Objectives

REASONS FOR A STOP PTRL.2030.101

The cadet will list factors to consider when determining whether they can legally initiate contact with a person, to include:

- The subject's actions
- Area of the stop
- Time of day
- Police purpose, such as attempt to locate broadcast, warrants, etc.
- Information from informant/complainant

APPROACHING SUBJECT ON FOOT PTRL.2030.102

The cadet will identify procedures to follow before approaching the subject, to include:

- Notify dispatch of location prior to contact
- Request backup if warranted
- Observe subject for a few moments if feasible
- Look for bulges where weapons may be located
- Watch subject's hands
- Remain alert
- Have a plan

OFFICER COURTESY PTRL.2030.103

The cadet will list procedures that should be followed when an officer finds they have stopped the wrong individual.

- Apologize and give an explanation
- Be courteous
- Be honest
- Explain to the individual what you were looking for and why they appeared to match the description
- Identify yourself and provide your name
- Provide supervisor's name and contact information if requested

FOOT PURSUIT PTRL.2030.104

The cadet will identify tactics that should be employed during a foot pursuit, to include:

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

VEHICLE STOP PTRL.2030.105

The cadet will list circumstances, which establish reasonable suspicion or probable cause for vehicle stops, to include:

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

VEHICLE STOP ACTIONS PTRL.2030.106

The cadet will identify the following types of vehicle stops:

- Traffic offense
- Investigative (reasonable suspicion)
- High risk stops

VEHICLE STOP DISPATCH COMMUNICATIONS PTRL.2030.107

The cadet will list the following information that should be transmitted to the dispatcher prior to stopping a vehicle:

- Indicate reason for the stop prior to activating emergency lightsTraffic stop, suspicious vehicle/person, in progress crime, etc.
- Location and direction of travel
- License plate number and issuing state
- Vehicle and passenger description if possible
- Under exigent circumstances the officer may not be able to provide this information prior to the stop, but should update dispatch soon as possible

VEHICLE STOP LOCATION PTRL.2030.108

The cadet will identify the following considerations when selecting the proper location to make the stop:

- Width of road and shoulder
- Presence of hills and curves
- Amount of traffic congestion
- Level of visibility
- Problem areas (bars, nightclubs, etc.)

POSITIONING OF PATROL VEHICLE PTRL.2030.109

The cadet will describe and demonstrate the proper positioning of the patrol vehicle when conducting a traffic stop.

- Approximately 10 to 15 feet behind the vehicle
- Approximately 3 feet to the left, if safe to do so
- Wheels turned to the left
- The offset of the vehicle will depend upon the width of the shoulder area
- The officer should use the vehicle as cover, but not create a traffic hazard

PRE-STOP PROCEDURES PTRL.2030.110

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

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

VEHICLE APPROACH PTRL.2030.111

- The cadet will define and demonstrate (scenarios) the procedure for approaching a vehicle safely.
- Check traffic conditions
- Have an escape route
- Observe the driver and passengers by looking in the side or rearview mirror or by looking in windows
- Approach will be determined by surroundings and traffic
 - Driver side approach
 - Pay special attention to traffic
 - Passenger side approach
 - Come from behind the patrol vehicle
 - Each approach provides its own advantages and disadvantages
 - Driver side approach
 - Better interaction with driver
 - Easier to hear and smell
 - Passenger side

- Safer distance from traffic
- Less expected from driver
- Provides a different view into the car if the occupant(s) attempt to hide something
- At night, go behind the patrol vehicle to avoid backlighting
- Check the suspect vehicle trunk to be sure it is closed
- Visually check all occupants for weapons
- If needed, carry flashlight in support hand while leaving strong hand free for possible weapon deployment
- Minimize exposure by standing just to the rear of the violator's vehicle, if rear seat occupied

MOTORCYCLE STOP PTRL.2030.112

The cadet will define how to safely stop and approach one or more motorcycles.

- Be aware that a motorcycle traffic stop can be problematic because of maneuverability, speed, and vulnerability of the motorcycle
- Advise dispatch of license plate number
- Do not follow too closely; a motorcycle can stop faster, slide, or go down, especially when transitioning to the shoulder of the road
- If there is more than one motorcyclist, stop them together
- Advise the driver(s) to turn the motor off
- The rider may need to dismount to retrieve the registration
- If the rider does not dismount, have them keep the kickstand up. This will force them to maintain the balance of the bike and make them immobile

LARGE BUS STOP PTRL.2030.113

The cadet will identify the proper procedure to safely stop and approach a bus:

- Apply the same basic traffic stop techniques
- Be sure the bus stops in a safe location
- Crossover behind the patrol vehicle and approach the front bus door from the curb side
- Request the bus driver to set his brakes
- Having the driver exit the vehicle is usually a better option than remaining in the bus to question the driver
- If the driver is to be arrested, notify dispatch to request a new bus driver
- Stay with the bus until a replacement driver arrives

SEMI-TRUCK STOP PTRL.2030.114

The cadet will identify the proper procedure to safely stop and approach a semi truck.

- Be aware there may be a visibility problem due to the size of the truck
- Apply the same basic traffic stop techniques
- Be mindful of the greater distance to stop the vehicle, so allow a larger area to stop in

- Request driver to set the brakes if not already done
- Instruct the driver to exit the vehicle
- Avoid stepping up onto the steps. This places the officer at a disadvantage if the driver wants to cause harm or attack the officer
- If arrest must be made, secure offender's vehicle
 - If the cargo is hazardous or perishable, the company/owner of the truck should be contacted as soon as practical

LARGE VEHICLE STOP PTRL.2030.115

The cadet will identify the proper procedure to safely stop and approach a van or camper.

- Be aware of any side doors, back doors, and windows
- Apply the same basic traffic stop techniques
- Approach the van or camper staying close to the vehicle
- If suspicious, do not approach the vehicle, but instead use the PA system to request the driver to exit the vehicle

VIOLATOR CONTACT PTRL.2030.116

The cadet will identify steps to follow during the initial violator contact, to include:

- Greet the offender with courtesy
- Obtain the driver license and registration immediately to gain control
- Briefly state reason(s) for stop
- Do not accept a purse or wallet with a license inside, ask the offender to remove it
- Do not argue with the offender; thoroughly explain the reason for the stop
- Be observant, look for other indicators of criminal activity
- Use all your senses, smell for alcohol, drugs, etc.

IDENTITY CHECK PTRL.2030.117

The cadet will identify items an officer should check to be sure a license is valid, to include:

- The restrictions on the front and back
- Compare license description/picture to the offender
- The expiration date
- Any alteration to the license
 - If you question the license validity, ask the driver questions such as address, date of birth, etc.

VEHICLE STOP ACTIONS PTRL.2030.118

The cadet will name three enforcement options at an officer's disposal.

- Issue a warning
 - It is important when giving a warning to explain to the offender the reason for the stop and precautions to observe in the future
 - Verbal or Written
- Issue a citation

- Arrest the offender

OFFICER POSITIONING PTRL.2030.119

The cadet will identify techniques an officer should utilize when seated in a patrol vehicle to issue a citation, to include:

- Do not concentrate on the computer/ticket book
- Visually check on the offender every few seconds
- Be very aware of unnecessary or unusual movement from the suspect(s)
- Be prepared to exit quickly
- Watch your mirrors and surroundings for traffic, sympathizers, and/or secondary chase vehicles that might be there to guard the occupants or possible illegal cargo

SAFETY PRECAUTIONS PTRL.2030. 120

The cadet will list additional safety precautions an officer should take, to include:

- Request all occupants to stay in the vehicle unless there is a specific reason to have them do otherwise
- Officer and the violator should not stand between the patrol vehicle and the violator's vehicle
- Continually watch the violator and passengers until they have driven off and are out of sight

COMPLETING THE TRAFFIC CITATION PTRL.2030.121

The cadet will define the procedure to follow when filling out a traffic citation, to include:

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

ISSUING THE CITATION PTRL.2030.122

The cadet will define the procedure to follow when issuing a citation, to include:

- Have the violator sign the citation
- Advise violator that signing the citation is not an admission of guilt, but rather a promise to contact the court as directed.
- If you cannot positively identify the offender, have them place a thumbprint in the designated area

- Give the offender detailed and complete information regarding the settlement of the citation
- Do not argue with the offender
- Provide offender a copy of the citation

OFFICER BEHAVIOR PTRL.2030.123

The cadet will identify behavior that may jeopardize officer safety during any traffic stop, to include:

- Excitement
- Confusion
- Complacency

HIGH RISK STOP OBJECTIVES PTRL.2030.124

The cadet will list the primary objectives of a high risk traffic stop, to include:

- Stop the suspect vehicle
- Apprehend the suspect(s)
- Complete the stop safely and effectively

HIGH RISK STOP SAFETY PTRL.2030.125

The cadet will identify how to minimize safety hazards during a high risk traffic stop, to include:

- Have a plan before stopping the vehicle
- Talk over possible problems with backup officers before the stop
- Properly position patrol vehicles using fanning or stacking method
- The driver of the primary vehicle or a designee will deliver the commands; all other officers support the primary officer
- Use appropriate cover
- Use proper lighting: overheads, take downs, high beams, and spot lights should all be used. Try to avoid backlighting.
- To neutralize the suspect vehicle, have suspect driver place keys on roof of suspect vehicle

PRE-HIGH RISK STOP DISPATCH INFORMATION PTRL.2030.126

The cadet will identify information to be transmitted immediately to dispatch prior to a high risk traffic stop, to include:

- A high risk traffic stop is being initiated
- Request for any information dispatch has about the offense/offender
- Location and direction of travel
- License plate number
- Description of vehicle
- Number/description of occupants
- Request backup

HIGH RISK STOP PRE-APPROACH PTRL.2030.127

The cadet will identify the following items to be done before making a high risk traffic stop:

- Select an appropriate location to conduct the stop
- Wait for backup
- Utilize available cover
- Keep constant observation
- Continue to communicate
- Do not attempt to conduct a high risk stop alone unless exigent circumstances make all other options impracticable

HIGH RISK STOP SAFETY PRECAUTIONS PTRL.2030.128

The cadet will list safety precautions an officer should observe, to include:

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

HIGH RISK STOP ARREST PROCEDURES PTRL.2030.129

The cadet will identify procedures for removing suspects from the vehicle and taking them safely into custody, to include:

- Only one officer gives commands
- At least one officer continues to cover the vehicle while others take the suspect(s) into custody
- Decide which officer will handcuff and take the subject(s) into custody
- Suspect(s) should be taken into custody in a location that provides the officer reasonable security from the offender's vehicle and other occupants
- If possible, have the driver/occupants open door from the outside handle
- Have them keep their hands visible
- Call driver back first (unless exigent circumstances require a different procedure)
- Call all other occupants back one at a time
- Do not call the next occupant back until the previous one is properly secured and detained
- Secure the suspect(s) in one of the backup patrol vehicles immediately following proper handcuffing and searching
- All occupants of the vehicle should follow the same procedure

- After the final occupant is secured, do an additional callout in case a subject is hiding or not visible
- Approach the vehicle only when you reasonably believe all occupants are out and secured
- Secure the suspect vehicle keys
- Approach the vehicle with at least two officers on the same side. Do not set up a crossfire
- Look for hidden suspects in the vehicle

Last Revision: 12/15/2022

Section Four: Certifications and Assurances

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