

Utah Annual Grant Application FY 2025

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Utah FY24 Annual Application

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

The following sections of the Utah THSP are to be updated as follows:

1 - Highway Safety Planning Process: Planning Process - Public Participation and Engagement Process

Add the following participants to the list of other participants in the planning process:

- local health departments
- Utah Chiefs of Police Association
- Utah Sheriff's Association

2 - Public Participation and Engagement

As part of Utah's effort to provide meaningful public participation and engagement and resources to local communities, a new community engagement specialist position was created, and the Crash Reduction Task Force (CRTF) project's scope was changed to add year-round resources by way of mini-grants. This change makes it possible for the UHSO to offer support where and when it is most needed and in a timely manner. It will also help grow capacity for future projects, especially for underserved and overrepresented populations. This initiative is a collaborative effort with subgrantees and program staff working closely with communities across the state to ensure the success of the community traffic safety programs.

The Utah Highway Safety Office (UHSO) continues to work with the Older Driver program, Rural Law Enforcement agencies, Tribal Liaisons, Hispanic groups, local and rural health departments, and UHP Public Information and Education partners to enhance traffic safety programs and outreach statewide. One specific example involves creating a feedback system to improve traffic safety programs through information gathered from teens and caregivers attending the Zero Fatalities parent night groups.

Updates to Goal #2 Growing engagement efforts in underserved and overrepresented communities

Utah has increased engagement with local communities by participating in metropolitan planning organization meetings with the Wasatch Front Regional Council (WFRC) and the Cache Metropolitan Planning Organization (CMPO).

The community engagement specialist and division director attended several of the Regional Focus Groups and the WFRC Comprehensive Safety Action Plan and presented information on the Utah Highway Safety Office (UHSO) resources that could complement the SS4A funding. A survey was conducted at each meeting to gather information on the traffic safety challenges the community is facing and asked for input on how the UHSO could best support them. The information from these surveys is being analyzed and will help guide future planning and programs. Also, the occupant protection manager and division director attended the MPO Transportation Summit held by the Cache Metropolitan Planning Organization and presented information about UHSO resources. Several mayors, city planners, law enforcement chiefs, and other city officials along with county coordinators attended both meetings.

Staff from the UHSO attended the Four Corners Without Borders conference in Southeastern Utah. Representatives from Utah, Colorado, New Mexico, and Arizona attend this annual conference to attend the Child Passenger Safety CEU Workshop and Injury Prevention Meeting. This provided an opportunity to foster and build relationships, provide information about traffic safety resources from the UHSO, and listen to the community needs and concerns of those in

attendance (Navajo Nation). Much of the discussion was centered around identifying needs and gathering feedback. Surveys were distributed asking about Tribal traffic safety problems and what type of resources are needed. The Community Engagement Specialist analyzed the survey results and responded and/or followed up on requests and suggestions and put them in contact with their State DOT representative as necessary.

Updates to the Ongoing Engagement Planning section:

Goal 1 - survey questionnaires at meetings, events, and conferences.

The UHSO has implemented a comprehensive feedback system where surveys have been shared and distributed in various communities and at multiple events to gather the public's comments and feedback. Wherever possible, this feedback is incorporated and helps guide projects and programs.

Future plans include incorporating sponsored ads on social media where input can be gathered from the primary target demographic.

Goal 2 - more listening sessions

The UHSO had planned to do a listening session for the town of Magna, per their request. When the team met with them, the Magna Mayor decided that it would be better to have the UHSO join their Community That Cares Coalition meeting. In February, the UHSO staff presented information regarding available resources and provided a survey to be completed afterward. Magna would like some help educating their citizens about pedestrian safety due to a new high school being built near a busy highway. The UHSO will work closely with city/school representatives to support traffic safety education centered around pedestrian safety and school zones as requested.

Goal 3 - evaluating media

Media and resources have been compiled and shared with law enforcement agencies and partners. Throughout this process, we have acknowledged the significance of expanding our resources and that it is imperative that our funding supports the creation of materials in multiple languages and facilitates the development of new messages that can reach a broader audience, thus addressing the needs of diverse communities. The UHSO will continue to evaluate resources to determine the best approach.

Goal 4 - develop a process to manage, compile, and analyze feedback shared

Currently, Google Forms is being used to gather input from surveys. Citizens can click on a QR code that leads them to the form. Paper surveys are also provided for those who may not have online access. The information can be viewed, sorted, and analyzed in Google Sheets. The community engagement specialist is reviewing the data received and working to find the best way to manage the data and share the results with the rest of the team.

One method being explored is Qualtrics, which provides a platform to create and distribute surveys, gather responses, and analyze response data.

3 - Performance Plan

Including Utah Performance Measures for ease of reference

State-Specific Performance Measures

- U-1) Increase the percentage of Utah child safety seat use for children ages 0-8 years in traffic crashes

- U-2) Decrease the MV crash occupant fatalities occurring at night (10 p.m. to 5:59 a.m.) that were unrestrained
- U-3) Decrease the MV crash occupant fatalities occurring daytime (6 a.m. to 9:59 p.m.) that were unrestrained
- U-4) Decrease the number of fatalities involving a drug-positive driver
- U-5) Decrease the rate of pedestrians in Utah crashes per 100,000 population
- U-6) Decrease the rate of bicyclists in Utah crashes per 10,000 population
- U-7) Decrease the number of Utah drowsy driving-related fatalities
- U-8) Decrease the number of Utah traffic fatalities involving a distracted driver
- U-9) Number of Fatalities Involving a driver with a BAC of .05 and Above
- U-10) Reduce the teen speed-related fatal and serious injuries rate
- U-11) Increases the rate of seat belt usage among males in pickup trucks
- U-12) Increase the number of data systems integrated within UTAPS
- U-13) Reduce the rate of fatal and serious injury crashes by licensed drivers, age 65 or older
- U-14) Decrease the number of overall roadside crashes involving emergency response vehicles

UPDATE NEEDED: Change the average and the target for C-2 into a five year average 2018-2022 of **1541** and a New Target of **1494.8**. (if allowable; this is being changed as it was entered incorrectly in the THSP)

Note: Although changes can't be made to performance targets except C-1, C-2, and C-3, there were a few errors found: U-5 and U-6 have the per-person population amount of 100,000 but it should have been 10,000; The C-9 target was entered incorrectly. It was set as 16.7 based on a 3% reduction of the 2018-2022 five year average of 17.2. It should have been set at 23.7 based on a 3% reduction of the 2018-2022 five year average of 24.4.

4 - Countermeasure Strategies

Administration and Support

As of March 2024, preliminary figures indicate that Utah is on track to meet target C-1. We understand that most performance targets cannot be changed once they are set in the THSP. However, Utah found two targets that were entered incorrectly, C-2 and C-9. C-2 was set as 1335.7 based on the 2018-2022 five-year average of 1377. The 2018-2022 five-year average should have been entered as 1541. That would have created a new target (with a 3% reduction) of 1494.8. Based on the corrected data, Utah is on track to meet this target.

UPDATE NEEDED: Change the budget amounts for 405i in Section IV - Countermeasure Strategy for Programming Funds - Program Area: Administration and Support; Administrative Support and Personnel; Estimated 3-year funding allocation: \$500,000 (405i).

Community Traffic Safety Programs

Community traffic safety programs are a cornerstone of reaching target populations and addressing multiple traffic safety behaviors across the state. Community programs aim to decrease the national and Utah performance measures listed below by 3%, with national numbers calculated by five-year moving averages and Utah's listed by three-year moving averages.

As of March 2024, preliminary figures indicate that Utah is on track to meet targets C-1, C-3, C-4, U-4, U-7, U-8, and U-9.

We understand that most performance targets cannot be changed once they are set in the THSP. However, Utah found two targets that were entered incorrectly, C-2 and C-9. C-2 was set as 1335.7 based on the 2018-2022 five-year average

of 1377. The 2018-2022 five-year average should have been typed as 1541. That would have created a new target (with a 3% reduction) of 1494.8. Based on the corrected data, Utah is on track to meet this target. The C-9 target was set as 16.7 based on the 2018-2022 five-year average of 17.2. The five-year average should have been entered as 24.4 with a target of 23.7. Based on the corrected target, Utah is on track to meet this measure.

Utah is currently not on track to meet U-1, however, the CPS program is increasing education and outreach as well as inspection stations and plans to continue the course with the current countermeasure strategies. They will reevaluate the program at the end of the year.

UPDATE NEEDED: Change the average and the target for C-2 in Section III - Performance Plan to a Five Year Average 2018-2022 of **1541** and a New Target of **1494.8**.

UPDATE NEEDED: Section IV - Countermeasure Strategy for Programming Funds - Program Area: Community Traffic Safety Program

Community Education and Outreach - Public Education and Information Strategy:

- **Add 405i funding** to the estimated three-year funding allocation of **\$345,000 (405i)**
- All other countermeasures and target links remain the same

Community Education, Outreach, and Sponsorships- CRTF Strategy:

- update the following sections:
 - **Add these additional countermeasures** under the Countermeasure (and justification):
 - Promote Bicycle Helmet Use with Education *** CTW
 - The Uniform Guidelines for State Highway Safety Programs - Pedestrian and Bicycle Safety
 - The Uniform Guidelines for State Highway Safety Programs - Drivers Education materials
 - **Add an additional Target** under the (link to strategy)
 - **C-11** - Reduce the number of bicyclist fatalities (FARS) by 3% of the five-year moving average to 7.2 by 2026.

Mass Media Communications- CRTF Strategy:

- update the following sections:
 - **Add these additional countermeasures** under Countermeasure (and justification):
 - Communication Strategies for Low-Belt-Use Groups as Part of HVE **** CTW
 - Uniform Guidelines for Highway Safety Programs No 21 - Roadway Safety

Occupant Protection (including CPS) Updates to THSP

Utah has a robust and well-established Occupant Protection and Child Passenger Safety Program. Utah’s child passenger safety-related performance measure U-1 - Increase the percentage of children ages 0-8 in crashes who were restrained in a child safety seat. The target for this was 66.9% and in looking at the most current data, Utah is not on track to meet this target. With 11 more inspection stations planned for 2025 than there were in 2024, the program is moving in a positive direction. In addition, considering the effectiveness of the countermeasures used in this program, Utah plans to continue the course and will reevaluate the program at the end of the year.

Utah is on track to meet performance target C-4 based on current state data but not on track to meet U-3 or U-11. Although Utah is not on track to meet the U-3 target, rather than changing countermeasure strategies, Utah will be

increasing daytime enforcement efforts. With the rate of male pick-up truck drivers buckling up, Utah plans to continue with the current strategies as they are working.

UPDATE NEEDED: Section IV - Countermeasure Strategy for Programming Funds - Program Area: Occupant Protection

Communication Campaign - Occupant Protection Strategy

- The Target (link to strategy) section needs to be updated with the following changes:
 - **Remove** duplicate U-1 target
 - **Add** U-2 Decrease motor vehicle crash passenger vehicle occupant fatalities that were unrestrained - nighttime (10 pm to 5:59 a.m.) by 3% to 40.1% by 2026
 - **Add** U-3 Decrease motor vehicle crash passenger vehicle occupant fatalities that were unrestrained - daytime (6 a.m. to 9:59 pm) by 3% to 29.9% by 2026
 - **Add** U-11 Increase the rate of seat belt usage among males in pickup trucks by 3% to 3.2 in 2026

Teen Driving Updates to THSP

We understand that performance targets cannot be changed once they are set in the THSP. However, the C-9 target was set as 16.7 based on the 2018-2022 five-year average of 17.2. The five-year average should have been entered as 24.4 with a target of 23.7. Based on the corrected target, Utah is on track to meet this measure. Utah is on track to meet U-10.

Impaired Driving Updates to THSP

Utah's national performance target for C-5, which focuses on the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above, is set at 35.3. Although Utah is not on track to meet this target, analysis of the most current data is showing improvements, so Utah plans to continue with the current countermeasure strategies.

Utah is on track to meet performance measures U-4 and U-9.

With the continued growth of these programs and the number of impaired driving fatalities showing a downward trend, we are committed to maintaining our current countermeasure strategies for the impaired driving program. However, we will continue to look for additional countermeasures that could improve the program.

Traffic Records Updates to THSP

The traffic records strategies will not be changing for FY2025, as the traffic records team is on target to meet the current target U-12.

UPDATE NEEDED: Section IV - Countermeasure Strategy for Programming Funds - Program Area: Traffic Records:

Crash Data & Integration Improvement into Crash Management Information System Strategy

- **Add** U-12 Increase the number of data systems integrated within UTAPA, which was inadvertently left out of the Target (link to strategy) section

Police Traffic Services Updates to THSP

We understand that most performance targets cannot be changed once they are set in the THSP. However, Utah found two targets that were entered incorrectly C-2 and C-9. C-2 was set as 1335.7 based on the 2018-2022 five-year average of 1377. The 2018-2022 five-year average should have been typed as 1541. That would have created a new target (with a 3% reduction) of 1494.8. Based on the corrected data, Utah is on track to meet this target.

As of March 2024, preliminary figures indicate that Utah is on track to meet targets C-1, C-2, C-6, U-8, and U-14.

UPDATE NEEDED: Section IV - Countermeasure Strategy for Programming Funds - Program Area: Police Traffic Services:

High Visibility Enforcement – Speed and Distracted Driving Strategy:

- **Change the estimated 3-year funding allocation for 405e only to \$200,00 (405e)**

Outreach, Education, and Media:

- **Change the estimated 3-year funding allocation for 405e only to \$200,000 (405e)**

Vulnerable Roadway Programs Updates to THSP

As of March 2024, preliminary figures show that Utah is on track to meet targets C-7, C-8, C-10, U-5, U-6, U-7, and U-13.

Although we are not on track to meet C-11, Utah plans to continue with the current countermeasure strategies including public information and education and paid media campaigns. Utah recently kicked off a new campaign, “Meet in the Middle” that promotes safe behaviors for both motorists and vulnerable roadway users. Utah will also look for new opportunities/approaches to reduce bicyclist fatalities.

Section Two: Project and Subrecipient Information

Program Administration and Support	
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 public participation and engagement efforts, 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 #	PA251001
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$560,373
Eligible Use of Funds	P&A
P&A - yes or no	Yes - \$560,373
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
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, and 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 #	CP250201, 3DA250201, 60T250201
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$1,011,974 (402) \$122,449 (405c) \$104,713 (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, and 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)	405d converted
Project Agreement #	CP250205
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$400,000 (405d converted funds)
Eligible Use of Funds	Program Support/Community Programs
P&A - yes or no	Yes
Is this a Promised Project?	No

Countermeasure Strategy 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 nine 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. Distracted Driving and Awareness Initiative Support - holds the NHTSA 405e carry forward funds 6. Motorcycle Safety Initiative Support - holds the NHTSA 405f carry forward funds 7. Non-Motorized Safety Initiatives Support- holds the NHTSA 405g carry forward funds 8. Preventing Roadside Deaths Initiative Support- holds the NHTSA 405h funds 9. Driver and Officer Safety Education Initiative Support - holds the NHTSA 405i 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, 405e, 405f, 405g, 405h, 405i
Project Agreement #	CP250209, 2PE250409, 3DA250504, 60T250308, F25X24009, 11X250904, BGX250201, 2X250202, 3X250203, DLE250809, 2X250202, 3X250203
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$3,982,297 (402) \$339,786 (405b)

	\$471,543 (405c) \$1,763,130 (405d) \$12,823 (405d 24/7) \$593,849 (405e) \$45,340 (405f) \$225,525 (405g) \$40,893 (405h) \$173,327 (405i)
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	
Project Name	Community Outreach Project
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The Community Outreach Project was previously known as the Community Road Safety Outreach Project (CRSOP) but the name has been changed for ease of use. This grant was also modified in the Triennial Highway Safety Plan from the Crash Reduction Task Force (CRTF) grant during FY24. The Community Outreach Project aims to increase capacity and support locals in applying for mini-grants and sponsorships based on identified problems.</p> <p>This project provides mini-grants and project opportunities, overtime shifts to law enforcement agencies based on needs and problem ID, development or printing of educational materials to increase traffic safety awareness, and engagement with affected communities.</p>	
Federal Funding Source(s)	402; (state pass through)
Project Agreement #	CP250212
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$250,094 (402), \$50,000 (state pass through)
Eligible Use of Funds	Community Programs
P&A - yes or no	No

Is this a Promised Project?	No
Countermeasure Strategy or Strategies for Programming Funds	<p>High-Visibility Saturation Patrols **** CTW 2020 Communications and Outreach Supporting Enforcement *** CTW 2020 Supporting Enforcement ***** CTW 2020 Uniform Guidelines for State Highway Programs No 15 - Traffic Enforcement, Traffic Safety Services & Communication Strategies Uniform Guidelines for State Highway Programs No 21 - Roadway Safety - Outreach Program Community Speed Reduction Publication - Study on Community efforts https://www.ecfr.gov/current/title-23/chapter-III/part-1300#p-Appendix-A-to-Part-1300%286 Section 402 Requirements - Community collaboration to increase public safety</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. The support of law enforcement agencies plays a key role in preventing deaths and injuries on the roadways.</p> <p>The program aims to foster collaboration between law enforcement and health agencies, along with local communities, to emphasize the importance of education, enforcement, training, and effective communication strategies.</p>
Project Name	Enhancing Road Safety and Cultural Integration for New Americans
Project Description	<i>(list activities, locations and affected communities)</i>
	This program aims to improve bicycle safety awareness by creating educational materials tailored for immigrants and refugees in Cache County and collaborating with community partners to provide them with donated bicycles. Additionally, the program seeks to educate underserved community members about road safety and laws to help them acquire a driver's license and improve public safety. This program is dedicated to translating educational materials with the goal of providing education to the primary client demographic groups in Cache County.
Federal Funding Source(s)	402
Project Agreement #	CP250213
Subrecipient	Cache Refugee and Immigrant Connection
Amount of Federal Funds	\$14,906

Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	<p>Promote Bicycle Helmet Use with Education *** CTW The Uniform Guidelines for State Highway Safety Programs - Pedestrian and Bicycle Safety The Uniform Guidelines for State Highway Safety Programs - Drivers Education materials</p> <p>The Uniform Guidelines for State Highway Safety Programs and Countermeasures that Work emphasize the importance of program outreach efforts to reach vulnerable road users and the need to provide culturally competent driver education materials to educate new drivers.</p> <p>These guidelines provide a framework for developing a balanced program and have been proven effective in changing behavior to reach immigrant community members by educating them on proper and legal riding practices, proper use of helmets, road safety, and laws.</p>
Project Name	Highway 6 Safety Project
Project Description	<i>(list activities, locations and affected communities)</i>
<p>This program works to establish and support community coalition meetings in Utah County involving the Utah County Sheriff's Office, Zero Fatalities, UDOT, Spanish Fork City, Mountain Land Association of Governments, and Spanish Fork Hospitals. These key stakeholders will work to identify solutions to reduce crashes along the Highway 6 corridor by utilizing traffic safety messaging through channels such as radio, billboards, and social media. Based on problem identification, this project will focus on risky driving behaviors with a focus on speed, including too fast for conditions, failure to stay in lane, and wild animals, as well as other identified traffic safety concerns.</p>	
Federal Funding Source(s)	402
Project Agreement #	CP25250214
Subrecipient	Utah County Health Department
Amount of Federal Funds	\$60,000
Eligible Use of Funds	Community Programs
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Communication Strategies for Low-Belt-Use Groups as Part of HVE **** CTW

	Mass Media Campaigns ** CTW Uniform Guidelines for Highway Safety Programs No 21 - Roadway Safety These strategies aim to establish communication channels among engineers, planners, enforcement personnel, and highway safety advocacy groups. This will promote the use of media campaigns, combined enforcement, education, and awareness-raising activities, and the development of appropriate public information and materials.
Project Name	Zero Fatalities Safety Summit
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The goal of this project is to increase awareness of traffic safety issues in Utah and provide education, resources, and tools to various partners who work to decrease death and injury on the state's roadways by conducting the Zero Fatalities Traffic Safety Summit, which will be held April 28-29, 2025. The conference is co-sponsored by the Utah Department of Transportation and the Utah Department of Public Safety and provides a forum for traffic safety professionals to share knowledge, resources, and best practices and to gain insight into the future of traffic safety in the State. Funds in FY25 will be used to pay facility fees and/or other fees associated with reserving a conference facility.</p>	
Federal Funding Source(s)	402
Project Agreement #	CP250211
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	<p>The Zero Fatalities Safety Summit provides a forum for traffic safety professionals to share knowledge, resources, and best practices, and to gain insight into the future of traffic safety in the state. 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.</p>
Project Name	Operation Lifesaver
Project Description	<i>(list activities, locations and affected communities)</i>

<p>Utah Operation Lifesaver is actively engaged in public outreach and education, offering presentations and educational materials to three primary target audiences: driver's education students (new drivers), school bus drivers, and professional truck drivers. Additionally, they provide outreach to various groups such as school-aged students, bicyclists, pedestrians, commercial and transit bus drivers, law enforcement, emergency medical technicians, paramedics/firefighters, general adults, and anyone else who needs to learn about safety at highway-rail grade crossings with the help of local volunteers. Grant funds will be used for training, travel, educational materials, media and supplies, and operating costs.</p>	
Federal Funding Source(s)	402 (state pass through)
Project Agreement #	CP250203
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	<p>The Uniform Guidelines for State Highway Safety Programs recommends close partnerships with those responsible for rail-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>The Utah Safety Council runs programs and educational initiatives to raise awareness and save lives through education. With an increase in motor vehicle crashes, it's vital to provide training for employers on safe driver behaviors like drowsy driving, occupant protection, and dealing with distracted and aggressive drivers. The NETS program aims to raise awareness among employers on traffic safety. Another program, Buckle Up for Love, sends educational resources to individuals "reported" for improper restraint use to help them understand the importance of buckling up their children. They also provide free car seat checks and one-on-one car seat education. The Utah Safety Council takes a grassroots approach to saving lives on the road, and its large customer base helps share that message on a larger scale. This approach will help reduce injuries and fatalities from motor vehicle crashes in the community and within the workplace. Grant funds will be used for personnel, car seats, conferences and training, media, and educational outreach materials.</p>	
Federal Funding Source(s)	402
Project Agreement #	CP250207

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 BTSCRIP: 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	Utah Highway Patrol Community Outreach and Education Program (PI&E)
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The Utah Highway Patrol plans to provide education through presentations, engagement activities, workshops, sporting events, safety fairs, and in schools throughout Utah. Funding will support overtime education shifts and personnel costs to accomplish activities in this grant. New this year is an added focus on educating drivers on law enforcement practices during traffic stops. The project will utilize funds to develop and implement educational resources to provide new and refresher training for teens, adults, and law enforcement officers regarding the role and responsibilities of law enforcement officers, the legal rights of citizens, best practices during a law enforcement encounter, and other pertinent and related areas.</p> <p>Troopers will conduct monthly activities in high schools during the 2024-2025 school year, including participation in assemblies, classes, and other functions to engage with teens regarding safe road traffic behaviors. Project funds will be used to develop and provide relevant and effective educational materials, tools, and equipment for activities at the schools. The program will provide awards to highlight the top three schools with the highest seat belt usage percentage increase and the best overall program.</p> <p>The UHP road sections are encouraged to engage with their community partners in educational opportunities aimed at promoting safe driving in their assigned areas. The Utah Highway Patrol Community Outreach and Education program will actively support the Utah Highway Safety Office and its year-round initiatives, programs, and campaigns. Troopers will take part in community events to present and emphasize a traffic safety message. They will also establish new connections with local businesses, religious groups, and other entities to expand the reach of their safety message. The project will provide the PI&E troopers with the necessary equipment and resources to educate the public, including seat belt convincers, audio/visual systems, educational materials, fatal vision goggles, pedal carts, and other enhancement items. Troopers will actively seek opportunities to participate in community events and engage with community members regarding safe road traffic behaviors.</p>	

<p>All program equipment will be maintained and kept in operating condition for use by program troopers at educational events. Program troopers will be contacted statewide monthly regarding activities that they participated in during the previous month. These activities will be recorded for statistical purposes to measure success and help address deficiencies in any certain geographical area. Troopers will be recognized for their public education efforts through department newsletters and plaques.</p>	
Federal Funding Source(s)	402
Project Agreement #	CP250204; TR250401
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$125,000 (402), 172,500 (405i)
Eligible Use of Funds	Community Programs; Education and Training
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	<p>Uniform Guidelines for State Highway Programs No 15 - Communication Program - provides safety education and community services</p> <p>*CTW 2020 Communications and Outreach on Distracted Driving</p> <p>*CTW 2020 Communications and Outreach on Drowsy Driving</p> <p>**CTW 2020 Impaired Pedestrians: Communications and Outreach</p> <p>**CTW 2020 Communications and Outreach: Motorist Awareness of Motorcyclists</p> <p>CTW Alcohol and Drug Impaired Driving - Prevention,</p>

Occupant Protection Projects	
Project Name	Click it or Ticket Step Support
Project Description	<i>(list activities, locations and affected communities)</i>
<p>Utah is currently at its highest observed seat belt usage rate of 92.4% (2023). However, Utah crash data reports that while 7.3% of all persons involved in crashes were unrestrained occupants, 30% of all fatalities were unrestrained (2017-2021). Seat belts reduce the risk of injury and death by about 50% when used correctly, according to NHTSA. High-visibility enforcement has proven to be an effective countermeasure in changing behavior and increasing seat belt usage among non-users, which is why 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.</p>	

Short-term, high-visibility seat belt law enforcement campaigns, combined enforcement initiatives, nighttime enforcement activities, and sustained enforcement efforts are all countermeasures planned for 2025. Two high-visibility enforcement mobilizations will be held in conjunction with the National Click It or Ticket Campaign occurring in November of 2024 and May 2025 and will focus on young males and pickup truck motorists. One high-visibility enforcement campaign focused on nighttime motorists in communities with high unbuckled fatality rates during nighttime hours is scheduled for March 2025. A rural mobilization will take place in August or September 2025 possibly in conjunction with Labor Day. Crash data for unrestrained fatalities in rural communities will be reviewed to determine areas in which to focus enforcement, as well as the five rural health departments who have grants planned this fiscal year.

These efforts will focus on the enforcement of seat belt and child safety seat laws in Utah. The UHSO's law enforcement liaisons will continue to 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.

Federal Funding Source(s)	402
Project Agreement #	OP250401
Subrecipient	Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$300,000 (402)
Eligible Use of Funds	Safety Belts
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy 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>The Occupant Protection Media, Materials & Support project continues to work towards increasing the seat belt use rate in Utah and decreasing traffic-related deaths and injuries. This will consist of a comprehensive media and public information plan. Planned countermeasures include communications and outreach that support enforcement, strategies for low-belt-use groups, and strategies for older children and booster seat use.</p> <p>In addition, funds will be used 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, each year. The project will continue to promote and support national, state, and local traffic safety campaigns, programs, and activities statewide by providing educational materials to key stakeholders in the traffic safety community and those who request them. There will be continued focus via campaigns, educational materials, and media efforts on previously identified high-risk populations which include counties with low seat belt use rates, cities with high nighttime unrestrained fatality rates, pickup truck drivers and passengers, male hard-core non-users, diverse groups, and children riding in booster seats.</p> <p>Beginning in 2025, the media contract specifically designed for the nine rural target counties, Box Elder, Cache, Carbon, Iron, Sanpete, Sevier, San Juan, Tooele, and Uintah will not be renewed, however, the project will support a new version of a communications plan tailored to rural communities with high unrestrained fatalities as well as the rural seat belt projects with Bear River, Central, Tooele, TriCounty and Southwest Utah Health Departments.</p> <p>The project will also support the Occupant Protection Advisory Committee. The committee will meet quarterly to discuss identified strategies in the new strategic plan, with a focus on the emerging traffic safety culture that is showing an increase in risky driving behaviors and a decline in seat belt use. Efforts on cultural diversity and equity in messaging and outreach are also a focus for FY2025.</p> <p>An existing contract with an advertising agency will assist with 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 supports conferences, travel, and training associated with program efforts as well as the development of 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.</p>	
Federal Funding Source(s)	405b; 405d converted; state pass through
Project Agreement #	PE250402, OP250420
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$250,000 (405b), \$75,000 (405d converted funds), \$156,826 (state pass through)
Eligible Use of Funds	Public Education; Low 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 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 proven 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 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>
Project Name	Statewide Child Passenger Safety Program
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The statewide CPS program will continue to increase the proper and consistent use of car seats and boosters by supporting a comprehensive and statewide child passenger safety (CPS) program. The leading cause of death for children four years and younger is motor vehicle crashes. Child passenger safety requires the consistent use of correctly installed car seats, boosters, and seat belts that are appropriate for a child's size and age.</p> <p>This project will teach parents to optimize safety in passenger vehicles by properly using child restraints. Specifically, we will teach the importance of protecting the neck and spine by keeping children rear facing for as long as possible, forward facing until the child maxes out the height and weight requirements of the seat, using boosters from the time the child outgrows the forward-facing seat and properly fits the vehicle's seat belt. Utah's law protects children through age 8, but we teach best practice which is to not be in a hurry to move children to the next step.</p> <p>We will increase the number of children who ride in properly fitted safety restraints and prevent injury in crashes by making car seat inspections available to families living in Utah. In addition, we will continue to develop social media educational messages and effectively partner with and provide resources to CPS technicians and inspection stations statewide This includes health departments, hospitals, law enforcement agencies, and non-profit organizations. For National CPS</p>	

Week and throughout the year, funding will also be used to support the state's car seat inspection stations with educational tools and child restraints. The project aims to give CPS technicians and inspection stations what they need to thrive and serve the public.

The program will prioritize helping under-served and low-income populations. 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.

The project will continue to distribute the CPS educational pocket card to the law enforcement community. The card lists basic ages and stages 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 magnet will be distributed to local hospitals as a resource for new parents. Other brochures and resources will be offered to inspection stations and digitally on our website.

In partnership with Safe Kids Utah, certification classes and other CPS and update training courses 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. The two-day CPS Conference will be held in October where we plan to gather with technicians and increase our skills.

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 properly used seat belts. Students, faculty, and family members are influenced by this popular and fun educational experience. Funding will be used for educational materials and resources that are provided to the schools. In addition, state pass-through funds will be used to expand the Click It Club elementary school-based program.

All these efforts will support our goal of increasing the number of children who properly ride in child restraints and decreasing injury in crashes.

Federal Funding Source(s)	402; 405b; state pass through
Project Agreement #	CR250401; CPS250403
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$12,143.90 (402); \$99,310 (405b); \$15,000 (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 will support a minimum of 5 CPS National Certification Trainings where approximately 75 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>Safe Kids Utah will administer child passenger safety agreements (MOAs) to support car seat inspection stations and CPS educational programs at the 13 local health districts, which cover communities throughout the state. As a result, the public will be able to get car seats checked 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, working with the HSO with CPS Conferences, and update training courses. Local health departments will prioritize community education and the support of statewide occupant protection and CPS activities.</p> <p>The grant will fund Hispanic traffic safety education through the health departments specifically in Utah, Salt Lake, and Weber Counties. These counties are where most of the Hispanic population lives in Utah. The Hispanic programs will teach safe driving behaviors with a focus on increasing seat belt and child restraint use. The efforts among the three counties will include media, community-based and school-based education, and 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 who will then educate their families about the importance of traffic safety.</p>	
Federal Funding Source(s)	402; state pass through
Project Agreement #	CR250404
Subrecipient	Safe Kids Utah; sub-recipient local health departments
Amount of Federal Funds	\$205,000 (402); \$85,370 (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	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 their typically developing peers. In addition, the cost of medical car seats is poorly covered by Utah's private insurance companies and poorly reimbursed by Utah Medicaid. Shriners Children's, SLC will continue to be a resource for safe travel for children with special health care needs. Shriners Children's will conduct at least 20 car seat clinics for patients who are new to Shriners Children's as well as existing patients. Shriners Children's will help children with special needs obtain an adaptive car seat that is often not available in the commercial market. This entails an evaluation with a physical therapist who has 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, Shriners Children's will help those with orthopedic and global delays who often have increased support needs that 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 will support Shriners CPS technicians and instructors with education, recruitment, and enrichment. The two instructors from Shriners Children's will 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. Shriners 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)	405b; state pass through
Project Agreement #	CR240402
Subrecipient	Shriners Children's
Amount of Federal Funds	\$15,000 (405b), \$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 Hospitals continues to educate the public and serves as the main resource and contact for families to ensure children are properly restrained in safety restraints. Educational programs, individual car seat checks, and help with families with special needs children are resources for the hospital patients and community members. Maintaining the Child Passenger Safety Inspection Station in Salt Lake City and Lehi Hospitals provides families with low-cost car seats. In addition, education at our hospitals will include virtual car seat checks to support rural hospitals within Intermountain Health. A child passenger safety hotline with follow-up consultations to assist families with any passenger safety-related need will be maintained at both</p>	

hospitals.

The staff will assist the Highway Safety Office with occupant protection projects and activities. The hospital will continue in-service training and development of PCH CPS technicians and encourage training of technicians in other hospitals. The Safe Seats Save Lives Program will educate physicians throughout the state about safely using car seats. Child passenger safety education magnets will be distributed to birthing hospitals within the Intermountain Healthcare system. Primary Children's Never Leave program will provide education to the community and hospital about the dangers of hot car deaths because of unattended passengers.

Federal Funding Source(s)	402; 405b; state pass through
Project Agreement #	UP250201; CPS250202
Subrecipient	Primary Children's Hospital
Amount of Federal Funds	\$10,000 (402); \$37,010 (405b); \$61,000 (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>

The McKay-Dee (MKD) Hospital Car Seat Program is a great resource and will continue to educate the community and families of newborn patients on how to transport children safely and properly. The public relies on the MKD Program for child passenger safety information and the ability to check car seats. The goal of the MKD Program is to increase the number of children riding in a properly installed safety restraint. MKH plans to grow their program and provide outreach to other Intermountain facilities and community partners.

MKD will reach out to other departments in their hospital, such as Peds and Family Practice. They will have a presence in the community by supporting other nearby inspection stations and providing free or low-cost seats. CPSTs will attend training and conferences. A network of Intermountain Health CPSTs will be organized to support, train, and provide CEUs. They will help other IH facilities to establish programs using their model by training and providing resources. Their 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. Their 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 makes 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.

McKay Dee Hospital is working to ensure the youngest passengers are properly protected. McKay-Dee Hospital will increase child passenger safety education in the Intermountain Health System, community partners, and state-wide.	
Federal Funding Source(s)	state pass through
Project Agreement #	OP150418
Subrecipient	McKay Dee Hospital
Amount of Federal Funds	\$15,204 (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	Bear River Health Department 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 comprehensive grassroots project designed to increase seat belt and child restraint use among rural motorists in the Bear River Health District (Cache, Box Elder, and Rich Counties) by developing and employing effective and comprehensive programs using a positive community norms approach and working to change the traffic safety culture in these three counties. A media campaign is planned, with restraint use messaging across the counties consisting of social media, coordination of media, billboards, banners, community events, etc. The project will include educational and outreach programs, high visibility enforcement and training, coalition building, and serving diverse populations to ensure equity. Examples of activities include: placing emphasis on men by providing signage and messaging to encourage restraint use and asking others to also buckle up at worksites, sporting events, etc.; providing signage and messaging on buckling up before leaving the school zone, promoting family rules and asking others to always buckle up at community gathering spaces; and providing support to law enforcement in using restraints, as well as enforcement of restraint use in each community. Grant funds may be used to support training, conferences, and travel associated with program efforts.</p>	
Federal Funding Source(s)	402
Project Agreement #	OP250413
Subrecipient	Bear River Health Department
Amount of Federal Funds	\$40,000
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	Central Utah Health Department Rural Seat Belt Program
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The goal of this project is to increase seat belt use among those in the 6 counties served by Central Utah Health Department (Piute, Sanpete, Wayne, Sevier, Juab, Millard) using positive community norms approach to change values and perceptions to increase seatbelt use. This grant aims to raise awareness of seat belt and booster seat laws at community events, through social media and other media platforms, purchasing car seats, providing related child passenger safety education to the community, holding car seat checkpoints, coalition building, creating a social norm of family rules around seat belts and asking others to wear a seat belt. Other efforts include activities to promote seat belt use at workplaces, among law enforcement, educating grades K-12 and mature drivers with materials through Senior Centers, community events, flu-shot clinics, and classes geared toward Seniors. Project staff will attend training and conferences to stay up to date on current information about car seats and traffic safety issues (CPS Conference/Zero Fatalities Safety Summit).</p>	
Federal Funding Source(s)	402
Project Agreement #	OP250417
Subrecipient	Central Utah Health Department
Amount of Federal Funds	\$35,975
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	Tooele County Rural Seat Belt Program

Project Description	<i>(list activities, locations and affected communities)</i>
<p>The goal of this project is to increase seat belt use among rural motorists in Tooele County by developing and employing effective and comprehensive programs using a positive community norms approach and working to change the traffic safety culture. The overall intention is to change behavior to reduce the incidence of traffic-related fatalities and serious injuries on Utah's roadways. The project will include working with law enforcement, communities, schools, worksites, and key leaders to reach the objectives of the State's 3-year Occupant Protection Strategic Plan. Focus will be given to educational and outreach programs, building partnerships and coalitions, high visibility enforcement, training, and serving diverse populations to ensure equity. Examples of activities include campaigns to increase awareness of the importance and use of restraints, promotion of Utah's primary seat belt law and assist with seat belt policies at worksites and providing sponsorships to pay for paid advertising to a county-wide event (i.e. County Fair, demolition derby, rodeo, or other large event) to promote seat belt use in Tooele County. Grant funds may be used to support training, conferences and travel associated with program efforts.</p>	
Federal Funding Source(s)	402
Project Agreement #	OP250416
Subrecipient	Tooele County Health Department
Amount of Federal Funds	\$24,988
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 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>
Project Name	Southwest Utah Health Department Rural Seat Belt Program
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The goal of this project is to increase seat belt and child restraint use in Washington, Iron, Beaver, Garfield, and Kane Counties using the positive community norms approach. The project scope will include working to change values and perceptions about seat belts, utilizing comprehensive toolkits, coalition building, earned media, and community outreach. A media campaign is planned to help remove stigma and judgment from parents/caregivers who need to have their child's car seat checked. An internal media team will be used, and local billboards and other community platforms will be utilized. 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 #	OP250415
Subrecipient	Southwest Utah Health Department
Amount of Federal Funds	\$28,371
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	TriCounty Health Department Rural Seat Belt Program
Project Description	<i>(list activities, locations and affected communities)</i>
<p>This project intends to increase proper restraint among rural motorists and passengers for the TriCounty Health Department, which consists of Uintah, Daggett, and Duchesne Counties, by developing and employing effective and comprehensive programs while working to change the traffic safety culture in the county. The project will include changing values perceptions and utilizing comprehensive tools, coalition building, supporting media and communications in the TriCounty area, and community outreach and will work closely with law enforcement, the community, schools, worksites, and key leaders. Work will continue with the Rural Utah Child Development Head Start families to provide passenger restraint education and car seat education, as well as purchasing car seats for families in need. Grant funds may be used to support training, conferences and travel associated with program efforts.</p>	
Federal Funding Source(s)	402
Project Agreement #	OP250419
Subrecipient	TriCounty Health Department
Amount of Federal Funds	\$28,946
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>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 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. The goal of the Diverse Populations Traffic Safety Project is to decrease motor vehicle crashes involving Hispanic people, Refugees, or members of the Native American Tribes.</p> <p>The counties with the highest concentration of Hispanics are Utah County, Salt Lake County, and Weber County. Traffic safety messaging in these counties will be a priority. San Juan and Uintah counties will be the focus for Native American Tribes. The HSO will support the refugee communities in three different service centers in Salt Lake City.</p> <p>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. When planning media campaigns, partnerships will be used to gain feedback as materials are created that are appealing to the targeted population. In addition, the grant will fund car seats for organizations working with minorities and offer community sponsorships to purchase car seats and provide CPS certification training targeting this population.</p>	
Federal Funding Source(s)	402; state pass through
Project Agreement #	CR250409
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$26,200 (402) and \$39,800 (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>
<p>The annual Utah Safety Belt Observational survey is a top priority for the UHSO. The survey studies seat belt use among drivers and front seat passengers in 18 counties and is a required element of each state's Highway Safety Plan, which may impact federal funding awarded to the State for Occupant Protection Program planning as the results are reported to NHTSA. Conducted since 1986, it 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 current sites were selected in FY2023 and will be used until FY2028. The results are provided to NHTSA as well as the public and the State's traffic safety partners. Funds will be used to contract with a Statistician/survey coordinator, and transcriptionist, and hire surveyors to gather the usage data in 18 counties, support travel needs for the surveyors, and conduct training.</p> <p>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.</p> <p>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's effectiveness and messaging.</p>	
Federal Funding Source(s)	402
Project Agreement #	OP250405
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.

Teen Driving Projects	
Project Name	Teen Driving Outreach

Project Description	<i>(list activities, locations and affected communities)</i>
<p>As each new group of young drivers hits the roads each year, this project aims to ensure they are more prepared for the responsibilities of driving a vehicle. The Teen Driving Education and Outreach Program will work to decrease motor vehicle crashes involving teen drivers by promoting increased parental involvement and awareness of their child's education and experience. 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.</p> <p>The project will provide support for the Utah Highway Patrol to hold 3-4 sessions of the Teen Driving Challenge, usually in the fall and spring. This course works to increase teen driver skills, especially hazard recognition, vehicle handling, space management, and awareness of distracted and impaired driving.</p> <p>The Zero Fatalities Pre-Driver Program is aimed at increasing seat belt use among pre-teens and targets pre-drivers. This will be accomplished in two different ways. 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 presentations that support safe driving habits.</p> <p>During National Teen Driver Safety Week in October, media and resources will be used to target parents and teen drivers to educate them about the importance of safe driving. HSO will partner with Zero Fatalities and support the press event and the teen memorial during that week.</p> <p>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 local and statewide activities/events and to share resources. The group encourages support from traffic safety partners and 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.</p>	
Federal Funding Source(s)	402; state pass through
Project Agreement #	TSP250401
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$72,000 (402) \$24,800 (state pass through)
Eligible Use of Funds	Teen Safety Program
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	
Project Name	DUI ENFORCEMENT, PARTNERSHIPS AND SUPPORT
Project Description	<i>(list activities, locations and affected communities)</i>
<p>This project aims to decrease alcohol and drug-related incidents in Utah, advocating zero tolerance for impaired driving. To tackle the issue of alcohol and drug impairment, law enforcement will receive resources for DUI overtime, enabling high-visibility enforcement activities including targeted holiday DUI enforcement, saturation patrols, blitzes, and sobriety checkpoints.</p> <p>A significant portion of resources will target the Wasatch Front but given recent data showing rural Utah is over-represented in DUI-related arrests relative to the population, resources will continue to be equitably distributed to rural areas throughout the state. Participating agencies will be encouraged to adopt an integrated enforcement strategy to effectively enforce all traffic safety laws. Additionally, the project will provide support for necessary supplies such as approved food and beverages, generator fuel, ice, vests, and other essentials to be utilized during checkpoints, blitzes, and high-visibility enforcement saturation patrols.</p> <p>Funding allocated for this project will supply law enforcement with essential resources, including materials, supplies, education, and training, to bolster initiatives focused on education, prevention, intervention, communication, and outreach. These efforts will equip law enforcement officers with the expertise needed to detect and remove impaired drivers from Utah's roads, while also promoting responsible behaviors such as using alternative transportation, designated drivers, and responsible beverage service. Additionally, the funds will support the sustainability of the DUI trailer and facilitate law enforcement community education and outreach efforts. This includes providing essential supplies such as impaired driving goggles, portable breath testers (PBTs), and other necessary materials for public education, as well as for the identification, apprehension, and prosecution of impaired drivers.</p> <p>The project will continue to encourage public participation and engagement by working closely with HSO program managers, Law Enforcement Liaisons (LELs), and regional LELs. This collaborative strategy will facilitate connections with law enforcement agencies across the state, promote resource sharing, and strengthen relationships with both new and established stakeholders. By establishing these partnerships, the project will increase efforts to discover new and innovative approaches to supporting law enforcement agencies and other relevant stakeholders. These collaborative efforts aim to reduce impaired driving crashes and fatalities in Utah.</p> <p>Funds will be allocated for in-state travel to attend relevant training, meetings, and conferences, as well as out-of-state travel for NHTSA-endorsed training and conferences. The project will also support in-state travel for the UHSO Law Enforcement Liaison and regional LELs to assist with training, DUI checkpoints, and saturation patrols. Additionally, funds will be used to sponsor conferences, training sessions, and other educational events, including symposiums and meetings. These initiatives aim to educate, inform, and train law enforcement officers and other individuals involved in the DUI process.</p>	

<p>Due to the continued rise in drug-impaired driving, efforts will continue to improve the reporting of toxicology data. The Highway Safety Office will continue its commitment to supporting the Utah Public Health Laboratory by funding an additional toxicologist through a Memorandum of Agreement (MOA). In February 2023, the UHSO and the Utah Public Health Laboratory renewed this agreement for another five years. This toxicologist position will specifically focus on DUI arrest cases, implementing a no-stop-limit testing policy where DUI cases are tested for drugs regardless of whether the alcohol testing threshold has been met. The project will be assessed annually, and objectives will be adjusted as necessary.</p>	
Federal Funding Source(s)	402 405d
Project Agreement #	AL250301 HVE250301, BAC250301, PEM250301
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	\$370,000 (402) \$284,494 (405d)
Eligible Use of Funds	Impaired Driving Low HVE Low BAC Testing/Reporting Low ID training/Enforcement Related
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy 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>
<p>Utah continues to have one of the highest rates of prescription and illicit drug abuse in the nation, leading to safety concerns on its roadways.</p> <p>An important aspect of drugged driving is that testing positive for a substance does not necessarily imply impairment, only the presence of the drug. The relationship between drug impairment and driving ability, particularly with marijuana, is still under study, and no definitive conclusions can yet be drawn. Officers face significant challenges in detecting and apprehending drivers impaired by substances other than alcohol. Defense attorneys often exploit this to weaken officers' court testimony and reduce convictions. Therefore, it is crucial to equip law enforcement officers with the proper tools, specialized training, and certifications to help them more accurately detect drug</p>	

impairment when identifying and arresting impaired drivers on Utah’s roadways. By understanding the demographics of alcohol and drug-related crashes and fatalities, officers can better detect, apprehend, and provide effective court testimony to ensure that violators are held accountable for their crimes.

The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was developed to bridge the gap between basic standardized field sobriety testing (SFST) and the Drug Recognition Expert (DRE) program. ARIDE training equips officers to recognize and arrest drivers impaired by drugs other than alcohol, and then request a DRE to conduct a more detailed examination in DUI drug cases.

The Drug Evaluation and Classification Program (DECP) trains officers to detect drug influence and identify categories of drugs causing impairment. Completion of this training and passing required tests certifies officers as Drug Recognition Experts (DREs), enhancing their ability to assist in suspected impaired driving arrests. To ensure the completion of DRE certification training, this project will support travel for officers to attend out-of-state filed certification sites.

This project aims to train a select group of law enforcement officers statewide in advanced techniques for detecting, arresting, and prosecuting impaired drivers, including SFST, ARIDE, phlebotomy, and DRE certification. By increasing the number of certified DREs, ARIDE-trained officers, and officer-phlebotomists, it seeks to improve the standard of evidence and resources available for impaired driving cases. This project's goal is to strengthen efforts to enforce impaired driving laws, ultimately decreasing incidents involving drug-impaired drivers. Additionally, the program will provide education on medications and driving, along with promoting zero-tolerance enforcement of impaired driving laws.

A significant challenge in DRE investigations is the lack of accurate records on the number of evaluations conducted, hindering focused enforcement efforts. The current NHTSA reporting system to ensure that a DRE evaluation is entered, tracked, counted, and reviewed by an instructor has not been readily utilized in Utah. The Institute for Traffic Safety Management and Research (ITSMR) provides a simpler software solution allowing DREs to input evaluations into tablets, which automatically transfers data to a report. This will ensure instructor review, and maintain accurate records of DRE opinions, statistics, and the number of completed evaluations.

This project will allocate funds to purchase software, support phlebotomy training, DRE school, and certification expenses including in and out-of-state travel, instructor overtime, and DRE callout overtime.

Federal Funding Source(s)	402 405d
Project Agreement #	AL250303; PEM250302
Subrecipient	Utah Department of Public Safety, UHP
Amount of Federal Funds	\$30,000 (402) \$130,000 (405d)

Eligible Use of Funds	Impaired Driving Low ID training/Enforcement 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>
<p>The Utah Highway Safety Office will partner with a local media provider to develop a comprehensive communication plan, in support of high-visibility enforcement efforts. Messaging will focus on our intended audience of males aged 21-39, a demographic often difficult to engage. The messaging will be direct, emphasizing the risks and consequences of impaired driving. This messaging approach was influenced by the findings of focus groups conducted in January 2023, which recommended discussing the dangers and consequences of driving while impaired. Participants highlighted effective deterrents such as penalties, imprisonment, job loss, license suspension, increased insurance premiums, and the requirement for ignition interlock devices. Additionally, concerns for family, potential harm to others, and social stigma were identified as significant deterrents.</p> <p>The main objective of this media campaign is to increase awareness about the risks and consequences of impaired driving, promote the active presence of law enforcement officers on the roads, and 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.</p> <p>The Highway Safety Office will continue to expand efforts in promoting impaired driving messages across Utah. Partnering with media collaborators, the UHSO will create social media toolkits containing impaired driving messages and campaign materials. To engage with Utah's diverse communities, including Hispanic and Latino populations, resources and messaging will be available in both English and Spanish. Law enforcement agencies statewide will receive these materials for dissemination through organic content posts.</p> <p>As toxicology studies become more accessible and data reveals a rise in drug-impaired driving, the media campaign will intensify efforts to include additional messaging on this issue. The campaign will align with national initiatives such as "Drive Sober or Get Pulled Over" and "If You Feel Different, You Drive Different," while also supporting high-visibility enforcement efforts.</p> <p>The objective of this campaign is to foster collaboration among law enforcement, media, local businesses, and community leaders to address alcohol and drug-impaired driving issues and strengthen community bonds. Funding will be allocated for research, developing new materials, and covering media costs and placement.</p>	

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.

Federal Funding Source(s)	405d
Project Agreement #	PEM250304
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$500,000 (405d)
Eligible Use of Funds	Low Media/ID training/Enforcement related
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	Mass Media Campaigns *** CMTW 2020
Project Name	TRAFFIC SAFETY RESOURCE PROSECUTOR
Project Description	<i>(list activities, locations and affected communities)</i>

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.

Given the constantly changing landscape of impaired driving laws and court decisions in Utah and across the county, the TSRP must remain current on issues both locally and nationally to be a consistent resource amidst the constantly changing field of impaired driving. This involves attending relevant training courses, participating in national TSRP and NAPC forums, serving on state and regional committees and coalitions, and collaborating with traffic safety partners.

Utah has continued to expand its medical marijuana program, reducing penalties and making the drug more accessible, creating difficulties for officers in detecting drug-impaired drivers. Defense attorneys are continually developing new strategies to challenge impaired driving prosecutions,

and the emergence of new drugs adds additional complications. With frequent turnover in prosecution offices and police departments, ongoing training is essential statewide.

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

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

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

Federal Funding Source(s)	405d
Project Agreement #	CS250305
Subrecipient	Utah Attorney General's Office - Utah Prosecution Council
Amount of Federal Funds	\$223,923 (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>

Utah's success in maintaining a low rate of alcohol-related fatalities is attributed to its strong emphasis on enforcement of DUI laws and proactive stance against underage drinking.

To enhance safety and reduce the number of impaired driving fatalities, the Utah Department of Public Safety's Alcohol Enforcement Team (AET) implemented the Serving Intoxicated Persons

(SIP) and Targeting Responsibility for Alcohol Connected Emergencies (TRACE) Programs. SIP conducts on-premise compliance checks on alcohol-serving establishments to prevent over-serving and underage alcohol sales, while TRACE investigates violations of state liquor laws or license agreements.

The AET provides support to local law enforcement agencies statewide by offering cross-jurisdictional assistance in investigating and prosecuting alcohol over-service. AET agents collaborate with agencies lacking the technical skills or training for such investigations. 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. Additionally, the AET conducts training for local law enforcement agencies on detecting and addressing youth alcohol consumption and related trends. These efforts may lead to administrative actions by the Utah Department of Alcoholic Beverage Service (DABS), impacting the liquor license status of establishments and ultimately reducing incidents.

The Alcohol Enforcement Team is dedicated to enhancing Utah's safety by preventing liquor offenses through education, deterrence, apprehension, and prosecution. They implement the SIP/TRACE program in restaurants and bars, focusing on reducing youth alcohol access. Targeting events like concerts and raves, where alcohol is served to all age groups, addresses the risk of over-service and sales to minors, ultimately reducing alcohol-related crashes and fatalities.

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

Federal Funding Source(s)	405d
Project Agreement #	60T250306
Subrecipient	Utah Department of Public Safety - State Bureau of Investigations - Alcohol Enforcement Team
Amount of Federal Funds	\$70,000 (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. To combat this issue, Utah implemented the 24/7 Sobriety Program to encourage sobriety and help reduce DUI recidivism and the number of alcohol and drug-related crashes and fatalities in Utah.

Utah's 24/7 Sobriety program became available statewide on May 1, 2021. The program is currently implemented in 19 counties throughout the state. An additional ten counties can court-order participants to adjacent counties for program enrollment.

This program distinguishes itself by maintaining accountability through daily alcohol and random drug testing for participants. Each participant undergoes testing twice daily to ensure round-the-clock sobriety. As an alternative in rural or unavailable areas, CAM bracelets are used, monitoring alcohol consumption every 30 minutes, playing a vital role in the program's effectiveness.

The primary goals of this community-based supervision program include reducing DUI occurrences and associated costs, lowering recidivism rates for DUI offenses, and offering an alternative to incarceration and license revocation. As a result, participants can maintain their family life and employment while being encouraged to modify their behavior, fostering sobriety and reducing the risk of DUI recidivism.

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

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.

Federal Funding Source(s)	405d; 405d - 24/7
Project Agreement #	SP250309; SP250310
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$50,000 (405d); \$57,544 (405d - 24/7)
Eligible Use of Funds	Low 24-7 Sobriety Program 24-7 Sobriety Program

P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	DWI Offender Monitoring ****CMTW 2020 24/7 Sobriety Program

Vulnerable Roadway Users Projects

Project Name	Bicycle Safety Media and Outreach
Project Description	<i>(list activities, locations and affected communities)</i>
<p>This project will focus on creating awareness around bicycle safety, encouraging increased bicycle helmet use, and educating the public 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 bike rodeos, where rules of the road are reinforced. Educational materials, helmets, and other supplies will be provided to local health departments, law enforcement agencies and other applicable partners involved with bicycle safety.</p> <p>A contract was secured with a new advertising agency to assist with the campaign’s media and public information efforts. Funds may also be used to support campaign development and production costs, public relations activities, and media placement. In addition, funds will be used to purchase and/or develop appropriate bicycle safety and educational materials that will be used to inform and educate the public. 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 (remaining non-motorized funds), 405g, state pass through
Project Agreement #	PS250702; PE250403
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$89,825 (402), \$89,387 (405h remaining non-motorized funds and 405g), \$14,000 (state pass through)
Eligible Use of Funds	Pedestrian/Bicycle Safety Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy or Strategies for Programming Funds	- Conspicuity Enhancement *** CTW 2020 - Safe Routes to School *** CTW 2020 - Bicycle Safety Education for Children ** CTW 2020; some

	<p>studies in Appendix 9 have shown this to be effective; however there is not a lot of research available</p> <ul style="list-style-type: none"> - 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	Pedestrian Safety Media, Education, and Enforcement
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The Pedestrian Safety Public Information and Education Program will aim to reduce pedestrian-related serious injury and fatalities by implementing one or more of the identified evidence-based countermeasures. Priority will be given to 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 focus on increasing both driver and pedestrian awareness on safety issues, including pedestrians being visible to drivers. Educational materials and supplies will be offered to local health departments, law enforcement agencies and other applicable partners involved with community-based pedestrian programs. A focus for this project will be providing law enforcement the opportunity to have the proper training for pedestrian high-visibility enforcement as well as allocating more funding to crosswalk overtime enforcement. Project funds may be used to support conferences, travel, training, and sponsorships.</p> <p>A contract was secured with a new advertising agency to assist with the campaign's media and public information efforts. Funds may also be used to support campaign development and production costs, public relations activities, and media placement. In addition, funds will be used to purchase and/or develop appropriate pedestrian safety and educational materials that will be used to inform and educate the public. 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 (remaining non-motorized funds), 405g, state pass through
Project Agreement #	PS250701; PE250401, LE250402
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$186,443 (402), \$178,774 (405 h remaining non-motorized funds and 405g), \$26,000 (state pass through)
Eligible Use of Funds	Pedestrian/Bicycle Safety Law Enforcement Public Education
P&A - yes or no	No

Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	<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 - 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, Education and Outreach
Project Description	<i>(list activities, locations and affected communities)</i>
<p>The Motorcycle Safety Media, Education, and Outreach program aims to increase drivers' awareness of motorcycle riders and their safety, use communication and outreach tools to promote rider training courses, 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 applicable partners involved with community-based motorcycle programs. Grant funds may be used to support sponsorships for events/activities focused on motorcycle safety and/or to support or attend conferences or training.</p> <p>A contract was secured with a new advertising agency to assist with the campaign's media and public information efforts. Funds may also be used to support campaign development and production costs, public relations activities, and media placement. In addition, funds will be used to purchase and/or develop appropriate motorcycle safety and educational materials that will be used to inform and educate the public. 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 #	MC250901, MP250903
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$317,331 (402), \$49,373 (405f), \$85,000 (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 - 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	Older Adult Driving Safety
Project Description	<i>(list activities, locations and affected communities)</i>
<p>Older adult drivers are commuting 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 help them stay safe in multiple facets of life, specifically focused in Salt Lake, Tooele, Davis, Cache, Utah, Wasatch, and Washington County. Their driver rehabilitation program, which is one of only 4 in the state, helps determine if aging drivers are still safe to drive, and helps to get them back on the road, when possible. The Injury Prevention Coordinator is also CarFit certified and works with the community to help older drivers know how to utilize all of their vehicle's features. They collaborate with numerous organizations, including the Utah Highway Safety Office and Zero Fatalities, on keeping older adult drivers safe behind the wheel. There is also the possibility of further collaborations with the Utah Driver License Division, specifically concerning the Medical Review Board.</p> <p>University of Utah Health also utilizes the Yellow Dot Program. They educate the public about this lifesaving service at senior centers and health fairs, they keep county libraries stocked with materials, and mail out materials when requested. They will continue to seek out new collaborators to promote and support Yellow Dot.</p> <p>Grant funds will be spent on personnel, travel, conferences, training, health fairs, printing and postage, website maintenance, safety items, and CarFit event supplies.</p>	
Federal Funding Source(s)	402
Project Agreement #	OD250201
Subrecipient	University of Utah Health
Amount of Federal Funds	\$68,382
Eligible Use of Funds	Older Driver Safety
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for	- Formal courses for older drivers ** CTW 2020, Appendix 7

Programming Funds	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>The BEST Program from Bike Utah engages communities in active strategies to prevent crashes and injuries while promoting wellness and providing road safety education.</p> <p>The concerning crash data and the uptrend in injury and fatalities on Utah roads amplifies the need for safety education and public engagement and awareness across the state of Utah. Bike Utah aims to promote awareness and safety outcomes through education, outreach, and planning. They believe that engaging children, adults, and businesses in safe roadway practices is essential to promoting safety on Utah roads. In the past, a disproportionate focus has been placed on the behavior and risk factors of the cyclist. While Bike Utah will continue to prioritize safety education for cyclists and pedestrians, they also intend to expand their outreach and community engagement efforts to promote awareness of roadway safety with drivers, working across the entire issue.</p> <p>Bike Utah will organize and support at least 20 communities with 60 bike safety training/presentations in both urban and rural communities. Based on the specific needs for each community, Bike Utah's efforts will consist of at least two days of safety-related programming. Grant funding will be used for personnel costs, supplies for instructors to teach bike repair education events and classes. Educational materials, helmets, and other supplies will be provided to both adults and children who attend these outreach events.</p>	
Federal Funding Source(s)	402; state pass through
Project Agreement #	PS250705
Subrecipient	Bike Utah
Amount of Federal Funds	\$48,892 (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;

	<p>however there is not a lot of research available</p> <ul style="list-style-type: none"> - 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
Project Description	<i>(list activities, locations and affected communities)</i>
<p>Ogden City has seen an increased need for bicycle helmets, crosswalk safety equipment, and educational resources. They also have an increased attendance at safety programs and activities. The police department will purchase more bicycle helmets to give out to children at outreach and educational events. Their trained staff will be able to ensure that all helmets fit properly and instruct the kids (and parents) on how to wear the helmets correctly. Safety education materials will 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. After a crossing guard was hit by a vehicle in a crosswalk, the need for high-visibility safety equipment was realized. The funding from this grant will also be used to purchase highly reflective and durable school crosswalk pedestrian safety cones and lighted, hand-held stop signs for the school crossing guards.</p>	
Federal Funding Source(s)	402
Project Agreement #	PS250707
Subrecipient	Ogden Police Department
Amount of Federal Funds	\$12,500
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's goals are to reduce the morbidity and mortality rates of vulnerable roadway users in both Weber and Morgan Counties by increasing awareness of pedestrians, bicyclists, motorcycles, and senior drivers. Project funds will be used for personnel, travel to attend conferences and training, printing supplies, safety items, and to place social media messaging to increase awareness to all vulnerable roadway users on how conspicuity affects their safety. Messaging and education will provide older adult drivers with ways to continue to drive safely or find other alternatives, increase awareness of motorcycle safety to both drivers and motorcycle riders, increase helmet use, and share the road campaigns.</p>	
Federal Funding Source(s)	402
Project Agreement #	PS250710; MA250905; OD250202
Subrecipient	Weber Morgan Health Department
Amount of Federal Funds	\$53,186
Eligible Use of Funds	Pedestrian/Bicycle, Motorcycle, 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"> - 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>There are a number of issues in Cedar City that relate to accessibility and a growing population. Cedar City Active Transportation is working to address the needs of a rapidly growing city and</p>	

focusing on traffic safety for its residents is a priority. The Active Transportation Council has identified many areas of the inner city where safe walking and bicycling is a huge concern. UDOT, the Department of Public Safety, and other regional partners will review existing data to help solve some of the problem areas.

Cedar City will continue to work on increasing buy-in from elected officials and those who can help make planning and policy decisions on the importance of active transportation. The City will also 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 the city’s roadway users. The funds for this program will cover professional workshops and training for active transportation committee members, provide helmets and educational materials, and provide portable street signs and banners during events.

Federal Funding Source(s)	402
Project Agreement #	PS250706
Subrecipient	Cedar City Corporation
Amount of Federal Funds	\$7,250
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	
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, and aggressive driving. High visibility enforcement overtime shifts will be offered based on crash data and input from local agencies. Additionally, the allocated funds will provide assistance to law enforcement agencies for speed-related equipment and training. Traffic safety education and messaging will be created and placed using state contracts.</p> <p>According to the 2020 Census data, the Hispanic population is the second largest demographic in Utah at almost 19% and growing. Focused efforts on creating media, printed materials, and outreach programs to reach this demographic will be done. Printed materials and social media will support the program and remind the public about the importance of safe driving habits.</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>	
Federal Funding Source(s)	402, 405h
Project Agreement #	PT250101; PE250104
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	\$350,967 (402); \$42,000 (405h)
Eligible Use of Funds	Traffic Enforcement Services (enforcement and equipment) Public Education
P&A - yes or no	No
Is this a Promised Project?	No
Countermeasure Strategy for Programming Funds	<p>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</p>
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 the identified target audience. Raising awareness about the dangers of distracted driving and educating the public on Utah laws is critical to ensure the safety of all roadway users. To effectively reach diverse populations, especially the Spanish-speaking community, Utah's second-highest population group, it is important to create impactful content that resonates with them. Funds used to create media in Spanish will undoubtedly aid in achieving this goal. Establishing trust and fostering a deeper connection with this community by providing relevant and relatable content is essential. Moreover, this will contribute to the promotion of diversity and inclusivity.</p> <p>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.</p>	
Federal Funding Source(s)	402; 405e
Project Agreement #	DD250808; DLE250809
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$59,776 (402), 150,000 (405e)
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	<p>High Visibility Enforcement (DD) **** 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	Law Enforcement Liaison
Project Description	<i>(list activities, locations and affected communities)</i>

Risky driving behaviors in Utah over the past five years have led to an increase in fatal and serious injury crashes. From 2019 – 2023 there were 1,325 fatal crashes and 88,679 injury crashes.

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

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

Federal Funding Source(s)	402
Project Agreement #	PT250103
Subrecipient	Utah Department of Public Safety - Highway Safety Office
Amount of Federal Funds	\$60,045
Eligible Use of Funds	Traffic Enforcement Services
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</p>

	officers.
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 (including working lunches) and law enforcement conferences; and support for rural task forces. Plans to expand these meetings and enhance collaborations and resource sharing among other law enforcement agencies will be examined. Additional outreach will be conducted with law enforcement agencies throughout the state.</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.</p> <p>Training and education are also essential components of traffic safety and officer professional development. Training and education at task force meetings will bring opportunities to focus on traffic safety and the practical application of enforcement and resources. Topics such as DUI enforcement and field sobriety testing, traffic laws (with an emphasis on any legislative changes occurring throughout the year), occupant protection, distracted driving, commercial vehicle safety, crash investigation, and other topics as they arise will be presented.</p>	
Federal Funding Source(s)	402
Project Agreement #	PT250102
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 ***</p>

	<p>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 MANAGEMENT INFORMATION SYSTEM
Project Description	<i>(list activities, locations, and affected communities)</i>
<p>The goal of the Crash Management Information System (UTAPS) is to improve the performance attributes of accuracy, integration, accessibility, timeliness, and completeness of traffic records. Additionally, this will also decrease the average number of days between submission and occurrence for Utah motor vehicle crashes. The traffic records team will focus on the timeliness, accuracy, and completeness of all traffic records and data integration. The Traffic Records Team will continue to focus on data integration, starting with Roadway, EMS, and Citation data. The team will also finalize the changes that will be made to the crash report. Once the crash report has been finalized, they will work with vendors and all law enforcement agencies to implement and train them on the changes that have been made to the crash report.</p> <p>One of our Traffic Records goals within the UTRCC group and UTAPS is to provide a system in which Utah can integrate other traffic safety data into the crash data. There are still improvements to be made in crash data and integration, beginning with Roadway, EMS, and Citation data.</p> <p>Another goal within the UTRCC group is to finalize the crash report updates with all law enforcement agencies. UHSO is currently working with the vendors to start the process of updating their crash report software.</p> <p>Once the crash report software has been updated, the vendors can work on updating the agency's software with the new changes.</p> <p>The Utah Traffic Records Coordinating Committee (UTRCC) meets quarterly to discuss data improvements, data integration, and goals that have been set in our Traffic Records Strategic Plan.</p>	

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

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

Federal Funding Source(s)	405c; state pass through
Project Agreement #	3DA250501
Subrecipient	Utah Department of Public Safety- Highway Safety Office
Amount of Federal Funds	\$445,557 (405c); \$50,000 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 control, tracking, implementation, and evaluation, pursuant to a management process developed by the State that addresses the role or use of traffic records data (NHSTA Highway Safety Program Guideline No. 10) -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_FY25_Traffic Records Strategic Plan - 04/2024.docx -Use traffic safety strategic planning process to identify and support program needs and address the changing needs for

	<p>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_FY25_Traffic Records Strategic Plan - 04/2024.docx</p>
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Section Three: 405 Grant Applications

405b ATTACHMENTS FOR 1300.21 OCCUPANT PROTECTION

PLANNED ACTIVITIES AND COUNTERMEASURE STRATEGIES

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

Utah's Occupant Protection Strategic Plan



Utah Department of Public Safety - Highway Safety Office

Vision

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

Mission

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



clickit.utah.gov

The Process

Our Approach

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

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

Our History

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

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

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

Our Successes

During the past five years, we've accomplished the following to help advance occupant protection in Utah:

- Instituted virtual seat checks, which are helping to reach parents/caregivers in rural areas.
- Initiated use of the digital seat check form by approximately 60% of technicians.
- Implemented "Together for Life," which has bolstered rural seat belt use by 20%.
- Continued to build a passionate cadre of educators who are fostering partnership and teamwork.
- Partners (including schools) are adopting a Zero Fatalities focus.

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

Work in Progress

OPAC members and other stakeholders are continuing to do the following to advance this strategic plan:

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

Roadblocks to Success

The OPAC members identified the following as impediments to plan success:

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

Our Dreams for Occupant Protection in Utah

The OPAC members identified the following as aspirational:

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



- Traffic safety priorities are synchronized rather than competing for resources.

OPSP Updates

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




Our Strategies

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

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





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

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


<i>Goal</i>	<i>Action Item</i>	<i>Expected Outcomes</i>	<i>Status</i>
Increase enforcement contacts by 5% per year.	Educate all law enforcement agencies about the importance of enforcing Utah’s seat belt and child safety seat laws.	Get buy-in and support of effort, evaluate data and share baseline & outcome .	
Amend the law to include progressive penalties for repeat offenders.	Identify the magnitude of the multiple offender problem and inform and educate the legislature.	Sponsor(s) identified, legislation introduced and ultimately enacted.	
Recruit and train law enforcement officials and other first responders in every	Provide <i>CPS for Law Enforcement</i> training program.	Law enforcement is regarded as a resource for	

county/section to serve as child passenger safety resources/experts.	Dedicate up to two trainings/year for law enforcement and first responders.	safety issues, including child passenger safety.	
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Strategic Initiative 3: Increase and retain active child passenger safety technicians and instructors, so all counties are served.




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

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

<i>Goal</i>	<i>Action Item</i>	<i>Expected Outcomes</i>	<i>Status</i>
Reduce the number of drivers aged 20 and younger involved in fatal crashes by 3%.	Increase Adopt-A-High School, peer to peer, parent night and community events. Ensure the seat belt convincer is conveying the right message to the public.	Increased behavioral and educational impacts.	

	Reactivate the Teen Driver Challenge.		
Increase seat belt use among rural road users by 3%.	Fund rural seat belt projects. Identify rural areas that need additional education and outreach. Develop and conduct targeted media campaigns tailored to rural road users.	Better coordination among program providers Streamline messaging	
Increase seat belt use among male drivers aged 25 to 45 by 3%.	Educate law enforcement agencies about the importance of enforcing Utah's seat belt law. Develop and conduct targeted media campaigns directed at this demographic.	Increased compliance Increased enforcement to help bolster compliance	
Increase seat belt use among pickup truck drivers by 3%.	Educate law enforcement agencies about the importance of enforcing Utah's seat belt law. Fund seat belt projects that target pickup truck drivers. Develop and conduct targeted media campaigns directed at this demographic.	Increased compliance Increased enforcement to help bolster compliance	
Increase child safety seat restraint use by 3% and decrease misuse by 3%.	Targeted media campaigns Car seat check efforts Education and outreach through health departments and hospitals	Availability of funds for car seats and events	
Increase seat belt use among Commercial Driver License holders by 3%.	Increase driver license points for infractions (makes more impact with this group as driving is their livelihood). Add to Utah Occupational Safety & Health code	Increased compliance Increased enforcement to help bolster compliance	

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

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



Occupant Protection Advisory Committee

Name	Agency	Why are you part of the Advisory Committee?	Specialty/Resources you bring to the table
Amanda Shirley	Utah Refugee Connection	Refugee assistance	Refugee services/CPS technical knowledge, underserved populations
Amanda Webb	Weber-Morgan HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Amy Dott Harmer	UT Refugee Connection	Refugee assistance	Refugee services/CPS technical knowledge, underserved populations
Amy Winkler	UHSO	OP Program Manager, Chair	State office, NHTSA funds, traffic safety/health promotion/local health department experience

Audra Urie	UT Board of Education	Driver Education Specialist	Contacts with all driver ed (& conference)
Bonnie Hargreaves	Utah County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Brent Peterson	Tooele County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Corryn Wermel	DHHS, Safe Kids UT	Safe Kids Utah Coordinator	State health dept, Safe Kids, health promotion
Elvia Caldera-Soria	UT County HD	Health Educator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Evelyn Partner	UOSH	Public Sector Safety & Health Consultant	Consultation/Education, Business resources, Traffic safety knowledge
Jamie Troyer	U of U Trauma	Trauma Outreach & Injury Prevention Coordinator	BSN RN, CEN, TCRN, Hospital resources, Trauma network
JanaKaye Smith	Central Utah HD	Health Educator/Injury Prevention Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge
Jann Fawcett	Weber-Morgan HD	Health Educator/Injury Prevention Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Jared Wright	EMSC	EMSC Program Manager	State office, EMS partners and resources
Jason Mettmann	UHSO	Communications Manager	HSO Communications
Katherine Hemphill	UHSO	Vulnerable Roadway Users Program Manager	State office, NHTSA funds, Bicycle, Pedestrian, Motorcycle and Older driver programs
Keri Fuhr	UHSO	Deputy Director	State office, NHTSA funds, traffic safety/health promotion/local health department experience
Kerilee Burton	UHSO	CPS Program Manager	State office, NHTSA funds, traffic safety/health promotion/CPS technical knowledge, underserved populations
Kevin Larsen	UHSO	Law Enforcement Liaison/Distracted & Aggressive Driving Program Manager	State office, NHTSA funds, Law Enforcement experience
Kristen Hoschouer	UDOT/Zero Fatalities	Zero Fatalities Program Manager	Traffic safety/engineering/CPS technical knowledge
Laurie Huntsman	UDOT/Zero Fatalities	Zero Fatalities Outreach Manager	Traffic safety/engineering/CPS technical knowledge
Linsey Miller	SLCHD	Injury Prevention Program Manager	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Marla Brannum	UT County HD	Injury Prevention Program Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations
Mark Herrera	EMSC	Director of EMS Education, Licensing, & Specialty Care	State office, EMS partners and resources
Sgt Mark Thompson	UHP/UHSO	Public Information and Education	Law enforcement/traffic safety/CPS technical knowledge
May Romo	SLCHD	Injury Prevention/Safe Kids Coordinator	Local health dept, traffic safety/health promotion/CPS technical knowledge, underserved populations

Michael Stone	Utah Safety Council	Traffic Safety Program Manager	National Safety Council resources,
Robyn LaLumia	UHSO	Division Director	State office, NHTSA funds, traffic safety experience
Stacy Allen	Penna Powers/Zero Fatalities	Zero Fatalities Account Manager	Marketing, traffic safety/health promotion/local health dept experience

PARTICIPATION IN THE CLICK IT OR TICKET NATIONAL MOBILIZATION

The National Click It or Ticket Mobilization has been conducted in Utah for more than 24 years. The UHSO has experienced continued support and participation each year from law enforcement agencies statewide, contributing to its success. This high-visibility enforcement campaign has been highly effective in increasing seat belt use by over 25% from 66.7% in 1998 to 92.4% in 2023, with the combination of educational programs.

1. ENFORCEMENT PLAN

The state will participate in the two National Click It or Ticket (CIOT) Mobilizations in FFY2025, during the 2024 Thanksgiving Holiday and in May 2025. The UHSO will continue to recruit the state’s 130 law enforcement agencies that conduct traffic enforcement to participate and/or support the Mobilizations. Communication with these agencies will be mainly 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.

At least one campaign will be focused on nighttime restraint use, with the UHSO program managers and LELs identifying 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. Participating agencies will be provided with guidelines for conducting effective enforcement during these time periods.

May Mobilization:

As the larger national mobilization, all law enforcement agencies statewide will be asked to support the May high-visibility campaign, including 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. The five health departments conducting rural seat belt programs will encourage law enforcement agencies in their cities and counties to participate (Box Elder, Central, Southwest, Tooele and TriCounty Health Departments. In addition, all agencies in Utah’s 23 rural counties will be asked for their pledge to support and declare zero tolerance towards unbuckled motorists, even if they do not work overtime shifts. An estimated 3,000 overtime hours will be issued to approximately 74 law enforcement agencies conducting the preferred methods of saturation patrols and traffic stops (checkpoints that solely focus on seat belt use are not allowed in Utah).

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.

Thanksgiving Mobilization:

The UHSO will continue to participate in the National Thanksgiving CIOT Mobilization, focusing on seat belts as the primary message as well as all other safe driving behaviors. Overtime shifts will be offered during this high travel time to all law enforcement agencies. Focus for enforcement will be areas of highly traveled roadways, such as Utah’s several interstates 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. 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, where seat belt usage is at its lowest. The UHSO will utilize the regional law enforcement liaisons (local officers who were specifically identified and recruited) to engage and recruit participation from the rural agencies. The great distance between the urban center (where the UHSO is housed) and rural areas will be mitigated with the support of these liaisons to increase the meaningful participation for the rural and hard to reach 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 2023 seat belt observational study, males in rural counties are least likely to wear their seat belt reporting an 88.3% use rate and 84.8% 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 public participation and engagement efforts are also expected to help with garnering more rural engagement, thus possibly increasing the number of participating agencies.

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. 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.

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

Cache Co. (Pop. 132,067)

Cache Co. Sheriff's Office
Logan City Police Dept
North Park Police Dept
Smithfield Police Dept
UHP Section 1

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

UHP SLCC
UHP Section 16
UHP Section 18
Unified Police Dept
University of Utah Police
West Jordan Police Dept
West Valley City Police Dept

Davis Co. (Pop. 364,241)

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

Salt Lake (Pop. 1,183,930)

Draper Police Dept
Herriman Police Dept
Murray Police Dept
Salt Lake City Police Dept
Sandy City Police Dept
South Jordan Police Dept
South Salt Lake Police Dept
UHP Section 4

Utah Co. (Pop. 665,665)

Lehi Police Dept
Mapleton Police Dept
American Fork Police Dept
Orem DPS
Payson Police Dept
Pleasant Grove Police Dept
Provo Police Dept

Salem Police Dept
Utah County Sheriff's Office
Santaquin Police Dept
Springville Police Dept
Spanish Fork Police Dept
UHP Section 6
Washington (Pop. 189,534)
Hurricane Police Dept

Santa Clara/Ivins Police Dept
UHP Section
St. George Police Dept
Washington City Police Dept.
Weber Co. (Pop. 269,245)
Riverdale Police Dept
Weber Co. Sheriff's Office

UHP Section 12
Harrisville Police Dept
North Ogden Police Dept
Ogden City Police Dept
Pleasant View Police Dept
Roy Police Dept

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

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

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

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

3. MEDIA & OUTREACH PLAN

Utah’s Occupant Protection Program will utilize a media plan composed of 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, as they have a 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. Research has shown that reaching the target population on social media is more effective and provides a better reach and frequency rate, so digital media platforms such as Facebook, Instagram and YouTube will be utilized. 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 12 – June 1 (Paid) May 13 – June 8 (Bonus)	TBD	TBD	TBD	TBD
Online	May 12 – June 1	Digital platforms	TBD		
TOTAL		Paid Media TBD		Bonus Media TBD	
THANKSGIVING MOBILIZATION					
MEDIUM.	PLACEMENT PERIOD	PAID MEDIA		BONUS MEDIA	
		Placement	Paid \$	Total	Bonus \$
Radio	Nov 23 - Dec 1 (Paid) Nov 16 - Dec 1 (Bonus)	TBD	TBD	TBD	TBD
Online	Nov 23 - Dec 1	Digital platforms	TBD		
TOTAL		Paid Media TBD		Bonus Media TBD	

Support for all enforcement efforts is garnered through earned media and will include television news stories, radio interviews with officers and survivors, and print media, as well as advertisements on the Utah Department of Public Safety’s website, local radio stations and newspapers, high schools, law enforcement agencies, and other traffic safety partners. Press events conducted prior to enforcement mobilizations are one of the primary methods used to earn media time, which typically generate at least 20 television news stories, 25 newspaper articles, and many radio interviews and announcements. Campaign materials will be distributed to all media outlets and every law enforcement agency in the

state. Traffic safety partners will be provided with social media toolkits to share the CIOT messages and will be encouraged to submit articles to local papers, participate in radio talk shows, and invite local media to events supporting the campaign.

Public information and education will be implemented year round with targeted activities during the May and Thanksgiving mobilizations, including 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 and Human Services, 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

Post-mobilization seat belt observational surveys 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 daytime hours and will conform to the state plan which was approved by NHTSA.

A public awareness telephone survey may also 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 2025 Click It or Ticket Mobilization	Target Dates
Send Campaign Kits	May 1
Conduct PI&E Activities	May 6 - June 2
Earned Media	May 6 - June 13
Paid Media	May 12 - June 1
Send Press Release (<i>MM Enforcement & Press Event</i>)	May 15
Kick-Off Media Event	May 16
Enforcement Period	May 19 - June 1
Conduct Post-Surveys (Full NHTSA-Approved Survey)	June 2 - 14
Send Press Release (<i>Report Survey Results</i>)	July 30
Thanksgiving 2024 Click It or Ticket Mobilization	Target Dates
Media and Education Campaign	November 23 - Dec 1
Enforcement Mobilization	November 27 – Dec 1

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 113 car seat inspection stations that serve families in 21 counties. The 8 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 except for the small counties which are highlighted.

Of the 113 inspection stations, 56 have established dates and/or times they are open to the public and 57 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.

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

CHILD PASSENGER SAFETY TECHNICIAN PROGRAM

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 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 91 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 331 child passenger safety technicians. Most of these technicians work for organizations that support child passenger safety programs throughout the state. However, we have 28 volunteer technicians spread out over 7 counties who serve their communities without pay from an employer. These volunteer technicians are often the first to be at a checkpoint event and have a true passion for keeping children safe.

FFY 2025 Utah Child Passenger Safety Training Schedule		
Training	Course Dates	# of Participants
Standardized CPS Technician Training for LE	October 2024 – Salt Lake, UT	14
	November 2024 - Moab, UT	14
	March 2025 - West Valley City, UT	18
	June 2025 - West Valley City, UT	18
	September 2025 – West Valley City, UT	18
Renewal Testing Course	March 2025 - West Valley City, UT	5
	June 2025 - West Valley City, UT	5
	September 2025 – West Valley City, UT	5
Technician Update Classes	October 2024 - West Valley City, UT	180
	November 2024– Central UT	12
	February 2025 – Smithfield, UT	12
	March 2025 – Four Corners Area	50
	June 2025 - Utah County Health	15
	June 2025 - Ogden, UT	14
Total # of Participants in Training/Retraining Courses		380

During FY2025, approximately five Standardized CPS Technician Courses, three Renewal Testing Courses, one CPS Conference and five 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 activities and checkpoints throughout the year. The updates 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 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, Utah is requiring all prospective students to take the 60-minute National Safety Council's Car Seat Basics class to prepare the students for the course. We also use the law enforcement course for law enforcement prior to the certification course.

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 96 CPS Technicians working in the medical field throughout Utah. In addition, we are proud of our 33 law enforcement technicians and nine fire personnel who are trained and certified to serve the public with car seat knowledge. 13 technicians work in retail baby stores and 18 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 to prepare for re-certification. The CPS Conference will give technicians the opportunity to pass off seats at the checkpoint. 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, 113 inspection stations have been established throughout the state. More than half are 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 13,000 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 56 public and 57 private or targeted population inspection stations in Utah. There are 78 urban stations and 35 rural stations. No matter what city, county or community, families across Utah have access to installation assistance and child passenger safety education.

Certified CPS technicians serve the public through a variety of methods such as child passenger safety checkup events, inspection stations and community events. Currently, there is a waiting list of people interested in taking the certification course.

2025 Quick Glance at Utah's Inspection Stations				
County	# of Public Inspection Stations	# that Serve a Targeted Population	# of Urban Stations	# of Rural Stations
Beaver	1			1
Box Elder	1			1
Cache	1	3	4	
Carbon	1			1
Davis	3	4	7	
Duchesne	1	1		2
Garfield	1	1		2
Grand	1			1
Iron	2	2		4
Millard	1	1		2
Morgan	1			1
Salt Lake	12	22	34	
San Juan	1	1		2
Sanpete	1	1		2
Sevier	3	1		4
Summit	3	1		4
Tooele	1			1
Uintah	1	3		4
Utah	8	9	17	
Wasatch	3			3
Washington	3	3	6	
Weber	6	4	10	
TOTALS:	56	57	78	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 person's 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: 108 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 to ensure children receive an appropriate child safety seat regardless of their financial status. There are five inspection stations in Salt Lake County that are not publicized to the public and only serve refugee and homeless populations. These inspection stations include Catholic Community Services, International Rescue Committee, YWCA, Utah Refugee Connection, and the Road Home.

Native American: There are inspection stations serving the Native Americans in Utah. They are in 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 eight CPS technicians and provides services to the Navajo Tribal members. Also, Kayenta Health Center has some technicians who drive 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 7 technicians and three inspection stations: Indian Health Services, Ute Indian Tribe Emergency Management, and the BIA-OJS Police Department. The San Juan Public Health Department serves the Ute Tribe as well as working with Indian Health Services in the area. We have one CPS instructor who is from the reservation in the Four Corners area. There are currently 15 certified technicians serving the tribes in Utah.

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 these locations employ certified CPS technicians to educate and help install car seats. We have 44 inspection stations that serve and 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 approximately 200+ 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 car seats to organizations that serve low-income populations and employ a certified technician.

Refer to the attachment, 2025 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.

6. CAR SEAT INSPECTION STATIONS

Through the work of the state's 331 Certified Child Passenger Safety Technicians, it is anticipated that 113 car seat inspection stations are in operation in 21 counties. The other 8 counties can receive service in neighboring counties or a traveling CPS technician. Inspection stations and events are advertised using emails, radio, online, fliers, and social media. Inspection stations can have as little as one technician and as many as 12 technicians. Standard inspection stations include certified technicians who ensure that seats are installed using appropriate tools such as checkpoint forms or the digital checkpoint form, manufacturer's instruction booklets, automobile owner's manuals, the Latch Manual, and other tools.

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. Child restraints are often on hand for families in need or to replace unsafe seats.

7. CHILD PASSENGER SAFETY EDUCATION CLASSES

It is anticipated that community classes will take place in 2025, mostly through the health departments to provide instruction to parents on the proper use of their child's safety seat. These classes take place on a weekly or monthly schedule to help parents who have concerns about their child's safety seat or are in need of a seat. Many organizations and 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, and the most common misuses. 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. Many of these programs have continued to provide virtual classes as an option to complement the in-person installation. The inspection stations encourage the public to do an in-person check whenever possible. Primary Children's Hospital will conduct virtual car seat checks to use the 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.

Refer to the comprehensive list, 2025 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. ATTACHMENTS

2025 Facts about Utah's Car Seat Inspection Stations

Facts about Utah's Car Seat Inspection Stations 2025

Blue – Public Stations

Red – Private or Targeted Population Stations

Beaver – RURAL		1 Certified Technicians 1 Public Stations 0 Targeted Stations
Southwest Utah Health Department in Beaver:	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</i>	
<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, Workforce Services, Department of Family Services, etc.</i>	
Box Elder County – RURAL		1 Certified Technicians 1 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>	
<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, Workforce Services, Department of Family Services, etc.</i>	
Cache County – RURAL		17 Certified Technicians 1 Public Station 3 Targeted Stations
Bear River Health Department in Logan:	PUBLIC STATION 4 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 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>	

Bear River Head Start:	TARGETED STATION 9 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.
<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:	TARGETED STATION 2 technicians and one of them has taken the School Bus Car Seat Class. The school district specifically serves families of special needs children.
<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:	TARGETED STATION 2 certified technicians work at the Logan Hospital's Inspection Station. Car Seat Clinics are free and open to the public.
<i>Spanish:</i>	<i>No Services</i>
<i>Underserved:</i>	<i>Work with families from the local rural area.</i>
Carbon County – RURAL	6 Certified Technicians 1 Public Station 0 Targeted Stations
Southeastern Utah Health Dept. in Price:	PUBLIC STATION 6 certified CPS technicians at the Inspection Station which are open to the public
<i>Spanish:</i>	<i>Educational materials in Spanish</i>
<i>Underserved:</i>	<i>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>
Davis County – URBAN	32 Certified Technicians 3 Public Stations 4 Targeted Stations
Davis County Health Department in Clearfield:	PUBLIC STATION 10 technicians serving the community
<i>Spanish:</i>	<i>Spanish literature is available, and 3 technicians speak Spanish.</i>
<i>Underserved:</i>	<i>Provide reduced cost seats for low-income families.</i>
AAA Member Service Center in Clearfield:	PUBLIC STATION 1 technician serves 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 their clients</i>
Davis Hospital and Medical Center:	TARGETED STATION 3 technicians serve patients as requested
<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.
Spanish:	Offer car seat brochures in Spanish	
Underserved:	Serve many low-income families who use the services at Head Start.	
Hill Air Force Base Fire Station 1:		TARGETED STATION 1 technician serves Hill Air Force Base personnel with car seat checks as requested.
Spanish:	Offer car seat brochures in Spanish	
Underserved:	Serve families who are in the military	
McKay Dee Hospital:		PUBLIC STATION 4 technicians serve families of clients at Lakeview and answer car seat questions.
Spanish:	Offer car seat brochures in Spanish	
Underserved:	Serve many low-income families who use the services at Head Start.	
Layton Hospital:		TARGETED STATION 3 technicians who help infants leave the hospital for the first time safely.
Spanish:	Have educational brochures and forms in Spanish. Translation services are available in other languages.	
Underserved:	Serves the low-income Medicaid population and the general public as well.	
Volunteer Technicians		8
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
Spanish:	NHTSA's 4 Steps material in Spanish to clients who prefer that language	
Underserved:	Serve many low-income clients and sell car seats for a 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.	
Uintah Basin Medical:		TARGETED STATION 1 certified CPS technician at the Fitting Station
Spanish:	NHTSA's 4 Steps material in Spanish to clients who prefer that language	
Underserved:	Serves the low-income Medicaid population and the general public as well.	
Garfield County – RURAL		2 Certified Technicians 1 Public Station 1 Targeted Stations
Southwestern Utah Health Dept.:		PUBLIC STATION 1 certified CPS technician at the Inspection Station
Spanish:	Have Spanish materials, and provide a video to individuals who speak Spanish	
Underserved:	Provide reduced cost car seats to low-income clients and one on one education and offer a car seat education class every other month	
Garfield Memorial Hospital:		TARGETED STATION 1 technician serves families of clients at Lakeview and answers car seat questions.
Spanish:	Offer car seat brochures in Spanish	

<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>
Iron County – RURAL	5 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>
Southwest Utah Health Dept. in Cedar:	PUBLIC STATION 2 certified CPS technicians 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>
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
<i>Spanish:</i>	<i>Provide materials in Spanish (Car Seat Fact Sheet, Boost Til 8, etc.). The technician speaks Spanish.</i>
<i>Underserved:</i>	<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</i>
Millard County – RURAL	4 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 as needed.
<i>Spanish:</i>	<i>Use an interpreter when needed. Have materials available in Spanish.</i>

<i>Underserved:</i>	<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 3 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>
Salt Lake County – URBAN	118 Certified Technicians 12 Public Stations 22 Targeted Stations
Primary Children's Hospital in Salt Lake:	PUBLIC STATION 7 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 19 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 the 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>
State Health Department:	PUBLIC STATION 1 certified technician works 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 the 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 Salt Lake Police Department:	PUBLIC STATION 2 technicians with SJPD and have assistance from others as needed.
<i>Spanish:</i>	<i>Have information in Spanish such as pamphlets and fliers.</i>

<i>Underserved:</i>	<i>Serve all members of the community</i>	
South Jordan Police Department:	PUBLIC STATION	1 technician with SJPD and have assistance from others as needed.
<i>Spanish:</i>	<i>Have never 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>	
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	2 troopers 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>	
<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	3 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</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>	
<i>Underserved:</i>	<i>Serve all members of the community, especially people who have been in car accidents</i>	
The Baby Cubby:	TARGETED STATION	1 CPS technician 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>	
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 public as well.</i>	
DDI Vantage Early Head Start:	TARGETED STATION	3 technicians serving clients and their families.
<i>Spanish:</i>	<i>Provide forms and car seat brochures in Spanish and have interpreters available</i>	
<i>Underserved:</i>	<i>Serve low-income families and provide education and car seats.</i>	

Penna Powers:	TARGETED STATION 9 technicians serving clients and their families.
<i>Spanish:</i>	<i>Technician speaks Spanish and all written materials in Spanish</i>
<i>Underserved:</i>	<i>Serve all families and provide education, often at events with the outreach workers.</i>
Odyssey House of Utah:	TARGETED STATION 3 technicians serving clients and their families.
<i>Spanish:</i>	<i>Technician speaks Spanish and all written materials in Spanish</i>
<i>Underserved:</i>	<i>Serve families being seen for recovery addiction/low-income families and provide education and car seats.</i>
Utah Pacific Islander Health Coalition:	TARGETED STATION 3 technicians serving clients and their families.
<i>Spanish:</i>	<i>No classes or literature in Spanish. Serve the Pacific Islander population exclusively</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>
<i>Underserved:</i>	<i>Educate customers on car seat safety and allow people to install before they buy a car seat.</i>
Health Choice Utah:	TARGETED STATION 2 technicians serving clients and their families.
<i>Spanish:</i>	<i>1 Technician speaks Spanish and all materials are available in Spanish</i>
<i>Underserved:</i>	<i>Educate tribes and low-income families</i>
Catholic Community Services:	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, refugees, and low-income families</i>
Intermountain Medical Hospital:	TARGETED STATION 6 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>
<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>
University of Utah Health Plans:	TARGETED STATION 4 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>
St Mark's Hospital:	TARGETED STATION 1 technician working 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.
<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>	
University of Utah Hospital:	TARGETED STATION	5 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.
<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	2 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	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 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	2 technicians are 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	13	
San Juan County – RURAL	9 Certified Technicians 1 Public Station 1 Targeted Station	
San Juan Public Health	PUBLIC STATION	1 technician 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	8 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 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		3 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>	
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:	1	
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>	
<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>	
Sevier County Sheriff's 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 public throughout rural and urban communities in Utah</i>	
Volunteer Technicians	1	
Summit County – RURAL		8 Certified Technicians 3 Public Stations 1 Targeted Stations
Summit County Health in Kamas:	PUBLIC STATION 2 certified CPS Technician	
<i>Spanish:</i>	<i>Provide educational materials in Spanish</i>	

<i>Underserved:</i>	Serve all community members.	
Summit County Health in Coalville:	PUBLIC STATION	1 certified CPS Technician to run the community station
<i>Spanish:</i>	Provide fitting station paperwork and materials in Spanish.	
<i>Underserved:</i>	Provide low-cost seats to low income families and one on one car seat education	
Summit County Health in Park City:	PUBLIC STATION	2 certified CPS Technicians run the Inspection Station
<i>Spanish:</i>	Provide fitting station paperwork and materials in Spanish. 1 CPS Tech at the office speaks Spanish	
<i>Underserved:</i>	Provide low-cost seats to low income families and one on one car seat education	
Intermountain Medical Hospital— Heber City:	TARGETED STATION	3 certified car seat technicians
<i>Spanish:</i>	Use car seat brochures and fitting station forms in Spanish. Interpretation services are available in the hospital as needed.	
<i>Underserved:</i>	Serve their clients	
Tooele County – RURAL	5 Certified Technicians 1 Public Stations 0 Targeted Stations	
Tooele County Health Department:	PUBLIC STATION	5 certified technicians at the Tooele Health Department Inspection Station
<i>Spanish:</i>	Provide car seat education and literature in Spanish. 1 CPS Tech at the office speaks Spanish	
<i>Underserved:</i>	Provide outreach to under-served populations in providing seats at low cost or no cost.	
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>	NHTSA's 4 Steps material in Spanish to clients who prefer that language.	
<i>Underserved:</i>	Serve many low-income clients and sell car seats for a 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 training for Head Start and DCFS.	
Indian Health Services:	TARGETED STATION	1 technician serves the tribe families teaching about occupant protection for children
<i>Spanish:</i>	No classes or literature in Spanish. Serve the Indian population exclusively	
<i>Underserved:</i>	Educate tribes and low-income families	
Ute Indian Tribe Emergency Management:	TARGETED STATION	5 technician serves the tribe families teaching about occupant protection for children
<i>Spanish:</i>	No classes or literature in Spanish. Serve the Indian population exclusively	
<i>Underserved:</i>	Educate tribes and low-income families	
BIA-OJS Police Dept:	TARGETED STATION	1 technician serves the tribe families teaching about occupant protection for children
<i>Spanish:</i>	No classes or literature in Spanish. Serve the Indian population exclusively	
<i>Underserved:</i>	Educate tribes and low-income families	
Utah County – URBAN	48 Certified Technicians 8 Public Stations 9 Targeted Stations	

American Fork 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</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>
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 3 technicians' man 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>
Spanish Fork Fire & EMS:	PUBLIC STATION 1 technician checks 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>
Utah County Health Department:	PUBLIC STATION 9 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 the 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 10 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>
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>

Lou Lou and Company:	TARGETED STATION 1 CPS technician helps 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>
Best Practice Quality:	TARGETED STATION 1 CPS technician does presentations and helps with car seat checks
<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 serves 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 works in the NICU and educates patients regarding car seat safety and assists 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>
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>
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>
Volunteer Technicians	3
Wasatch County – RURAL	8 Certified Technicians 3 Public Stations 0 Targeted Stations
Heber City Police Department:	PUBLIC STATION 2 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 technicians man 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	19 Certified Technicians 3 Public Stations

		3 Targeted Stations
Santa Clara - Ivins Police Department:		PUBLIC STATION 1 technician helps 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 1 technician 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>Currently, 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>	
Intermountain Health Utah Valley Hospital:		TARGETED STATION 7 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 4 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		2
Weber County – URBAN		29 Certified Technicians 6 Public Stations 4 Targeted Stations
McKay Dee Hospital:		PUBLIC STATION 10 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 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>	
Weber Fire District:		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>
Weber-Morgan Health Department in Ogden:	PUBLIC STATION 5 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>
Ogden Regional Medical Center:	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>
Fresenius Medical Care:	TARGETED STATION 1 technician helps 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 2 certified technicians check seats and help with educational opportunities.
<i>Spanish:</i>	Materials available in Spanish
<i>Underserved:</i>	Mostly serves low-income families
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:	337 Certified Technicians 113 Inspection Stations 55 Public Stations 58 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): 7 Days

Current Value: (04/01/2022-03/31/2023): 5 Days

Improvement: 5 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	5	4
April 1, 2024	March 31, 2025		

Supporting Materials (Backup)

Current

Early Notification Reports 


Report

Early Notification Timeliness Summary Report - 04/01/2023 to 03/31/2024

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	268	5	3	13	24	244	91	257	96
National	37943	16	5	43	77	28003	74	32756	86

Report Output Format

Baseline

Early Notification Reports 

Report

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

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): 97.000

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

Improvement: 0.06 Days%

How Obtained:

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

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

Supporting Materials (Backup)

Current

```

use [Daily Download]
select Ps Case, Submitted, Date of Crash
from [Daily Download].dbo.udot_main um
WHERE Ps Case IN (SELECT Ps Case FROM Daily Download.dbo.udot_main GROUP BY Ps Case
HAVING um.Version ID = 1)
and (cast(Date of Crash as date))>='2023-04-01' and (cast(Date of Crash as date))
<='2024-03-31'
and datediff(day,(cast(Date of Crash as date)),cast(Submitted as date)) <= 30

```

Baseline

- *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%)

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

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

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

Baseline Value: (04/01/2021-03/31/2022): 12.67%

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

Improvement: 11.69% Records

How Obtained:

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

Start Date	End Date	Percent Unknown/Blank	Target (Percent)
April 1, 2014	March 31, 2015	0.24%	Not set
April 1, 2015	March 31, 2016	0.08%	Not set
April 1, 2016	March 31, 2017	0.06%	Not set
April 1, 2017	March 31, 2018	0.06%	Not set
April 1, 2018	March 31, 2019	0.05%	Not set

April 2019	1,	March 2020	31,	12.26%	Not set
April 2020	1,	March 2021	31,	56.05%	Not set
April 2021	1,	March 2022	31,	69%	58%
April 2022	1,	March 2023	31,	12.67%	11%
April 2023	1,	March 2024	31,	0.98%	0.00
April 2024	1,	March 2025	31,		

Supporting Materials (Backup)

Current

```

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

```

Baseline

```

2022-2023
SELECT count(DISTINCT ACTIVITY_IDX) FROM TRAFFIC.CRASH
WHERE VERSION = '1'
and REPORT_COMPLETED_DTIME < '01-APRIL-2023'
AND REPORT_COMPLETED_DTIME > '31-MARCH-2022'
AND (MANNER_OF_COLLISION_CODE = '89' OR MANNER_OF_COLLISION_CODE='99')
=8,724 out of 68,849 =12.67%

```

405e ATTACHMENTS FOR 1300.24 – DISTRACTED DRIVING AWARENESS

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

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

- 1) In 2023, distracted driving crashes resulted in how many deaths?
 - a. 28
 - b. 8
 - c. 19
 - 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.

----- Forwarded message -----

From: **Bruce Call** <brucecall@utah.gov>
Date: Tue, Jun 4, 2024 at 7:51 AM
Subject: Motorcycle Safety Certification 2025
To: Katherine Hemphill <khemphill@utah.gov>

Utah Motorcycle Training Program Curriculum, Instructor and Quality Control Information

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

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

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

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

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

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Bruce (Wiley) Call
 Tel: (801) 964-4493
 Cell: 801-560-2692
 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		2024-2025 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		184		1												
Box Elder		2,111		1													
Cache		4,102		1													
Carbon		863		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	
Iron	1,708		1		X	X	X	X				X	X	X	X	X	
Juab		404		1													
Kane		330		1													
Millard		339		1													
Morgan		436		1													
Plute		59		1													
Rich		110		1													
Salt Lake	27,644		1		X	X	X	X				X	X	X	X	X	
San Juan		308		1													
Sanpete		745		1													
Sevier		877		1													
Summit		2,029		1													
Tooele		2,586		1													
Uintah		1,283		1													
Utah	15,096		1		X	X	X	X				X	X	X	X	X	
Wasatch		1,589		1					X	X	X	X	X	X	X	X	
Washington	6,957		1														
Wayne		108		1													
Weber	8,276		1		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

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

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

53-3-905 Dedication of fees.

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

legislation unless the legislation would enhance or affect the financial status of the program or the program's continuation.

Amended by Chapter 397, 2012 General Session

405h ATTACHMENTS FOR 1300.27 – PREVENTING ROADSIDE DEATHS

Problem Identification

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

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

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

(i) reduce the speed of the vehicle;

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

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

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

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

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

(i) reduce the speed of the vehicle;

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

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

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

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

Utah’s crash data from 2019-2023 identified 397 crashes involving first responders on the side of the road. For this same time period, the Utah Highway Patrol was involved in 164 (41.3%) on highways. The local agencies were involved in 233 (58.6%) on local streets. The time of day in which the crashes occurred for UHP, was between 12:00 pm and 9:00 pm, and for local agencies, the crashes occurred between 9:00 am and 3:00 pm. The Utah Highway Patrol was involved in these crashes more in January and July. The local agencies were involved in these crashes mostly in January, September, and December. The days of the week differed slightly between the two groups, with the Utah Highway Patrol being involved in more on Thursday and Friday and the local agencies on Fridays, Saturdays, and Sundays.

Counties with the Highest Number of Crashes involving Stationary First Responders

Utah Highway Patrol	Local Agencies
Salt Lake (29)	Salt Lake (131)
Weber (8)	Utah (59)
Summit (9)	Davis (28)
Utah (8)	Weber (57)

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 second year of funding will continue to work 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 crashes and injuries, it is important to use outreach, education, and media strategies that effectively

	reach our target audience. This approach will help spread program-specific messages to the intended audience.
Countermeasures (and justification)	Communications and Outreach Supporting Enforcement ***CTW 2020 Uniform Guidelines for State Highway Programs No 15 - Traffic Law Enforcement, and Communication Program Traffic Incident Management Quick Clearance Laws (Move Over laws)
Target (link to strategy) Give an explanation of the link between the effectiveness of the countermeasure strategy and the performance target, e.g. for ped/bike:	C-1 Reduce the number of traffic fatalities five-year moving average, by 3% over three years to 278.4 by 2026 C-2 Reduce the number of serious injuries in traffic crashes (State crash data files) five-year moving average by 3% over three years to 1335.7 by 2026 U-14 Reduce overall roadside crashes involving emergency response vehicles This strategy is part of a successful outreach program to urge drivers to behave courteously. It is tied to vigorous education by involving community partners to leverage resources and achieve a wider reach, reducing fatalities and injuries on our roadways.
Estimated 3-year funding allocation	\$126,000 (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 strategy was informed by the Uniform Guidelines or program assessment	As noted in the Communications and Outreach Supporting Enforcement section of NHTSA’s Countermeasures That Work, successful programs are comprised of high-visibility communications and outreach. The information provided through this strategy should include expected safety benefits and persuade motorists that detection and punishment for violations are expected.

Performance Measure

U-14	Reduce overall roadside crashes involving emergency response vehicles	97	2024	2026	94.09
<p>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.</p>					

Project

	Police Traffic Services and Equipment
	<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 the identified target audience. Raising awareness about the dangers of distracted driving and educating the public on Utah laws is critical to ensure the safety of all roadway users. To effectively reach diverse populations, especially the Spanish-speaking community, Utah's second-highest population group, it is important to create impactful content that resonates with them. Funds used to create media in Spanish will undoubtedly aid in achieving this goal. Establishing trust and fostering a deeper connection with this community by providing relevant and relatable content is essential. Moreover, this will contribute to the promotion of diversity and inclusivity.</p> <p>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.</p>	
Federal Funding Source(s)	402, 405h
Project Agreement #	PT250101; 2BPE250104
Subrecipient	Utah Department of Public Safety, Highway Safety Office
Amount of Federal Funds	\$350,967 (402); \$42,000 (405h)
Eligible Use of Funds	Traffic Enforcement Services (enforcement and equipment) 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

	<p>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</p>
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405i ATTACHMENTS FOR 1300.28 – DRIVER AND OFFICER SAFETY

Peace Officer Training Program

Division of Peace Officer Standards and Training Mission Statement

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

Basic Training Mission Statement

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

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

Peace Officer and Standards Training (POST) Required Courses

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

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

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 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 and with respect as human beings."</i>
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.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>

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

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

.001	<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	<ul style="list-style-type: none"> ● Understanding the community bank account ● 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 <p>Body language</p>
.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 <p>Efforts to gain the trust of the community while maintaining officer safety</p>
.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 <p>Commitment to bias-free policing</p>

Last Revision: 09/07/2020

ETH.2030 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.2030-101 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.2030-102 Legality v. Legitimacy (c)

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

.001	<p>Understanding citizen expectations</p> <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
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.002	<p>Pretextual traffic stops erode trust</p> <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	<p>Citizen perception</p> <ul style="list-style-type: none"> ● Perception that decisions made are fair and free from bias

ETH.2030-103 Procedural Justice Applied (A)

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

.001	<p>Understanding how action affects perception which affects outcome</p> <ul style="list-style-type: none"> ● Show true interest in being a public servant
.002	<p>Striving for bias-free policing</p> <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
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Last Revision: 05/25/23

ETH.1060 Serving Diverse Communities

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

Outcomes

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

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

Course Direction

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

Prerequisites

Bias-Free Policing is a prerequisite for this course.

Competency Measured

Social Competence

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

Assessment

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

Learning Objectives

ETH.1060-101 Recognizing Community Diversity (FK)

The cadet will identify the dimensions of what makes a community diverse.

.001	<p>Primary community dimensions</p> <ul style="list-style-type: none">● Race● Ethnic background● National origin● Immigration status● Gender● Gender identity/expression● Sexual orientation● Religion● Socioeconomic status● Age● Disability
.002	<p>Secondary community dimensions</p> <ul style="list-style-type: none">● Educational background● Work experience● Marital status● Parental status● Geographic location● Health status● Personal habits● Recreational habits● Appearance● Political affiliation● Food preference

ETH.1060-102 Historical Context of Policing (FK)

The cadet will recognize the history of the relationship between communities of color and law enforcement.

.001	Early policing history <ul style="list-style-type: none">● Fugitive Slave Act of 1850● Convict Lease Program: 1865 -1928● Jim Crow Laws: 1876 - 1965
.002	Urban uprisings and police-community engagement 1960s & beyond <ul style="list-style-type: none">● Police-community relations units● Active diversification of police agencies● Monitoring police use of force● Formalized civilian reviews of police

ETH.1060-103 Understanding Communities (FK)

The cadet will identify the challenges that law enforcement faces with various diverse communities and how to build meaningful relationships.

.001	Challenges to police/community interactions <ul style="list-style-type: none">● Language barriers● Fear from how police may have acted in the country of origin● Federal immigration enforcement● Lack of awareness of cultural differences● Negative experiences with individual officers
.002	Identify immigrant communities in your jurisdiction and how to serve
.003	Identify refugee communities in your jurisdiction and how to serve

.004	Identify local communities within your jurisdiction and how to best serve <ul style="list-style-type: none"> ● Latino ● Asian ● Arab, Muslim, Middle Eastern and South Asian communities ● Native American ● Pacific Islanders
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ETH.1060-104 Interacting with Diverse Youth Culture (FK)

The cadet will identify the challenges that law enforcement faces with youth and particularly youth in communities of color and how to build meaningful relationships.

.001	Impact of negative perceptions of police <ul style="list-style-type: none"> ● Willingness to break the law ● Mistrust of police ● Refusal to cooperate with officers ● Resistance against obeying lawful orders
.002	Proactive steps to build meaningful relationships <ul style="list-style-type: none"> ● Promote dialogue through teen/police dialogue workshops ● Build youth skills through youth mentorship programs ● Develop partnerships by launching anti-gang coordinating committees ● Develop community policing resources by fortifying school resources officers

ETH.1060-105 Understanding the Transgender Community (FK)

The cadet will identify the challenges that law enforcement faces with transgender community members and learn how to build meaningful relationships.

.001	<p>The relationship between the transgender community and police</p> <ul style="list-style-type: none"> ● National survey identified that transgender - particularly transgender people of color - experienced higher rates of negative outcomes when interacting with police
.002	<p>Key terminology</p> <ul style="list-style-type: none"> ● Assigned Sex: The biological and physiological characteristics that define an individual as male or female at birth. ● Gender expression: How a person represents or communicates their gender to others, often through behavior, clothing, hairstyles, activities, voices, mannerisms, or physical characteristics. ● Gender identity: A person's internal sense of gender may differ from one's assigned sex. ● Gender nonconforming: An individual whose gender expression, gender characteristics, or gender identity (or all of these) do not conform to gender stereotypes. ● Sexual orientation: A person's physical, romantic, or emotional attraction to members of the same or different gender. This operates separately from gender identity. ● Transgender: An umbrella term that describes individuals whose gender identity differs from their assigned sex at birth.
.003	<p>How to build trust with the transgender community</p> <ul style="list-style-type: none"> ● Understand basic concepts and terms related to transgender people ● Use respectful language ● Respect a person's identity and description ● Not assume a person's gender identity or sexual orientation ● Be prepared to help schools support transgender youth

ETH.1060-106 Serving with Dignity and Respect (C)

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

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

ETH.1060-107 Making a Difference With Diverse Communities (HD)

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

.001	Community engagement (informal/formal) <ul style="list-style-type: none">● Get out of the car and meet with communities face to face● Participate in community-organized events/charities● Have open discussions/listen more than speak● Tailor outreach events for the community● Mentorship opportunities
.002	Interpersonal/communication skills
.003	Problem-solving

ETH.1060-107 Understanding the Impact of Targeted Crimes and Incidents (HD)

The cadet will understand the impact of crimes and incidents that are targeted based on personal attributes.

.001	Hate crime <p>A hate crime is any crime enumerated in a hate crime statute in which a perpetrator is subject to an enhanced penalty because the crime was motivated by improper bias, as defined by the statute. These criminal acts become hate crimes only when the perpetrator intentionally selects the victim or property on the basis of a personal characteristic.</p>
.002	Hate incidents <p>Hate incidents are those actions by an individual that, while motivated by improper bias, do not rise to the level of a criminal offense. Hate incidents should not be disregarded. Even though they do not rise to the level of a crime, they should be documented and tracked as they are often precursors to hate crimes.</p>

.003	<p>Personal attributes as defined by (Chapter 76 Section 3 Part 2)</p> <p>Age, ancestry, disability, ethnicity, familial status, gender identity, homelessness, marital status, matriculation, national origin, political expression, race, religion, sex, sexual orientation, service in the U.S. Armed Forces, status as an emergency responder, status as a peace officer.</p>
.004	<p>Understanding the cultural impact</p> <p>Hate crimes and hate incidents have a unique impact on victims as well as the community. They are not just assaults, property damage, or violations of civil rights; hate crimes specifically target a class of individuals within the community. As such, they not only affect the targeted victim but also have far-reaching effects on large segments of the communities in which they take place. These incidents have the potential to fuel the existing underlying prejudices and fears that trigger the crimes in the first place, thus continuing the cycle of hatred, prejudice, and improper bias.</p>
.005	<p>Appropriate response</p> <p>Peace officer response to hate crimes poses a powerful opportunity to influence public perception. Appropriate response to hate crimes and hate incidents is important to improving and sustaining the perceived validity of the agency and may be especially impactful among marginalized groups within the community.</p>

Last Revision: 04/09/24

PTRL.2020 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.2020.101

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.2020.102

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.2020.103

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

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

FOOT PURSUIT PTRL.2020.104

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

- Attempt to follow the suspect's path step by step, allowing the suspect to identify obstacles
- In most cases, the officer should keep their weapon in the holster during the actual chase
- At a corner of a building, swing wide to maximize line of sight and cover, and to avoid being tripped or attacked

- If possible, keep dispatch advised of 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.2020.105

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.2020.106

The cadet will identify the following types of vehicle stops:

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

VEHICLE STOP DISPATCH COMMUNICATIONS PTRL.2020.107

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

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

VEHICLE STOP LOCATION PTRL.2020.108

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

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

POSITIONING OF PATROL VEHICLE PTRL.2020.109

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

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

PRE-STOP PROCEDURES PTRL.2020.110

The cadet will identify procedures that should be completed 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.2020.111

- The cadet will define and demonstrate (scenarios) the procedure for approaching a vehicle safely.
- Check traffic conditions
- Have an escape route
- Observe the driver and passengers 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.2020.112

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

- Be aware that a motorcycle traffic stop can be problematic because of 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.2020.113

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

- Apply the same basic traffic stop techniques
- Be sure the bus stops in a safe location
- 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.2020.114

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

- Be aware there may be a visibility problem due to the size of the truck
- Apply the same basic traffic stop techniques
- Be mindful of the greater distance to stop the vehicle, so allow a larger area to stop in
- Request 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.2020.115

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

- Be aware of any side doors, back doors, and windows
- Apply the same basic traffic stop techniques
- Approach the van or camper staying close to the vehicle

- If suspicious, do not approach the vehicle, but instead use the PA system to request the driver to exit the vehicle

VIOLATOR CONTACT PTRL.2020.116

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

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

IDENTITY CHECK PTRL.2020.117

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

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

VEHICLE STOP ACTIONS PTRL.2020.118

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

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

OFFICER POSITIONING PTRL.2020.119

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

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

SAFETY PRECAUTIONS PTRL.2020.120

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

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

COMPLETING THE TRAFFIC CITATION PTRL.2020.121

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

- Fill out the citation as completely as possible
- 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.2020.122

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.2020.123

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

- Excitement
- Confusion
- Complacency

HIGH RISK STOP OBJECTIVES PTRL.2020.124

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

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

HIGH RISK STOP SAFETY PTRL.2020.125

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

- Have a plan before stopping the vehicle
- Talk over possible problems with back-up 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.2020.126

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.2020.127

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

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

HIGH RISK STOP SAFETY PRECAUTIONS PTRL.2020.128

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

- Constantly watch the vehicle and occupants
- Use the PA system
- Maintain cover
- Identify 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.2020.129

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

- Only one officer gives commands
- At least one officer continues to cover the vehicle while others take the suspect(s) into custody
- Decide which officer will handcuff and take the subject(s) into custody
- Suspect(s) should be taken into custody in a location that provides the officer reasonable security from the offender's vehicle and other occupants
- If possible, have the driver/occupants open 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 back 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: 05/20/23

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

Goal

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

Outcomes

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

- Demonstrate conducting a pedestrian stop and approach.
- Demonstrate conducting a vehicle stop approach.

Course Direction

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

Prerequisites

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

Assessment

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

Learning Objectives

PTRL.2035-101 Pedestrian Approach (A)

The cadet will be able to demonstrate conducting a pedestrian stop and approach.

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

PTRL.2035-102 Vehicle Approach (A)

The cadet will be able to demonstrate conducting a vehicle stop and approach.

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

Last Revision: 06/24/23

Additional Information

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

Peace Officer and Standards Training (POST) Required Courses

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

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

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

https://le.utah.gov/xcode/Title53/Chapter6/53-6-P1.html?v=C53-6-P1_1800010118000101

Effective 6/25/2020

53-6-105 Duties of director -- Powers -- Rulemaking.

(1) The director, with the advice of the council, shall:
(a) prescribe standards for the certification of a peace officer training academy, certify an academy that meets the prescribed standards, and prescribe standards for revocation of certification for cause;

(b) prescribe minimum qualifications for certification of peace officers appointed or elected to enforce the laws of this state and its subdivisions and prescribe standards for revocation of certification for cause;

(c) establish minimum requirements for the certification of training instructors and establish standards for revocation of certification;

(d) provide for the issuance of appropriate certificates to those peace officers completing the basic training programs offered by a certified academy or those persons who pass a certification examination as provided for in this chapter;

(e) consult and cooperate with certified academy administrators and instructors for the continued development and improvement of the basic training programs provided by the certified academy and for the further development and implementation of advanced in-service training programs;

(f) consult and cooperate with state institutions of higher education to develop specialized courses of study for peace officers in the areas of criminal justice, police administration, criminology, social sciences, and other related disciplines;

(g) consult and cooperate with other departments, agencies, and local governments concerned with peace officer training;

(h) perform any other acts necessary to develop peace officer training programs within the state;

(i) report to the council at regular meetings of the council and when the council requires;

(j) recommend peace officer standards and training requirements to the commissioner, governor, and the Legislature; and

(k) in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the director shall, with the advice of the council, make rules necessary to administer this chapter.

(2) With the permission of the commissioner, the director may execute contracts on behalf of the division with criminal justice agencies to provide training for employees of those agencies if:

(a) the employees or the employing agency pay a registration fee equivalent to the cost of the training; and

(b) the contract does not reduce the effectiveness of the division in its primary responsibility of providing training for peace officers of the state.

(3) The director may:

(a) revoke certification of a certified academy for cause; and

(b) make training aids and materials available to local law enforcement agencies.

(4) The director shall, with the advice of the council, make rules:

(a) establishing minimum requirements for the certification of dispatcher training instructors in a certified academy or interagency program and standards for revocation of this certification;

(b) establishing approved curriculum and a basic schedule for the basic dispatcher training course and the content of the dispatcher certification examination;

(c) providing for the issuance of appropriate certificates to a person who completes the basic dispatcher course or who passes a dispatcher certification examination as provided for in this chapter;

(d) establishing approved courses for certified dispatchers' annual training; and

(e) establishing a reinstatement procedure for a certified dispatcher who has not obtained the required annual training hours.

(5) The director may not, in approving and reviewing curriculum and training aids for

academies, approve or recommend any curriculum which includes the use of chokeholds, carotid restraints, or any act that impedes the breathing or circulation of blood likely to produce a loss of consciousness, as a valid method of restraint.

Amended by Chapter 6, 2020 Special Session 5

Effective 5/4/2022

53-6-107 General duties of council.

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

Amended by Chapter 182, 2022 General Session

Section Four: Certifications and Assurances

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

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Utah

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252)*, (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601)*, (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.)*, and *Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686)* (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.)*, as amended, (prohibits discrimination on the basis of disability) and *49 CFR part 27*;
- *The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.)*, (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987, (Pub. L. 100-209)*, (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

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

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

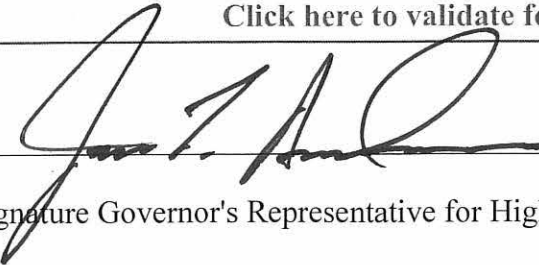
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature



 Signature Governor's Representative for Highway Safety

7/15/24

 Date

Jess L. Anderson

 Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Utah

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.



PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 405b Application in the Annual Grant Application pages 55-63 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 405b Application in the Annual Grant Application pages 63-67 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Annual Grant Application pages 20-25, 29 and 405b Application pages 68-88 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection-stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Annual Grant Application pages 20-25, 29 and 405b Application pages 68-88 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ Coverage of all passenger motor vehicles;

▪ Minimum fine of at least \$25;

▪ Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);

o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);

o The name and title of the State's designated occupant protection coordinator is _____.

o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).
405 Application in the Annual Grant Application pages 89-93

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:
- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND
The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

▪ Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 5/3/23 (date) and last amended on 5/3/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

41-6a 509 and 41-6a 515.5

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 5/5/21 (date) and last amended on 5/5/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

41-6a 515.5

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at 405e Application in the Annual Grant Application page 94 (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 5/4/22 (date) and last amended on 5/4/22 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
41-6a-1716
- Definition of covered wireless communication devices;
41-6a-1716
- Fine for an offense;
41-6a-1716
- Exemptions from texting ban.
41-6a-1716

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 5/4/22 (date) and last amended on 5/4/22 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
41-6a-1716
- Definition of covered wireless communication devices;
41-6a-1716
- Fine for an offense;
41-6a-1716
- Exemptions from handheld phone use ban.
41-6a-1716

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 5/14/13 (date) and last amended on 5/14/13 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;
41-8-4

- Definition of covered wireless communication devices;
41-8-4

- Fine for an offense;
41-8-4

- Exemptions from youth cell phone use ban
41-8-4

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 5/4/22 (date) and last amended on 5/4/22 (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;
41-6a-1716

- Definition of covered wireless communication devices;
41-6a-1716

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Bruce Call, Utah Department of Public Safety, Driver License Division
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at 405f Application in the Annual Grant Application, page 96 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 5/9/17 (date) and last amended on 5/9/17 (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):*
41-6a-1505

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
 - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

- Use of Fees Collected From Motorcyclists for Motorcycle Programs**
[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):
53-3-905 _____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
Legal citation(s):
53-3-905 _____.

- Applying as a Data State—
- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).
Annual Grant Application pages 40-47

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).
405h Application in the Annual Grant Application pages 100-104

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____.



Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
405i Application in the Annual Grant Application pages 105-133 _____ (location).



Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).



PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]



The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

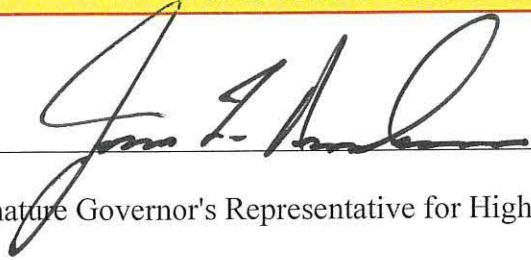


The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature



Signature Governor's Representative for Highway Safety

7/15/24

Date

Jess L. Anderson

Printed name of Governor's Representative for Highway Safety