



ANNUAL REPORT

UTAH HIGHWAY SAFETY OFFICE
FFY 2021

UTAH HIGHWAY SAFETY OFFICE | 2021 ANNUAL REPORT
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The Utah Highway Safety Office would like to thank our team for their dedicated efforts to help reduce traffic fatalities on Utah roadways throughout the past year. Their valuable contributions to the programs referenced in this report are getting us closer to our goal of Zero Fatalities every day.

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The Utah Highway Safety Office tracks traffic-related trends weekly. Traffic-related fatalities and other data trends are constantly changing; we suggest contacting our office directly for the most up-to-date information regarding data collected within any of our programs.

For further information regarding data contained in this report or information about federal or state-funded programs supported by the Utah Highway Safety Office, please contact us at 801-965-4400. Or, you can access additional data at www.highwaysafety.utah.gov.

You can also access nationwide information from the National Highway Traffic Safety Administration by visiting NHTSA's website at www.nhtsa.gov.

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Executive Summary

One often hears of the term “a new normal” after a significant or traumatic event occurs. Bouncing back from lockdowns, mask-mandates, civil unrest, and natural disaster-related events in 2020 created a desire for many to see what this “new normal” would be in 2021. The hope was to regain some sense of normalcy with life in general, but also in the world of traffic safety. Unfortunately, some of the impacts from the previous year are still playing out, so our new normal has yet to be fully identified.

Law enforcement shortages, supply chain interruptions, continued COVID impacts are just a few areas that have not fully recovered from the chaos of 2020. It wasn't until June of 2021 that State of Utah employees returned to an in-person work environment. Many businesses and state offices have opted to remain in a remote-working environment. Meetings and conferences are coming back, but they are a hybrid of virtual and in-person in many cases. Law enforcement continues to suffer from turnover and significant shortages.

The Highway Safety Office produces and implements an annual Highway Safety Plan (HSP) under the authority and with the approval of Governor Spencer J. Cox and the Governor's Representative, Utah Department of Public Safety's Commissioner Jess L. Anderson. The HSP is a data-driven plan that identifies traffic safety problems, projects to mitigate those challenges, and the partners that have the expertise and capacity to execute and assist the Division in accomplishing its mission to save lives by changing behavior. This report documents our successful implementation of the 2021 HSP and 38 evidence-based highway safety grants. Additionally, it will highlight some of the challenges faced due to the current environment and our “new normal.”

According to the data available as of September 30, 2021, and using 5-year rolling averages, Utah made progress in the following areas and is on track to meet the following targets:

- Serious Injuries in Utah Traffic
- Overall Unrestrained Passenger Vehicle Fatalities
- Motorcycle Fatalities
- Teen-Related Fatalities
- Pedestrian Fatalities
- Drowsy Driving-Related Fatalities
- Distracted Driving-Related Fatalities

The Highway Safety Office has planned for continuing traffic safety improvement strategies in the following areas:

- Overall Fatalities
- Impaired Driving Fatalities
- Speed-Related Fatalities
- Unhelmeted Motorcyclist Fatalities
- Bicyclist Fatalities
- Seat Belt Usage
- Older Driver Fatalities

The following sections describe some program highlights and challenges experienced as the traffic safety world begins moving towards the “new normal.”

Occupant Protection

Utah conducted a record-breaking seven child passenger safety (CPS) certification classes statewide in FY2021. Certification of technicians (old and new) was the focus of the CPS project this past fiscal year. After a year of COVID-related lockdowns and restrictions on training opportunities, this year provided opportunities to ensure that previous technicians were recertified and new ones were given the training.

The annual seat belt observation survey was conducted in the summer of 2021. Unfortunately, the results showed that overall usage decreased by 2% to 88% from 2019. Truck occupants continue to have the lowest usage rate for vehicle categories. Urban areas buckled up 89% compared to 85% in rural areas. Carbon County held the highest seat belt rate in 2019 of 94.8% but experienced the most significant decline of 22.8% in 2021, with usage reporting at 72%.

Impaired Driving

During Utah's 2021 General Legislative session, the 24/7 Sobriety Program changed from a pilot to a statewide program. The law went into effect May 1, 2021. To prepare for the statewide deployment of the program, the Department of Public Safety formed a task force of key stakeholders.

In addition to the nine holiday high-visibility enforcement campaigns, Utah conducted eight DUI checkpoints and eight saturation patrols or special events statewide. These campaigns doubled last year's numbers for checkpoints and saturations. Unfortunately, the overtime shifts decreased this year due to law enforcement shortages. With fewer overtime shifts, there were fewer DUI arrests. According to the data, there were 236 arrests compared to 320 arrests last year.

The Highway Safety Office partnered with the Utah Public Health Lab over a year ago to improve DUI testing processes and efficiencies. A toxicologist position was funded to focus on DUI casework, ensuring all samples are tested for both alcohol and drug, using national standards. FY2021 is the first full year of data from this project. A few highlights from the analysis of the data are:

- 34% of results contained alcohol only
- 66% of results contained drugs
- Median BAC was .17
- Highest BAC was .42
- THC usage was more prevalent with alcohol.
- The top five drugs in results were THC, Methamphetamine, Amphetamine, THC Metabolite, Morphine.

Police Traffic Services

Speed has always been a challenge in Utah, as well as nationally. In the last year, there has been a significant increase in 100+ mph speeding citations. The Highway Safety Office issued speed enforcement overtime shifts to assist law enforcement agencies in combating this growing problem. Overtime shifts were issued to 23 agencies statewide. Additionally, the Division created a video for social media focusing on family, friends, and the need to slow down. The message was aired at the same time as the speed enforcement overtime shifts.

Funding

To support the HSP, Utah applied for and received \$4,533,269.29 in federal funding. These funds included grant awards for 402, 405b Occupant Protection, 405c Traffic Records, 405d Impaired Driving, and 405f Motorcycle Safety. The total amount expended during FY2021 was \$4,455,884.69.

Performance Measures

Highway Safety programs and strategies are data-driven. Program Managers are encouraged to seek opportunities to utilize data outside the traditional datasets of overall crashes and fatality data. With that said, each program identifies with at least one of the 11 NHTSA prescribed core performance measures, behavior measures, or Utah's additional performance measures. Each program area provides a list of the appropriate measures that correspond with each project. A brief assessment of the progress towards meeting the performance measures is given in the performance measure section.

Planning and Administration

PA211001 Federal Planning and Administration

This project provided the core essence of direction and operational needs for Utah's Highway Safety Program. A portion of the director's and other planners' compensation was paid, appropriate office space was rented and insurance provided, staff shuttle vehicles were leased from State Fleet, and association memberships were kept current. Operational expenses were included, such as a portion of the office and computer supplies, computer network and telephones, printing, maintenance, and upgrades to the office's electronic grant management system. This project provided the backbone to the Highway Safety Office (HSO), which enabled administration and other planners to conduct long-range planning and evaluation. These logistical items, along with participation in national highway safety planning groups, all played a vital role in the overall program successes as the HSO staff worked toward meeting their performance targets with the ultimate goal of achieving Zero Fatalities.

Through the activities and initiatives described above, this project contributed to all of Utah's highway safety targets.

CP210201 Personnel (402), 3DA210201 Personnel (405c), 6OT210201 Personnel (405d)

This project secured staff with the skills and abilities to effectively manage and coordinate Utah's Highway Safety Program. While it is difficult to directly connect support projects such as this to Utah's traffic safety goals, without the work performed by the dedicated staff, Utah's program would not be the success it is today.

Through the activities and initiatives described herein, this project contributed to all of Utah's highway safety targets.

CP210202 Administrative Support

The administrative support project provided funds for long-range planning, program assessments, evaluations, and a portion of the day-to-day operational needs of the Highway Safety Office (HSO). Support included office and computer supplies, computer network, telephone expenses, printing costs, travel to annual meetings, training sessions, and professional interaction opportunities. It assisted the Highway Safety Program by supporting the staff in coordinating and managing the various projects and programs assigned, including support to the Communications Manager. It continues to support the annual maintenance and upgrades to the office's electronic grant management system (GEARS) and Numetric, the new dashboard for reviewing, evaluating, and reporting data.

While it is challenging to connect support projects to Utah's performance targets, providing the Utah Highway Safety staff with the tools to direct their programs enabled them to work towards their performance targets and, more importantly, change behavior and save lives. Through the activities and initiatives described herein, this project contributed to all of Utah's highway safety targets.

CP201206 Traffic Safety Initiative Support, 2PE201409 Occupant Protection Initiative Support, 6OT210308 Impaired Driving Initiative Support, 9MA211902 Motorcycle Safety Initiative Support, HX211704 Non-Motorized Safety Initiative Support, 3DA210504 Traffic Records Initiative Support

Through networking, task force meetings, and other committees, the Highway Safety program staff vigilantly sought new opportunities to provide outreach during FY 2021. These initiatives held carryforward funds to provide funding for additional projects had there been an opportunity. No new projects or activities were initiated, and no funds were expended from this project.

Occupant Protection

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2a, U-2b, U-2c, U-3, U-4a, U-4b, U-5a, U-5b, and U-9.

OP210402 Occupant Protection Media, Materials and Support

This project promotes campaigns and outreach projects to assure the occupant protection message is delivered to identified populations with low-belt use (young males, pickup truck drivers/passengers, Hispanic and rural motorists, hardcore non-users) throughout the year. More specifically, this project helps develop and implement media and outreach campaigns and produce printed material and training tools. In addition, it supports child passenger safety efforts, the Clickit.utah.gov website, occupant protection training for law enforcement, community partners, and employer outreach initiatives.

On both a state and national level, the traffic safety world is still experiencing the repercussions of COVID-19, civil unrest, and overall uncertainty of the future in people's driving behaviors based on crash data. Utah crash data shows an alarming increase in risky driving behaviors, including excessive speed, aggressive driving, decreased seat belt use, and increased motor vehicle fatalities. As of November 2021, there have been 68 unrestrained fatalities, increasing from 61 unrestrained fatalities in 2020. Further, Utah's seat belt use rate decreased 2 percent, reporting 88% seat belt use in 2021 compared to 90% seat belt use in 2019. Based on survey results, the challenge is getting the last 12 percent, primarily males aged 18-54, also called the "Hard Core Non-Seat Belt Users," to buckle up every ride, every time. With this reality, the Highway Safety Office has focused efforts and messaging on positive behavioral changes concerning safe driving and traffic safety.

Community outreach, child passenger safety courses, and enforcement mobilizations successfully took place during the year with consideration and modifications to adhere to COVID-19 safety protocols and individual agency concerns. To adapt to new challenges and an ever-changing environment, the UHSO created new opportunities by utilizing virtual training, webinars, zoom meetings, social media, and the Clickitutah.gov website to stay connected with partners and the public. In addition, special efforts were made to provide print materials and social media materials in Spanish and English languages. Occupant Protection accomplishments for the year are outlined below.

Thanksgiving Click It Or Ticket Campaign

The Thanksgiving CIOT mobilization took place November 16 - 30, 2020. On November 17, 2020, UHSO hosted a press event to launch the Click It or Ticket Enforcement Period. Due to Covid-19 restrictions, the event was run digitally via Zoom, which was a first for many. With everyone's flexibility, it was a success. Colonel Rapich and Lt. Nick Street presented statistics and key messages about the importance of buckling up, highlighting enforcement and the Buckle Face Campaign. Ty and Jillian told their compelling story of how seat belts saved their lives. Those involved answered questions from the media. All four major TV stations covered the event as well as Telemundo, Deseret News, and KSL news radio. The press event received great coverage with an estimated total value of \$43,000 in earned media.

Holiday Travelers were reminded that officers would be ticketing unrestrained motorists through a message of "Seat Belt Law Enforced" displayed on variable message signs along the interstate. Buckle Face messages also

appeared on digital bulletin boards, Pandora, Youtube, and social media.

The enforcement period was strategically planned to begin right before the holiday season. However, due to the pandemic and the May CIOT campaign being canceled, the enforcement period for November was extended to a two-week period. During this time, law enforcement officers from over 56 agencies throughout Utah worked over 433 overtime shifts with 2,497 seat belt contacts made.

Paid media included the “Buckle Face” characters. The previous Buckle Face campaigns proved successful in reaching our target audience (males ages 18-49). To keep the campaign fresh, new characters were added to the Buckle Face family. In 2020, the public was asked to pick the next hero to be featured in FY21. Their choices included Captain America and Inigo Montoya from “The Princess Bride.” The addition of these two characters helped expand the reach of our audience. The Buckle Face action heroes continued to remind people to “Put Your Seat Belt Into Action.” The campaign run also included previously used characters.

A media toolkit was developed for partners throughout the state to use in their local areas. The toolkit was accessible in two ways: Clickit.utah.gov or a google folder. Items in the toolkit included: Buckle Face video links, Ty and Jillian video link, CIOT Fact Sheet, social media posts, and digital bulletins (In both Spanish and English).

The paid media campaign delivered a strong impact in the last two weeks of November, showing impressive Click Through Rate (CTR) and completion rates during the campaign. The Ty & Jillian videos were the favorites, drawing the most impressions, completions, reactions, and clicks. Of the Buckle Face ads, Inigo delivered the most impressions, and all of them had strong completion rates. The text versions of the creatives saw an overall uptick in completion rates - applying captions to the Ty & Jillian ads during another campaign could add a boost in performance there.

Buckle face ads received 8,522,722 impressions and 40,899 clicks. A budget of \$74,025 was allocated to this campaign, including \$40,000 from Zero Fatalities to produce the Ty & Jillian videos.

The ClickIt.utah.gov web analytics over the two-week period reported daily users averaged nearly 1,900 a day. Total users during the November CIOT campaign were 26,061.

Ty Bolton and Jillian White were hit head-on while traveling on the freeway, and their dashcam caught the footage. Luckily, Ty and Jillian were buckled when this happened and credited their seat belts for saving their lives. A video was created to share their story, using their dashcam of the frightening event.



Seat Belt Influencer Buckle Up Campaign

A Valentine seat belt campaign took place during the month of February to remind motorists to “Buckle Up for the ones they love.” The Valentine seat belt message was shared in both English and Spanish. Valentine seat belt kits were displayed at Driver License Office lobbies, Calvin Rampton Complex/DPS Headquarters, Driver License HQ, 13 local health departments, medical clinics that serve either low income or high Hispanic populations, law enforcement agencies, Primary Children’s Hospital, Larry H. Miller car dealerships, elementary schools, among other partners including the nine rural seat belt counties. A total of 50 seat belt kits were distributed with more than 10,000 valentine cards in both English and Spanish, reminding people to buckle up. Posters and table tent cards were also provided for display. Valentine’s creative assets were provided to partners to post on their social media platforms. Additionally, the Driver License Division offices displayed the message on their digital screens in the lobby.

According to focus groups conducted in Utah, people who consistently refuse to wear seat belts will buckle up if a loved one asks them to. This message especially resonates with male adults who statistically buckle up less than females. In turn, Valentine’s Day is a perfect time to remind non-users of seat belts to “Buckle Up for the ones they love.”



Click It or Ticket Day & Night

Nighttime seat belt enforcement took place March 26-28, 2021. Paid media ran March 24-28, 2021. The media package from November’s Click-it-or-Ticket campaign was used during this enforcement. The media impact information from the nighttime enforcement is below.

- The Ty & Jillian 6s video delivered the most impressions because it had the highest CTR rate.
- The 10s version had the best video completion rate at 40%. Last November, when we ran the same creative, 6s had the highest completion rate with 11.93%. We increased completion rates by 235%.
- Estimated Impressions were 320k. This campaign delivered over 600k impressions.
- Facebook delivered more impressions than Instagram because CTR and video completion were higher for Facebook.

Hispanic Seat Belt Campaign, Ponte El Cinturon - “Be There”

In an effort to increase awareness of the importance of seat belts among the Hispanic population, the UHSO placed a paid media campaign May 3-23, 2021. The Ponte El Cinturon seat belt project has been operating for more than five years in Salt Lake, Utah, and Weber Counties, where a high percentage of Hispanic families reside. The goal of Ponte El Cinturon and the paid media campaign was to increase seat belt use among the Hispanic population and decrease traffic fatalities on Utah roads. The target audience was Hispanic males ages 21-49 years, influencers ages

4-15, and women ages 21-49 years. The key message was to “Buckle up every ride, every time, every seat. “Be There” videos were created and placed on Youtube, Stackadapt, Facebook, and Instagram as well on the clickit.utah.gov, and Ponte el Cinturon pages (<https://clickit.utah.gov/ponte/>). Media budget was \$35,665 reporting 2,518 impressions and 5,165 Clicks. Ponte website analytics report that during the three-week campaign period, daily users averaged 150 per day, and total users during the Hispanic campaign were nearly 3,200. By targeting populations known to have a low seat belt and booster seat usage rate, the project contributed to the goal of increasing the number of motorists who buckle through effective messaging and media campaigns. Messaging and program materials are provided in English and Spanish.

National Click It or Ticket Mobilization

The paid and earned media for May’s CIOT Mobilization ran from May 17- June 18, 2021, with increased enforcement taking place May 24- June 6, 2021. In order to reach the Hard Core Non-Seat Belt Users audience this year, Zero Fatalities partnered with the campaign and added \$40K to the media buy. All CIOT assets included the Zero Fatalities logo.

A press event was held on May 12, 2021, to launch the Click It or Ticket Enforcement period. Major Nigbur from the Utah Highway Patrol welcomed the media and discussed trends, enforcement, the importance of buckling up, and how the Buckle Face campaign supports that message. The Department of Public Safety then invited four crash survivors to share their stories as a reminder to buckle up no matter how short the distance. Jacquelyn Judd, Rae McCurdy, Shayne Brock, and Jasmin Roe were traveling to catch a flight to Iceland when driver McCurdy tried to avoid hitting an animal in the road, the vehicle swerved, rolled several times, and ejected two of the three unbuckled passengers. They shared their story at the event in an effort to educate others on how critical buckling up is because road conditions can change in an instant, and seat belts can save lives. Attendance at the press event included all four major TV stations, Telemundo and KSL news radio. The press event received great coverage with an estimated total value of \$28,384.00.

Buckle Face Approach, Part IV: The previous Buckle Face campaigns proved successful in reaching our audience. To keep the campaign fresh, in May 2021, three new characters joined the team, including our first heroine, Princess Leia. She reminded followers, “Whether you’re a princess, a general, or just part of the rebel alliance, put your seat belt into action!” Gandalf, the wizard in the “Lord of the Rings,” asked people, “No matter if you’re traveling to Mordor or just down the street, put your seat belt into action! Buckle up, or you shall not pass.” And finally, Jack Sparrow encouraged fellow mates to buckle up when battling pirates on the high seas or just dealing with daily traffic. All of the Buckle Face action heroes continued to remind people to “Put Your Seat Belt Into Action.”

- Across Facebook, Instagram, and YouTube, the campaign saw an outstanding 22.2% video completion rate of skippable videos. Average completion rates are closer to 10-15%. The highest video completion rate was on Facebook with 67%, and Instagram was the lowest with 4.6%.
- This campaign had a higher CPM (cost per 1,000 website impressions) than previous campaigns, but more people saw the ads because each individual user was shown the ad less frequently than in previous flights.
- For the last few days of the campaign, a non-skippable ad set was added to YouTube. While this option was slightly more expensive, it dramatically increased the total number of complete views. Since the video completion rate was lower with these creatives than previous ones and the non-skippable ads weren't that much more expensive, non-skippable ads are planned for future campaign placements.
- The Jack Sparrow creative had the most completed views and impressions overall and was the most popular on Facebook, but Gandalf was a fan favorite with the highest rate of video completion overall, especially on YouTube and Instagram.

- The campaign also generated 3,200+ page views with an average time on the page of almost 2 minutes. Impressions: 20,043,729 Clicks: 8,399.

The May mobilization campaign Budget of \$77,280 was allocated to this campaign that included traditional media, digital media, and campaign creative bulletins and videos. Zero Fatalities contributed an additional \$40,000 to the paid media campaign.

Child Passenger Safety Week

The program supported Utah’s involvement in National Child Passenger Safety (CPS) Week and National Seat Check Saturday. CPS Week took place on September 12-18, 2021, but activities were conducted throughout the entire month. Paid media platforms included Facebook, Instagram, and Pandora. Ads on Facebook news feed received the most clicks by a substantial amount over other Facebook/Instagram placements. Pandora had a high CPS due to the niche audience of moms between the ages of 21 and 54 who speak English and Spanish. Overall clicks on social media were high in the first days of the campaign and tapered off to around 1,500 clicks per day. English ads earned nearly 9,000 more clicks than Spanish ones at 2,910 clicks. The “Dangerous Dad” ad was the most popular for the second year in a row and contained a shock factor that drove engagement on social media. CPS Week’s overall budget was \$82,418. Paid media was \$40,000.

The ClickIt.Utah.gov website was updated and continues to be a valuable resource for many, especially with the mobile-responsive design.

September Click It or Ticket Rural County Seat Belt Mobilization

Click It or Ticket Seat belt enforcement took place over Labor Day weekend, September 3-6, 2021. Law enforcement agencies were encouraged to utilize Click It or Ticket Buckle Face creative on their social media platforms to raise awareness in rural communities.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2, U-3, U-4, U-5, and U-9.

OP210401 Click It or Ticket STEP Support

The Click It or Ticket seat belt enforcement and education campaign has been operating for the past 21 years in Utah. Partnerships with law enforcement agencies have been fostered and continue to grow as multi-agencies collaborate and join forces to enforce Utah’s primary seat belt law.

November 2020 CIOT Enforcement

A total of 56 county, municipal, and state law enforcement agencies supported the campaign by declaring zero tolerance for unbuckled motorists and working overtime shifts. During the two-week enforcement effort, officers worked 2,147 overtime hours focusing on occupant restraints. During these shifts, officers issued 1,238 seat belt citations and 1,217 warnings, 17 child restraint citations, and 25 warnings. Officers also stopped 41 individuals with a total of \$595,865.00 in warrants, made 6 DUI arrests, and issued 1,717 other citations.

May 2021 CIOT Enforcement

The Click It or Ticket Enforcement Mobilization took place May 24- June 6, 2021. The Click It or Ticket Enforcement message coupled with Buckle Face made a prominent statement reminding motorists to buckle up. A total of 59 agencies participated by working seat belt overtime shifts, and another nine agencies pledged their support during regular patrols. Officers issued 995 seat belt citations, 1,088 seat belt warnings, 41 child restraint citations, and 37 child restraint warnings. Officers also stopped 41 individuals with a total of \$64,413.00 in warrants, made 5 DUI

arrests, and issued 810 other citations.

Border to Border Effort

The Utah Highway Patrol joined law enforcement agencies in six neighboring states for a Border to Border (B2B) event to launch the annual Click It or Ticket seat belt campaign. Law Enforcement sent a zero-tolerance message to the public that driving or riding unbuckled will result in a ticket. Utah partnered with law enforcement agencies in Colorado, Idaho, Nevada, Wyoming, New Mexico, and Arizona.

Nighttime Seat Belt Enforcement

The Nighttime Seat Belt Enforcement Mobilization took place March 26-28, 2021. Agencies were selected based on high nighttime crash rates and roadways that provided adequate lighting at intersections for nighttime seat belt enforcement. A total of 14 agencies participated, working 237 overtime hours focused on occupant restraints. During these shifts, officers issued 111 seat belt citations, 140 seat belt warnings, one child restraint citation, and seven child restraint warnings. Three DUI arrests, four warrants, and 117 other citations were also issued.

State-2-State Joint Enforcement Effort

A new addition this year was a multi-state campaign to raise awareness of seat belt safety. The multi-state collaboration effort took place at the peak of summer travel on July 1, 2021. The Utah Highway Patrol joined forces with neighboring states to increase seat belt use and reduce out-of-state traveler's fatalities during summer travel. The message was: "Be a good neighbor and buckle up." State transportation and law enforcement agencies from Utah, Colorado, Kansas, Nebraska, New Mexico, and Wyoming came together to remind travelers to fasten their seat belts. The State2State Buckle-up campaign warns both drivers and passengers to stay buckled no matter what state they are in or how far they are traveling. Earned media efforts included social media posts and Buckle Up messaging on the variable message digital highway signs. Between 2017 and 2020, there were 78 deaths on Utah highways involving unbuckled people traveling from another state. 75% of out-of-state fatalities were unbuckled in 2020. (A 32% increase compared to the previous year).

September Click It or Ticket Rural County Seat Belt Enforcement Mobilization took place September 3-6, 2021, over Labor Day weekend in select rural counties. A total of 7 agencies participated and issued 144 seat belt citations, 116 seat belt warnings, and two child restraint citations. Officers stopped two individuals with a total of \$3,377.00 in warrants and issued 32 other citations. This special enforcement effort was focused on the nine rural counties participating in the Together for Life rural seat belt project.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2, U-3, U-4, U-5, and U-9.

OP210404 Rural Seat Belt Use Program

The Rural Seat Belt Program, also called "Together For Life," is in its eighth year. This project is intended to increase seat belt use in nine counties, including Box Elder, San Juan, Sanpete, Cache, Carbon, Sevier, Tooele, Iron, and Uintah, using the Positive Culture Framework model. This comprehensive approach incorporates three critical areas including leadership, communication campaigns, and strategic allocation of resources to cultivate transformation of traffic safety culture- specifically seat belts. It is positivity-oriented and engages a variety of stakeholders including public health, traffic safety, local government, education, private business, and law enforcement.

According to the Centers for Disease Control and Prevention, motor vehicle crashes are a leading cause of death in the United States, and many people who were killed in crashes might have survived if they had been wearing a seat belt. In many states, seat belt use is lower in rural areas than in urban areas. For example, up until the last five

years, rural counties in Utah had significantly lower seat belt use rates. During the course of this program, seat belt observations show that rural county seat belt usage has dramatically increased, with several rural counties reporting higher usage rates than urban counties.

During FY2020 and FY2021, law enforcement, community, and school surveys were conducted in Iron and Uintah Counties to gather baseline information for toolkit development. Law Enforcement and Community tool kits have been completed and the school toolkit will be printed during FY2022. New creative was completed during FY2021 and placed in the nine target counties. Media included online pre-roll, YouTube, TrueView, Connected TV, Pandora, and digital displays. In addition, Iron and Uintah Counties received print materials including posters, cards, and banners. Due to the COVID-19 pandemic concerns, in-person training and other meetings took place virtually. County coordinators participated in multiple webinars, and monthly conference calls with the UHSO program manager and MSU project guide. County coordinators also conducted local task force meetings via google meets and zoom calls. Community outreach activities took place in the form of Community Celebrations, parades, and rodeos with Together for Life (TFL) PSA's and TFL banners displayed at the county fairground locations. Other innovative activities included partnering with local businesses and printing the TGFL message on popcorn bags and napkins along with distributing "Wear It For Me" seat belt cards to the public.

The project will continue for another four years. Working with these counties has strengthened partnerships between law enforcement and key community leaders and helped to foster additional collaborative efforts to increase seat belt enforcement and compliance. Since the beginning of the pilot project in 2013, seat belt use has increased an average of 18 percent within these counties contributing to the overall statewide increase in seat belt use.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2, U-3, U-4, U-5, and U-9.

2PE210408 Seat Belt Observational Survey/Occupant Protection Program Evaluation

The annual Utah Safety Belt Observational Survey took place from June 7- 19 and August 24-25, 2021. The results showed Utah seat belt usage for 2021 is 88.2%, a decrease of 2% from the 2019 survey. The survey was conducted in 17 counties (Box Elder, Cache, Carbon, Davis, Grand, Iron, Millard, Salt Lake, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Utah, Washington, and Weber). The survey design was approved by NHTSA as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. A contractor and four surveyors assisted the HSO in completing this project. A total of 31,026 vehicle occupants, including 25,397 drivers and 5,629 outboard passengers were observed. Of the 25,397 observed vehicles, 28% were cars, 38% sport utility vehicles, 26% trucks, and 8% were vans. When examining usage by vehicle type, the study found that 88.3 percent of front seat car occupants were belted, 91.2 percent for SUVs, 92 percent for vans, and 81.6 percent of truck occupants were using seat belts. Truck occupants, once again, had the lowest rate for any of the vehicle categories. Differences in seat belt use rates were found when comparing urban and rural counties, as well as gender. Motorists in urban areas buckled up 89 percent of the time, whereas only 85 percent of rural motorists used seat belts. The rural county of Carbon had the highest seat belt use rate in 2019 at 94.8% but had a drastic decline (-22.8%) in 2021, with seat belt use reporting 72%. The survey shows that with the exception of Grand, Iron, Millard, and Washington counties, there was a consistent decrease in seat belt usage across all surveyed counties. Grand County saw the largest increase (2.1%) reporting 92.9% use with Carbon County reporting the lowest usage rate at 72%. In addition, the seat belt use rate among females was found to be 90.9 percent, whereas the rate among males was 86 percent. The rates of female seat belt users exceeded that of males in all counties, except Weber.

NHTSA requires observational surveys to be completed annually in each state to determine the level of seat belt use. The methodology currently used to measure usage rates was approved in 2011 and has been in use since the 2012 study. This survey provides the state with a valuable tool that is used to help evaluate state and local occupant protection programs. A survey site reselection will be completed prior to the FY2022 survey and will be in place for the next five years, as required by NHTSA.

Through activities and initiatives described above, this project contributed to Utah's Highway Safety target B-1.

2CPS210403 Utah Child Passenger Safety Program

This project supports Utah's comprehensive child passenger safety program. Activities include training, education, and outreach programs conducted throughout the State. UHSO concentrated on making CPS certification classes available in 2021. UHSO conducted a record-breaking 7 classes during this grant year. A class was held in the southern portion of the state in St. George in January. Additional classes were held in March, June, and September in West Valley City. In addition to these planned courses, UHSO partnered with Primary Children's Hospital to conduct two classes in May and August with hospital personnel. In September, in partnership with the Utah County Health Department, a class was held in American Fork. Each class followed COVID-19 safety protocols to keep instructors and students safe. In total, 98 people received their CPS technician national certification this year. Currently, we have 281 technicians to support various car seat inspection stations that serve the public and educate communities on the correct installation and use of their child's car seat. Our website has listed 62 inspection stations to serve the public, and 36 inspection stations serve targeted populations such as hospitals, head start programs, military bases, and Indian reservations.

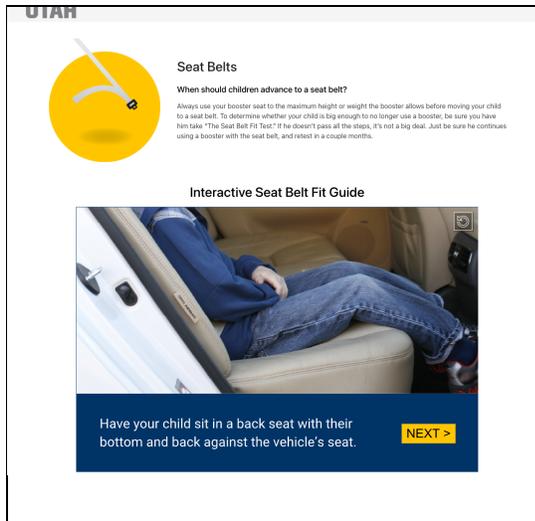
The Zero Fatalities Safety Summit moved to a virtual setting due to the COVID pandemic. Two CPS Classes were offered virtually at the Summit. With CPS being more "hands-on" instruction and guest speakers representing multiple manufacturers already committed to participating in a conference setting, the CPS Conference Committee spent FY21 planning for an in-person CPS Conference. It will be held on October 5, 2021. The 2022 Annual Report will provide the results of the conference.

HSO added another recording to the technician library at clickit.utah.gov. The new recording is a workshop on Boosters and a 10-question quiz. This is part of HSO's continuing effort to make recertification easier for Utah's technicians. It also allows the CPS Instructor Team the opportunity to provide education for not only the certification course, but continuing education to prepare technicians for recertification as well.

2021 Child Passenger Safety Creative Assets

CPS printed resources were re-branded to match updates to the Clickit.Utah.Gov website, written in both English and Spanish. These materials will be used throughout the state at car seat classes and inspection stations, educating caregivers on proper car seat use. The Inspection Station Resource Guide continues to be a tool for our inspection stations to encourage more accountability and engagement in the field of child passenger safety. All memorandums of agreement state that each Inspection Station must follow the Inspection Station Resource Guide.

Resources included a "boost for safety" flyer, Car seat and belt fit guide, a measuring stick for boosters, law enforcement pocket cards, educational magnets, CPS "common mistakes" deck, new folders for technicians, and an interactive seat belt guide on the website.



Examples of re-branded CPS creative assets.

The project continues to provide child safety seats to targeted populations that serve low-income, homeless, or refugee families. The Utah Highway Safety Office provides car seats for organizations that employ certified CPS technicians and serve low-income clients. A technician working directly with the refugee population started this year.

The CPS project supports 16 mini-grants with local health departments, two hospitals, and other partners that represent 98% of the state’s geographic area. There are car seat inspection stations at the state’s 13 health departments. Health departments and hospitals continue to conduct virtual car seat checks, as requested. Primary Children’s Hospital uses Intermountain Healthcare’s Telehealth system and allows families from anywhere in the state to get help. The Intermountain Hospital system now offers this virtual program to its small rural hospitals. The state has additional inspection stations located at other hospitals, police departments, insurance companies, and various locations. They all began checking car seats again this year. Health and safety fairs in some areas have also started again. With combined in-person and virtual opportunities, our partners are thriving. Many of the classes have remained partially virtual because the health departments can help more people that way. Each local grantee can send the public to the website to be educated about car seat safety and see videos about car seat installation. Primary Children’s Hospital continues to be a leader in answering car seat questions on their car seat hotline. The updated Click-it Club program is popular in the state’s elementary schools. This year, the materials were translated into Spanish. This program allows easy access to the materials for the schools and The health departments are more involved in making those resources available. Supplies are available for new programs when implementing a program, and the toolkit has many ideas for implementation. Currently, we have over 50 Click-it Club programs. UHSO acknowledges that others may be accessing the resources online and this is not part of the count.

Utah celebrated and participated in National Child Passenger Safety (CPS) Week and National Seat Check Saturday. For 2021 CPS Week, UHSO wanted to emphasize the importance of booster seats. The new and updated campaign materials had the same look as the CPS assets that were created in the past. The CPS assets that were created in years past continue to be relevant and utilized statewide, and partners were encouraged to use them, but, this year, we emphasized the booster seat message during the campaign, certified technicians, local health departments, Safe Kids coalitions, and car seat inspection stations were engaged in promoting the campaign.

A media event was held on Thursday, September 16, 2021, at the Utah Cultural Celebration Center to kick off the celebration. The media was invited to learn insights from the experts when it comes to car seats and boosters. Our spokesman was Dr. Hilary Hewes, who is an Associate Professor of Pediatrics, University of Utah School of Medicine, and Assistant Trauma Director at Primary Children’s Hospital. Also, Keri Gibson, the Occupant Protection

Program Manager from UHSO, and Dora Requena (Spanish Speaking) from Shriners Hospital did car seat demonstrations to show proper fit for the booster and seat belt.

The UHSO, stakeholders, and grantees continue to collaborate with each other by participating on many boards and coalitions. These include the Safe Kids Utah Executive Board, Safe Kids Utah Coalition, Local Safe Kids County Coalitions, and Injury Prevention Coalitions. Grantees also participated in the Utah Occupant Protection Advisory Board, Zero Fatalities Planning Committee, Help Me Grow Utah, and the Utah Coalition for Protecting Childhood. Many of the local health departments serve on multi-agency task force coalitions to partner with other community organizations.

By promoting proper and consistent use of appropriate safety restraints beginning with an infant's first ride home from the hospital, the groundwork is laid for caregivers to develop the habit of buckling up in child restraints and boosters on every ride. As infants grow into adulthood, feeding this habit through continual education is essential to reducing traffic-related deaths and injuries among all motorists.

Through the activities and initiatives described above, this project contributed to Utah Highway Safety targets C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2, U-3, U-4, U-5, and U-9.

OP210409 Hispanic Traffic Safety Program

This project worked to address traffic safety issues in three counties with a high Latino population - Salt Lake, Utah, and Weber - with a focus on seat belt use and proper child passenger safety. While each county is unique in its outreach efforts, all three consider the following: education for adults, car seat education and distribution, building partnerships, communication/media, and program evaluation. Health department staff meet quarterly with HSO and UHP staff who speak Spanish. Additionally, HSO contracted with a marketing firm to create a campaign specific to the Hispanic community that will be used in 2021 to promote family seat belt use. These resources will be used in all three county programs.

The Salt Lake County Health Department (SLCHD) established the Mujeres en Accion Ponte Coalition and established a strategic plan early in the year, prior to the pandemic. During the year, the coalition communicated through emails and virtual meetings and published education materials to be distributed. The health department used the video previously created by the Utah Highway Safety Office. The video showed highly recognized Hispanic Salt Lake County public figures such as local Hispanic Legislators speaking to the Spanish community about the program. The Ponte el Cinturón program supported the Valentines' Day campaign and utilized St. Patrick's Day cards. They participated in the CPS Week campaign through social media and delivered information to schools and clinics.

The Utah County Health Department maintains a very active coalition and normally is very involved in health fairs and car seat events in the communities around the county. But, due to COVID-19, events were canceled during two of the quarters. However, the coalition continued to meet virtually ten times throughout the year and participated in some health fairs during the 1st and 2nd quarters. There were some virtual activities that helped to increase seat belt usage through key partnerships with law enforcement, Migrant Head Start, Centro Hispano, and local businesses. Social media posts continued to come out for Halloween, Day of the Dead, Veterans Day, Click it or Ticket, Thanksgiving, Christmas eve, Cinco De Mayo, Mothers Day, CPS Week, and general Ponte el Cinturón information.

The Weber-Morgan Health Department (WMHD) promoted the Ponte el Cinturón project in various ways. They have a coalition that meets regularly and supports their campaigns. Weber-Morgan used social media in 2020 to share its message with the Hispanic population. They always use the Ponte campaign logo and have added it to the Safe Kids Weber-Morgan Facebook Cover pages for summer and fall. They had a very successful Virtual Safe Kids Day Month Contest on Facebook in English and Spanish and promoted it through all their community partners and schools. A portion of the Ponte Campaign video was posted and reached 35,582 people overall. Parent Night was

taught three times in Spanish at local high schools in Ogden, and they reached 165 Hispanic students/parents. The Click-it Club program is active in the schools supporting the Hispanic community in Ogden.

Resources such as the CPS video and holiday posts were valuable for all three counties. Efforts to educate the Hispanic community are ongoing and include all HSO media campaigns and materials. Most of the campaigns are printed in Spanish as well as English. Media releases and social media posts are regularly utilized, both from HSO and from the health departments.

Through the activities and initiatives described above, this project contributed to Utah highway safety targets C-1, C-2, C-3, C-4, C-9, B-1, U-1, U-2, U-3, U-4, U-5, and U-9.

Impaired Driving Program

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, C-5, U-6a, U-6b, U-12

6OT210301 DUI Enforcement, Checkpoints, and Support

In FY2021, this project funded over 800 DUI overtime enforcement shifts worked by 71 different law enforcement agencies across the state. With the continued challenges due to COVID-19 and law enforcement agencies having difficulties in filling vacant positions, law enforcement participation was down compared to last year. Additionally, UHSO continues to utilize State DUI funds (DUF) to support Highway Patrol and local law enforcement agencies' DUI overtime enforcement efforts. The number of overtime shifts worked was also down compared to last year. Law enforcement did work eight DUI checkpoints and eight special event DUI saturation patrols or Blitz' which was more than double last year's numbers for these activities. Even though most law enforcement agencies now have COVID-19 precautions in place, the pandemic and staffing challenges continue to impact the number of DUI overtime enforcement shifts being worked.

DUI overtime enforcement shifts were worked during nine holiday high-visibility enforcement campaigns, eight DUI checkpoints, and eight saturation patrols or special events. Statistics for the year show that fewer overtime shifts were worked this year and DUI arrests were also down with 236 arrests compared to 320 last year. Of those 236 arrests – 164 were alcohol, 61 drugs, and 11 metabolites. There were 71 designated drivers; 8,574 vehicles stopped; 94 warrants served, totaling \$267,675.00; and 398 SFST's performed.

Officers averaged 2.06 stops per hour, 10.59 stops per shift and found 0.291 DUI's per shift. The majority of the overtime shifts were worked along the Wasatch front. Data shows this is the most populated area in Utah and where most alcohol and drug-related crashes and fatalities occur. More shifts were worked this year in rural areas of the state as the new regional law enforcement liaisons helped coordinate outreach efforts.

Multi-agency task forces were used throughout the year to continue to build and strengthen partnerships with law enforcement and to encourage continual and ongoing support of our programs.

Utah's .05 BAC law went into effect on December 30, 2018. Utah is the first state in the nation to pass a .05

BAC law and recognizes that other states will be watching and wanting to know the lessons learned and safety outcomes. NHTSA contracted with Dunlap and Associates to evaluate Utah's new BAC law. A draft report has been submitted to NHTSA for review. Once the report is finalized, we will know more about the effects of the new law.

High-Visibility DUI Enforcement:

- 800 DUI Overtime Shifts
- 71 Law Enforcement Agencies
- 9 HVE holiday campaigns
- 8 DUI Checkpoints
- 8 DUI Special Event Saturation Patrols
- 236 Arrests
- 164 Alcohol
- 61 Drug
- 11 Metabolite

Three years into the .05 BAC law, officers continue to do their job as they always have – arresting based on impairment. Statewide crash data shows that DUI arrests have remained fairly consistent over the three-year period; alcohol-related fatalities declined in 2018 and 2019 but increased in 2020. Preliminary 2021 traffic fatality data shows an increase in all areas, including alcohol-impaired driving. The effects of the COVID-19 pandemic seem to have had an impact on driving behavior, especially risky driving behaviors. This project supported the program manager to attend conferences and other impaired driving-related training opportunities. In 2021 the program manager attended the Northwest Alcohol Conference, GHSA Executive Leadership, State Public Safety Summit, Zero Fatalities Summit, and Positive Cultural Framework Workshop. Two of these were live events, while the others were held in virtual format. The program manager also attended the Chief’s conference this year to help promote the Impaired Driving program to police agencies throughout the state.

This project provided sponsorships for two of our Regional Law Enforcement Liaisons (RLEL’s) to attend the Northwest Alcohol Conference (NoWac). The NoWac conference provides training opportunities on a variety of alcohol and drug-related topics. Information obtained at the conference will be brought back and shared with law enforcement agencies throughout the RLEL’s region.

Drug-impaired driving is on the rise in Utah. In the future, efforts towards education and media campaigns focusing on drug-impaired driving will be made. UHSO entered its second year contracting with the Utah Public Health Laboratory’s Toxicology Lab. The Highway Safety Office supported the lab by funding a toxicologist position that specifically focuses on DUI law enforcement casework. With the additional toxicologist on staff, the Laboratory is able to improve processes and increase efficiencies in regards to alcohol and drug testing, working to meet national standards and recommendations. Quarterly reports were submitted, giving updates on the number of tests performed, results, and improvements made. The Highway Safety Office is compiling and tracking the DUI toxicology results to find current and emerging trends.

Last year, NHTSA and the American Bar Association (ABA) launched a new initiative to fund State Judicial Outreach Liaison (SJOL) positions. The UHSO has entered the second year of this two-year paid position which is being funded by the American Bar Association in partnership with NHTSA. The SJOL program was established to educate judges on the front line through peer-to-peer interactions. Responsibilities include educator, writer, consultant, and liaison with the judicial branch in Utah to share the latest research on impaired driving.

Unfortunately, the Judge originally hired for the position did not work out and a new judge was hired in April. Judge Bryan McCullagh finalized the onboarding process, attended a meet and greet with the program manager, and attended the JOL orientation with Judicial Fellows and Judicial Outreach Liaisons. He joined the 24/7 task force and the USAAV + DUI committee. He attended several 24/7 task force meetings where he participated in the discussion of implementing the 24/7 sobriety program statewide. He worked with the DPS Legislative director on statutory and regulatory issues with respect to the driver license and 24/7 best practices, including an org chart regarding the process of a new state law regarding early reinstatement of a driver license. He reached out to stakeholders and counterparts to discuss Legislative enactments and priorities regarding impaired driving issues, the 24/7 sobriety program, DUI courts, and best practices for impaired driving cases. He also presented at the Utah Sentencing Commission on the 24/7 sobriety program. He met with the program manager monthly to discuss current impaired driving issues, talk about where he could be most helpful, and give updates on his progress in the position. He also met with the regional JOL to coordinate and share information on impaired driving issues around the region.

Through the activities and initiatives described above, this project contributed to Utah’s highway safety targets C-1, C-2, C-3, C-5, and U-6.

6OT210304 Impaired Driving Media Campaign

The FY2021 impaired driving campaign utilized a combination of messages and media platforms throughout the year to bring awareness and deterrence to Utah's most risky drivers about the dangers and consequences of driving impaired. The UHSO campaign aimed to educate citizens about the lasting harms and risks of drunk and buzzed driving and provided drivers with tools and information needed to prevent it while supporting high-visibility enforcement efforts. The "Drive Sober or Get Pulled Over" is a nationwide, state-syndicated campaign that was successfully implemented over the last twelve months in Utah.

Halloween creative focused on the 'Know Your Limits' concept from the previous year. It featured a spooky hand reaching out to grab a drink or opiate. For the Winter Holiday national enforcement mobilization and enforcement period, the media partner created an "Ugly Sweater" campaign with the message "Drive Sober, Avoid an Ugly Holiday," which encouraged drivers to make the right choice. New material was created and planned for a year-round campaign emphasizing the consequences of driving impaired with the "If You Drive, Every Sip Has a Consequence" campaign, which launched in May. Messages were created to encourage those who drink to also choose a sober ride home. The "Every Sip" campaign showed two major consequences, one getting pulled over and ending up in jail and another more serious, with losing your life.

In order to reach the intended audiences with the allocated advertising budget, the media campaign targeted Utah residents through outdoor, digital, and social media advertising as a foundation for its messaging. Most of the campaign's efforts this year were focused on digital marketing utilizing social and online display where we could more readily reach our intended audience.

The campaign had nearly two million completed video views and had an average of 20.22% completion rate. Facebook and Twitter provided the highest completed views with Facebook 'In-stream' video resulting in a 63.6% completion rate. This completion rate is well above the average comparable completion rate of 24%. The total number of impressions for the digital ads is 86,102,581, with 1,997,299 complete views. The campaign garnered 76,208,022 billboard impressions. This year's campaign press events were covered by broadcast TV, online news, radio, and print media in 51 news clips. There were a total of more than 5 million impressions and \$344,236 in earned media coverage.

Three impaired driving media press events were held in FY21. Due to COVID-19, we were only able to host one event in person, and the other two were held virtually. A virtual press event to kick off the National Winter Holiday Impaired Driving Enforcement period was held on December 15, 2020. The media was invited to interview Colonel Rapich and Lieutenant Nick Street as they discussed enforcement efforts happening during the Winter Holiday enforcement period that ran December 16, 2020 - January 1, 2021. They focused on the dangers of impaired driving, making the right choice, and the "Ugly Sweater" campaign was presented which highlights the ugly consequences of choosing to drive impaired. Trooper Mikki Vargas, with Utah Highway Patrol, was also available to answer questions from our Spanish-speaking media partners. The event was well covered by broadcast TV and print media. It resulted in 10 news clips, an audience of 1,196,745, and over \$325,000 in earned media coverage.

To continue efforts and bring awareness during the Winter Holiday DUI enforcement period, we assisted the Utah Highway Patrol with a virtual media event held on December 30, 2020. The Utah Highway Patrol joined with the Utah Auto Dealers and MADD to hold a virtual media availability event highlighting statewide enforcement efforts to ring in the new year with the message: "New Year, Same Message: Start Your New Year Right - Drive Sober". The event was well covered by broadcast TV and print media. It resulted in 17 news clips, an audience of 1,299,852,

and over \$150,000 in earned media coverage.

The in-person press event was held in August to kick off the National Labor Day DUI enforcement period. The event was well attended by law enforcement, impaired driving partners, and representatives of every major local news outlet. The story of Katherine Shaw was shared. She tragically lost her life just days before graduation due to a crash caused by an impaired driver. The resulting media coverage helped to educate Utahns and hopefully saved lives throughout the Labor Day holiday. The event was well covered by broadcast TV, radio, and print media. It resulted in 24 news clips, an audience of 2,695,039, and just under \$100,00 in earned media coverage.



An organic social media platform called Drive Sober Utah entered its second year as an effort to bring awareness about the dangers of impaired driving and education to Utahns about impaired driving laws. Rather than sending messages out, the goal was to attract followers to these pages to see the information we have provided. The Drive Sober organic social media channels have not gained the audience that was expected. It was recommended that we increase coordination and partnership with internal organizations by providing social toolkits with organic content posts as well as creative campaign assets. This new avenue of reaching the public will be implemented next year. At the end of the year, the effectiveness will be evaluated.

Through the activities and initiatives described above, this project contributed to Utah’s highway safety targets C-1, C-2, C-3, C-5, and U-6.

6OT210309 24/7 Sobriety Program

Utah has had a pilot 24/7 Sobriety Program in Weber County since July 1, 2018. To support the Weber County Sheriff’s Office and determine the program’s effectiveness, the UHSO partnered with the University of Utah over the past few years to do an evaluation study. FY 2021 was the final year of the evaluation and partnership with the university.

In September of 2021, the University of Utah Criminal Justice Center submitted its Phase III (final) report. This report looked for the differences in DUI recidivism between individuals who participated in the pilot 24/7 Sobriety Program compared to control groups. The report examined self-reported alcohol use survey results for 24/7 participants and assessed patterns in their perceptions of the program and its perceived effectiveness at reducing

alcohol misuse compared to the control groups. Results did show a lower recidivism rate in Weber County, but it was not statistically significant compared to other Utah Counties. It was suggested to conduct future studies as the program is implemented statewide. Findings from the study also revealed that participants indicated the program helped them maintain employment by allowing them to drive and had an overall positive impact on their lives.

In Utah's 2021 General Legislative session, modifications were made to the 24/7 Sobriety Program under HB26, making it a statewide rather than a pilot program. The law went into effect May 1, 2021. In conjunction with the law change, the Department of Public Safety formed a task force of key stakeholders to prepare for the rollout. UHP provided a sergeant as the initial coordinator. UHSO supported the efforts by coordinating with Mark Stodola, NHTSA's Probation Fellow, to get training courses of the Impaired Driving Assessment (IDA) tool scheduled for the providers who would be giving them. The UHSO participated in task force meetings, worked with the Driver License Division, helped finalize contracts for testing equipment, and offered input and suggestions to the task force to get the program up and running in as many counties as possible. UHSO will continue to support this program.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5, and U-6.

6OT210306 SIP/TRACE/Youth Alcohol Suppression

The State Bureau of Investigation Alcohol Enforcement Team (AET) worked to reduce the incidence of underage drinking and over-service to patrons and to conduct source investigations for alcohol-related crashes. The AET conducted nine (9) TRACE investigations throughout the state during the grant period, which was more than double the previous year. Officers conducted six (6) youth alcohol suppression operations at special events, such as outdoor concerts, raves, and sand dunes. This is three times the amount done the previous year. This is primarily due to COVID-19 restrictions loosening up, resulting in many concerts and large events being held again. The AET also conducted over 734 covert underage buyer operations where 85 licensees sold and approximately 154 Covert and 70 Overt inspections throughout the year. It was quickly observed that after the COVID-19 pandemic and shutdown of establishments, the sale rate rose to 11% when the establishments opened their doors again. This is compared to a 4% sale rate the previous year.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, and C-5.

6OT210305 Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor (TSRP) plays a vital role in supporting prosecutors, law enforcement, and other traffic safety and impaired driving partners in the enforcement and prosecution of impaired driving cases. In addition, the TSRP develops and maintains expertise in traffic safety-related matters throughout the year, provides training on impaired driving issues and other related traffic safety topics, and provides technical and other types of assistance.

The FY 2021 TSRP grant period was a successful year overall. The TSRP usually attends multiple local, state, and national conferences to stay up to speed on all relevant trends in impaired driving. Unfortunately, due to the lingering effects of the COVID-19 pandemic, the only national training events the TSRP attended were the National Association of Prosecutor Coordinators Winter meeting and the National TSRP virtual conference. COVID-19 and the resulting pandemic severely curtailed travel in general and canceled many conferences the TSRP typically attends for educational purposes.

The TSRP participated in and presented multiple webinars throughout the year. Webinar-based training is not the preferred method for training or learning, but it was necessary during the grant year. The TSRP was happy to see more in-person opportunities become available this year. He participated actively on the national TSRP forum and consistently met with other traffic safety partners to discuss trends and better ways to reduce impaired driving.

The TSRP offered police in-service training sessions and other relevant training to prosecutors and judges around the state on various impaired driving issues. After taking a big hit in this area last year, the number of people trained this year increased to closer to what it was before the pandemic but did not get back up to the highest totals from years passed. The training was given to 1,581 people during this grant cycle, which was an increase over the 1,042 trained the prior year. The two years prior to the pandemic, just over 1,700 and 2,200 people were trained. Those were the two highest years of people trained since this position was created back in 2008. The TSRP presented the legislative update at the UPC Spring Conference. That session is consistently highly rated and much appreciated by Utah prosecutors and police officers.

The number of requests for assistance and technical assistance has stayed very high. The TSRP responded to 804 requests for assistance and technical assistance during the year. Last year the number was 806. Those requests are sometimes as simple as an email with a short response or sometimes take days or weeks of discussion, research, and follow-up. The TSRP blog was maintained and updated throughout the year with current information and a brief synopsis of relevant cases that impact traffic safety. The use of the UPC prosecutor forum also remained high. This is a great resource and service to Utah prosecutors, and it continues to receive excellent reports from prosecutors around the state.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5, and U-6.

6OT210303 DRE/ARIDE/SFST/Phlebotomy

This project provided training to Utah peace officers to enhance their abilities to detect, arrest, and assist with the prosecution of drunk and drug-impaired drivers and to serve as experts within their agencies. Drug-impaired driving continues to rise in Utah and around the country. Law enforcement officers must have the training and skills they need to identify and arrest these drivers.

"Advanced Roadside Impaired Driving Enforcement" (ARIDE) training was very successful this year. This course was extremely popular, and even with COVID-19 restrictions, 14 classes were held, and 261 officers were trained. The officers represented 57 different departments from across the State. The classes were held in various locations around the state, making them more accessible to officers.

One DRE school was held with 15 officers representing 13 different agencies, completing the school. Unfortunately, due to COVID-19 restrictions, there were no DRE certification nights held in Utah this year. Because of this, the field certifications were held out of state. All 15 students attended and passed their DRE certification requirements and were certified as DRES's to finalize their training. This project funded the DRE school, but the costs for the out-of-state field certifications were paid for with funds from a separate supplemental NHTSA grant awarded to the DRE program through the Governors Highway Safety Association.

The project hosted four phlebotomy classes with 40 students to train and certify as phlebotomists from agencies around the State. This class continues to be popular with many agencies since having an officer phlebotomist saves an agency time and money by being able to perform blood draws on DUI suspects. DRE callout overtime continues

to be available, but due to COVID-19 restrictions, many officers were limited in their ability to perform DRE evaluations.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-5, U-6, and U-12.

Community Traffic Safety

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, C-4, C-6, C-7, C-8, C-9, C-10, C-11, U-1, U-2a, U-2b, U-2c, U-3, U-4a, U-4b, U-5a, U-5b, U-6a, U-6b, U-8, U-9, U-10, U-14, U-15, and U-16.

CP210207 Utah Safety Council Traffic Safety Program

The Utah Network of Employers for Traffic Safety (NETS) continues to help reduce employee traffic-related injuries and deaths while saving companies time and money. This past year, the organization focused on improving communication among employers and providing more traffic safety education. As part of this effort, a quarterly newsletter is published with traffic safety information and trends. Partners such as Zero Fatalities, NHTSA, and the National Safety Council helped to provide content. Due out this year, is the Traffic Safety Booklet, a manual providing additional traffic safety education resources for NETS members. Finally, a NETS distributed a flyer to partners, such as the Driver's License Division, the courts and insurance companies with information about their available traffic classes. It contains a QR code to make it easier to locate the information.

The Utah Safety Council continues to offer the 30-minute Seat Belt safety course. It is court referred and is used as a tool to help educate drivers and passengers on the importance of seat belt safety. Utah Safety Council is the administrator of the online course, which was developed with HSO's assistance.

There were limited opportunities to attend safety fairs and educate the public. A car seat check point was held at Guadalupe Elementary. Technicians educated many parents at this event. The Safety Council was involved at the Sundance Employee Fair and distributed traffic safety material and "Share the Road" bicycle safety information. Even with limited opportunities to provide in-person education, the council continued to share resources on social media to bring awareness to the public about other traffic safety subjects such as drowsy driving, motorcycle and pedestrian safety.

Utah Safety Council held its annual conference in February 2021. There were a couple traffic safety sessions offered. One of the sessions was on the topic of road engineering and road rage. This session had the highest attendance per session.

Utah Safety Council's Start with Safety Webinar is a one-hour session on various topics of safety, held once a month. In April, Lawrence Hopper spoke about distracted driving. In September, there was a session on Occupant Safety.

At the Annual Awards, Utah Safety Council presented four companies with the Occupational Seat Belt Award. The companies that were honored were Hudson Printing, Intermountain Healthcare Courier of St. George and Intermountain Healthcare Courier of Salt Lake City, and North American Industrial Services. As more organizations are providing resources and education on the importance of wearing seat belts, this award is being increasingly recognized across the industry. To support this work, the Utah Safety Council continues to provide resources such as fact sheets, safety talks, presentations, seminars and newsletters. The goal is to support each company to design their own traffic safety program.

With all these efforts, the Utah Network of Employers for Traffic Safety (NETS) continues to give resource information to employers and organizations in Utah.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-9, U-4, and U-9.

CP210210 Teen Driving Education and Outreach

The state's Teen Driving Task Force remains active and met this year virtually with various agencies dedicated to providing traffic education to Utah teens. In addition, outreach trauma educators from three hospitals joined with health educators, public information and education officers, Utah's Driver License Division manager, Safe Kids, and the State's driver education specialist to discuss collaborative efforts to support teens.

During the pandemic, members of the task force supported the creation of a pre-driver educational video to be used in middle schools in their health classes throughout the state. This video targets middle school/junior high students and will prepare them better for driver's education in high school. The budget was used to create a program that would fall under the Utah Core State Standards for Health Education that can be utilized by health teachers for students. An online seat belt video with an assignment was created to help pre-drivers understand the importance of seat belts, explain three collisions in a crash, proper seat belt usage, the dangers of not wearing a seat belt correctly, and sharing a seat belt. The Highway Safety Office has joined forces with the Utah Department of Transportation and Zero Fatalities. The new program's name is called the "Zero Fatalities Pre-Driver Program" instead of "Road Safety Force."

The project typically facilitates the Utah Highway Patrol's Teen Driving Challenge sessions. Due to COVID-19, the UHP did not allow any spring or fall sessions. However, the Utah Highway Safety Office hosted a class in the fall of 2021 to help students from around the state gain valuable driving knowledge, skills, and abilities.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, and U-9.

CP210203 Operation Lifesaver Utah

Throughout FFY2021, the project provided public education programs to prevent collisions, injuries, and fatalities at highway-rail grade crossings.

Utah Operation Lifesaver volunteers gave 284 presentations to 8,004 people from October 1, 2020, through September 30, 2021. They also volunteered 1,131 hours during this time. The Utah Operation Lifesaver online presentation was completed 917 times from July 1, 2021, through September 30, 2021. COVID-19 affected Operation Lifesaver's performance measure for in-person presentations to driver education students in Utah. Visitors were prohibited from coming to the classrooms in many high schools. Creating new online material was an alternate activity to compensate for the lack of in-person presentations. The new online model is now being used on the Utah State Board of Education Street Smarts website.

Utah Operation Lifesaver volunteers participated in nine community events reaching 4,300 people from October 1, 2020, through September 30, 2021. Due to COVID-19 restrictions and public health concerns, some events Operation Lifesaver planned on attending were canceled. Alternatively, Operation Lifesaver overcompensated for Rail Safety Week. More funds were spent on PSAs and social media rather than purchasing as many materials for community events. Utah Operation Lifesaver purchased advertising with the Utah Grizzlies Hockey Club, the Salt Lake Bees Baseball Team, PSAs on radio, PSAs on bus ads, and held a press conference during Utah Rail Safety Week. They also participated in Utah Rail Safety Week.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, and C-3.

CP210211 Zero Fatalities Safety Summit

The Zero Fatalities Safety Summit took place in a virtual format in April 2021. Planning for the Summit was three years in the making. The original date was April 2020 and had to be canceled due to the COVID-19 pandemic. The Summit is designed to foster discussion and interaction between presenters and participants on a variety of topics, including the state's strategic highway safety plan, crash data usage, safety education programs, impaired driving, teen driving, engineering, safety restraint systems, pedestrian, bicycle and motorcycle safety, and enforcement opportunities, among others. UDOT Executive Director Carlos Braceras and DPS Public Safety Commissioner Jess L. Anderson kicked off the conference. Compelling keynote addresses from crash survivor Leslee Henson Rasmussen and Utah Highway Patrol Lieutenant Alex Lepley followed. A series of virtual breakout sessions (25 in all) were available to all Safety Summit attendees and took place April 14-15 and April 20-22. The theme for the semiannual traffic safety conference was "The Road To Zero Starts With One Step." A total of 591 people registered for the Safety Summit.

The Zero Fatalities Awards Program recognizes individuals and organizations who have made contributions to transportation safety in the State of Utah. The program recognizes public and private sector accomplishments by individuals, state and local governments, federal agencies, businesses, and organizations that promote traffic safety. This program is sponsored by the Utah Department of Transportation (UDOT), the Utah Department of Public Safety (UDPS), and many other traffic safety partners that are dedicated to reducing death and injury on Utah's roadways. Award recipients were recognized at the virtual Zero Fatalities Awards Ceremony.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-6, C-7, C-8, C-9, C-10, C-11, U-1, U-2a, U-2b, U-2c, U-3, U-4a, U-4b, U-5a, U-5b, U-6a, U-6b, U-8, U-9, U-10, U-14, U-15, and U-16.

CP210204 UHP PI&E/ Adopt A High School

The "UHP PI&E/Adopt A High School" program is responsible for educating and promoting traffic safety to students at many Utah high schools. 2021 started where 2020 finished with many schools and businesses closed to visitors. However, things began to improve as many citizens were vaccinated and many restrictions were lifted. As a result, UHP Troopers were able to reach vulnerable drivers in many schools throughout the state.

The 2020-21 school year did not allow Troopers to present and participate in the Adopt A High School. Troopers were able to present in many driver education classes towards the end of the school year.

The 2021-22 school year has welcomed the return of the Adopt a High School program to several schools throughout the state. Troopers have also returned to regular opportunities to present in driver's education classes. In addition, troopers have a goal of getting into each high school in the state. While that proved challenging to do in the first half of the year, troopers are well on their way to reaching that goal.

Throughout 2021 Sergeants and Troopers in the PI&E program participated in 75 different events throughout the year, with a vast majority between June and September. The events included driving cars in city parades, having the convincer at city summer events, and many Nights Out Against Crime events. These events ranged from Kanab to Vernal, Cedar City to Lewiston, and across the Wasatch Front.

Sergeant Bishop was also able to participate in several media events throughout the year, including Crash Responder Safety Week, Zero Fatalities Teen Memoriam, and an Anti-Impaired Driving event. Additionally, working

alongside the Public Affairs office has given further visibility to the program and branching out to other divisions within DPS and other agencies statewide.

PI&E also teamed up with UHP Recruiting and attended several recruitment events throughout the year. These events' purpose was twofold: first, to get the UHP brand out to the public to increase visibility and potential recruits and help spread traffic safety messages in various venues and areas throughout the state.

Sergeant Bishop also worked with several field sections on special enforcement projects. For example, Bishop was able to take part in a distracted driving blitz that yielded an incredible amount of traffic stops that allowed troopers and officers from several agencies to provide educational opportunities to motorists violating the state's distracted driving laws.

PI&E is also partnering with the Highway Safety Office, UHP, and Zero Fatalities in developing new tools for Drivers Education Classes throughout the state. In addition, work has begun on a winter driving presentation that will help the young and inexperienced drivers be prepared for the constantly changing road conditions during the winter months.

While many difficulties remain from COVID-19, the UP PI&E program is excited about the future goals and initiatives to reduce fatalities on Utah roadways and make the roads safer for all users.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14 and U-15.

Vulnerable Roadway Users

Vulnerable Roadway Users continue to be an area of emphasis for the Utah Highway Safety Office. This area includes motorcycles, pedestrians, bicycles, and e-scooters. See the individual sections on the pages that follow.

Pedestrians and bicyclists are the most exposed in crashes on Utah roads. Between 2016-2020 the vulnerable roadway users (pedestrians, bicyclists, and motorcyclists) were in 4% of all crashes yet accounted for 33.3% of fatal crashes. Attesting to this is the fact that pedestrians continue to be over-represented in fatal crashes in comparison to total crashes. 2016-2020 data shows that pedestrians only accounted for 1% of the total crashes but represented 17% of total fatalities. The increasing use of bicycles for both transportation and recreation requires ongoing proactive efforts to continue to reduce crashes involving bicyclists.

Bicycle enforcement was completed by the Salt Lake City Police Department on several roads with heavy bicycle commuter use. The outcomes of each time period and effort are listed below.

Motorcycle Safety Program

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, C-7, C-8, U-7, and U-8.

MC210901/9MA210901 Motorcycle Safety Media Campaign and PI&E

The project provided funding for several forms of media as part of its efforts to reduce motorcycle crashes and fatalities. Penna Powers put together content to migrate and update the new "Ride to Live" motorcycle safety website, which focuses on what motorcyclists can do to keep themselves safe - focusing on strategy, skills, and gear. Due to the new Lane Filtering law, much of this project's effort was to help increase awareness of this new law. A Lane Filtering survey was performed to measure the awareness around this new law and the current understanding of it. The results from this year's survey showed there was an increase in awareness towards the lane filtering law. Another focus was placing messaging to promote motorcycle training at the beginning of the riding season. Specific lane filtering videos were created and placed on the "Ride to Live" website. Media contractors hosted the Lane filtering social campaign. The campaign was delivered on social media, YouTube, and native placements. The video ads ran on Facebook, Instagram and were also placed as pre-roll videos on KSL.com in the motorcycle classified section. The campaign delivered impressive results with 28,095,754 impressions across all platforms. There were 984,223 completed views with 14,403 click-throughs to the Ride To Live website.

The project pushed rider education from May through September. This push includes paid placements to promote rider education and its benefits. Working with the top four rider education providers, the campaign featured discounted rates for rider education. The discounted rider education was an excellent way to promote a safer riding season.

The project funded local efforts to promote motorcycle safety, rider skills, and rider knowledge. It supported the advocacy group The Riderz Foundation, which put on three events to promote motorcycle safety, lane filtering, and motorcycle awareness on Utah's roads. The Riderz Foundation hosted 35 group rides, which are instruction events for motorcyclists who want to sharpen their riding skills. Along with this, they also updated their social media with motorcycle safety awareness links. In addition, they promoted the Ride to Live website and basic rider education courses.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-7, C-8, U-7, and U-8.

Pedestrian & Bicycle Safety Program

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, C-10, C-11, U-10, and U-11.

PS210701/FHX210201 Pedestrian Safety PI&E

Pedestrian safety was promoted through partnerships with community organizations, advocacy groups, schools, police departments, local health departments, and Pedestrian Safety Task Force partners. Activities and outreach efforts were focused on reducing pedestrian injury and fatality rates. The Pedestrian Safety Task Force continues efforts to implement the Utah Pedestrian Safety Action Plan with specific tasks outlined under each of the seven emphasis areas - Data, Driver Education and Licensing, Engineering, Law Enforcement, Communication, Education, and Outreach, Legislation and Policy.

The program manager served on the pedestrian task force, which included Zero Fatalities, UDOT, the Health Department, public transit, and more. This task force helped plan the pedestrian safety summit which is a pre-conference for the Zero Fatalities Summit. This summit was held in mid-April, where the program manager led a pedestrian safety workshop.

The Driver Myths campaign was created to partner with the previous Pedestrian Myths campaign. This campaign targets drivers' behaviors near pedestrians or pedestrian zones. There are six myths that individuals may think is an ok behavior, but the campaign explains the correct behavior and its reasons. Each myth has a mythical creature along with it to appeal to the younger target audience. The campaign directed people to the landing page. This site was linked with the pedestrian myths page, which tells people about common misconceptions about pedestrian safety: "pedestrians always have the right-of-way," "if a driver sees me the car can stop in time," "if I step into a crosswalk, I don't need to pay attention to traffic," "light-colored clothing helps you be seen," and "pushing the pedestrian crossing button isn't necessary." Throughout the year, there was a continuation of web-hosting for our pedestrian myths page. The driver myths page talks about the common misconceptions drivers have. Some facts include: "if you see someone you can't always stop in time," "you shouldn't pass a car that is stopped at a green light," "crosswalks are located at intersections even if it isn't marked," "blindspots don't only exist on the interstate," "pedestrians are just as likely to be out when it's dark," "just because the light is green, doesn't mean you should turn," and it's never safe to be distracted, even at a stoplight." This campaign ran ads all through October and September. Zero Fatalities is partnering with UHSO on this campaign.

Project funds supported targeted crosswalk enforcement efforts at intersections in 11 jurisdictions where a high incidence of motor vehicle vs. pedestrian crashes occur. Eighteen agencies participated in a statewide crosswalk enforcement campaign to help enforce the school zone crosswalk law. Crosswalk enforcement shifts proved to be effective in educating motor vehicle drivers and pedestrians on traffic laws.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-10, and U-10.

PS210702 Bicycle Safety PI&E

This project supported outreach activities focused on reducing bicycle injury and fatality rates. Bicycle safety was promoted through partnerships with community organizations, advocacy groups, schools, and police departments. Bicycle safety skills were promoted; how to ride safely on the road, bike handling, proper hand signals, education about roadway signs, and rules of the road. The Highway Safety Bicycle Rodeo Program was used six times this year and had over 550 kids participate.

The project utilized the Road Respect program to educate cyclists and raise awareness among motorists about the best safety practices for sharing the road. Road Respect placed “Ambassadors” in four popular cycling events in key counties across the State to educate riders and lead by example. Cycling law cards were distributed to participants in the bags they were provided. The project also funded local efforts for law enforcement and health departments to promote bike safety within their communities. Three health departments received mini-grants to host a bike rodeo event and helmet fittings. Helmet fitting events distributed helmets to children that did not have one. Even with COVID-19 restrictions, the project has provided helmets for over 100 children.

Through activities and initiatives described above, this project contributed to Utah’s highway safety targets C-1, C-2, C-3, C-11, and U-11.

PS210705 Youth Bicycle Education and Safety Training

The project supported the advocacy group Bike Utah’s Youth Bicycle Education and Safety Training (BEST) Program, which taught advanced bike safety concepts using a 4-day curriculum to 4th-7th graders. A combination of regular programming before the pandemic and temporary programming for 1228 students at 20 unique site locations. Alternatively to in-person instruction and a way to boost digital student engagement, the Youth BEST team created a TikTok filled with advice and challenges for riding. BEST also participated in the Bike Summit, volunteered at Free Bikes 4 Kids, held multiple bicycle repair days, hosted community mountain bike rides for underserved communities, taught Bike Utah’s first Adult Learn-to-Ride class, and built on a partnership with Wasatch Adaptive Sports to ensure adaptive bicycle availability whenever needed. In addition, the entire team became Licensed Cycling Instructors, which opened up the opportunity to teach Smart Cycling classes, a curriculum developed by the League of American Bicyclists that teaches bicycle safety classes geared towards older youth and adults.

Through activities and initiatives described above, this project contributed to Utah’s highway safety targets C-1, C-2, C-3, C-11, and U-11.

PS210704 Salt Lake City Police Department Pedestrian/Bicycle Safety Project

Salt Lake City Police Department (SLCPD) conducted a Pedestrian and Bicycle Safety Project that used enforcement, education, and outreach to reduce pedestrian/cyclist crashes within the city. The Police Department was able to conduct four bicycle rodeos as planned. The Department intends to continue rodeos in future years and utilize the bicycles for skills courses and teach kids the importance of safety equipment. The SLCPD worked with the Utah Highway Safety Office to develop and distribute a press release in the final reporting period. Officers conducted 30 cyclist/motorist enforcement shifts in high cycling areas to educate the public on cycling laws. These shifts included violations that included jaywalking, not stopping at stop signs or lights, cyclist/scooter/motorist education, and crosswalk enforcement.

Through activities and initiatives described above, this project contributed to Utah’s highway safety targets C-1, C-2, C-3, C-10, C11, U-10, and U-11.

Senior Driving Safety

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, and U-16.

CP210205 Senior Driving Safety

The University of Utah (U of U) Trauma program created an outreach presentation focusing on keeping older adults safe in their vehicles. During the fiscal year 2021, the program grew to a statewide resource for injury prevention professionals. The program is ongoing, and new information/safe driving courses were provided to Weber, Tooele, Davis, Salt Lake, Iron, Utah, and Wasatch Counties. In addition, yellow Dot packets were requested and placed in their local libraries. This program also sent training videos to EMS workers statewide. This program helped contribute to the decrease in senior driving deaths.

Outreach was able to expand beyond the Wasatch Front. Resources were provided to injury professionals in Southern Utah, Davis County, and the Salt Lake County Library System. Additional champions were located to help spread this message. Senior living communities, non-profits, and injury prevention programs all over Utah benefitted from these outreach efforts. Hospitals and EMS providers assisted in keeping seniors safe behind the wheel. It is essential to take the time to learn and understand the challenges that older adult drivers face to learn more about how to help keep them safe as the program moves forward. A website is in the process of being built that will house the information contained in our Older Adult Driving Safety booklet. The project will improve its digital presence within the upcoming grant year.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, and U-16.

Police Traffic Services

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-9, C-10, U-1, U-2a, U-2b, U-2c, U-3, U-4a, U-4b, U-5a, U-5b, U-6a, U-6b, U-9, U-14, and U-15

PT210101 Police Traffic Services and Equipment

The Police Traffic Services and Equipment Grant provided high visibility enforcement speed shifts and equipment to law enforcement agencies in Utah to increase traffic safety efforts. Due to COVID-19, in-person training courses were not held as in previous years, which prevented police agencies from reaching out with training requests. The equipment application helped agencies provide data-driven problem identification in their jurisdiction. As a result, 15 Police Departments received traffic safety tools/equipment. This year, twenty Lidar units, six radar units, three speed-trailers, one speed-sign, and new Lidar batteries were provided to agencies across the state. Speed has been a continued concern, and in conjunction with the equipment issues, speed enforcement shifts were issued to 23 agencies, in which officers made 1,041 contacts. During these shifts, 493 speeding citations and 389 warnings were issued to speeding drivers. In addition, agencies participated along with the Western States Traffic Safety Coalition from June 25-27, 2021. The Utah Highway Safety Office also created a video in-house that was shared via Social Media titled "I'm not just a number – Slow Down Utah."



The "Slow Down, Utah" video was shared as a promoted post via DPS and partner social channels.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-9, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14, and U-15.

PT210102 Weber/Salt Lake/Davis/Utah County Multi-Agency Task Force Groups

Across the Wasatch Front in the four largest counties in the state (Salt Lake, Utah, Weber, and Davis), Multi-Agency Task Force (MATF) meetings have played a significant role in promoting communication between law enforcement agencies, partnerships in traffic safety campaigns, training, and efforts among law enforcement agencies and partners. Due to COVID-19, some meetings were held virtually due to restrictions and recorded for those unable to

attend. MATF members met twice via virtual measures and six times in person. Members received training and education on the Yellow Dot program, Utah Cannabis Law, UDOT traffic updates, crash reporting forms, Traffic Incident Management, the Utah Legislative update, Utah Driver's License updates, and Commercial Vehicle enforcement and inspections. Overtime enforcement shifts were distributed throughout the year at the MATF meetings. These shifts include seat belt enforcement, distracted driving enforcement, and pedestrian safety enforcement. DUI saturation patrols and checkpoints, either during holidays or national campaigns, were also handed out.

This project experienced some challenges in the past year. A new LEL was hired at the Division mid-year. With new personnel comes a learning curve. This caused some critical downtime in moving the MATF project forward. The Highway Safety Office understands that the MATF meetings are a great resource in continuing partnerships. It is important that communication continues with these organizations so that law enforcement agencies can work cohesively to make Utah's roadways safer for all. In the next year, the HSO LEL will continue to improve these relationships and build on this important project.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-9, C-10, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14, and U-15.

PT210103 Law Enforcement Liaison Expansion

The Law Enforcement Liaison grant has continued to foster communication and partnerships with rural agencies across the state. Law Enforcement Liaison (LEL) members continued to disseminate program information regarding traffic safety campaigns, training, and efforts throughout the state's rural regions. LEL's are conducive to building new partnerships in these rural areas and maintaining strong connections.

The new LEL at the Highway Safety Office has regularly communicated with the regional LELs. There were no in-person meetings due to the travel and safety protocols in place with COVID. Maintaining communication has been important as the regional LEL's have made a few personnel changes. With several new to the organization, it has been a great learning experience and an excellent opportunity to review its purpose and future potential. The LEL project has been essential in connecting rural agencies to program resources to make Utah roadways safer. Providing equipment to rural agencies has been one of the project's positive outcomes. The Highway Safety Office provided five radars to four police agencies, and many overtime enforcement shifts worked under various grants.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-9, C-10, U-1, U-2, U-3, U-4, U-5, U-6, U-9, U-14, and U-15.

DD210805 Orem Police Department Distracted Driving Campaign

The Orem Police Department has continued operations and community education to decrease preventable crashes and distracted driving deaths. Orem PD performed one distracted driving operation this year; due to staffing shortages, they were unable to conduct additional events.

Orem PD provided educational information to high schools regarding distracted driving to promote safe driving. Officers visited all three high schools in Orem and presented the dangers of distracted driving to groups of students. In addition, officers hosted a community event where the public was shown videos from Zero Fatalities, interacted with officers and with representatives of Zero Fatalities. They then were able to perform an activity that gave them a sense of the level of distraction that texting while driving creates.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14, U-15.

DD210807 Richfield Police Department Distracted Driving Campaign

The Richfield Police Department has continued to educate the public on the dangers of distracted driving. Efforts were reduced during the 2021 fiscal year due to COVID-19 restrictions and a 25% turnover rate within the department. Richfield worked 23 high visibility enforcement shifts, stopping 193 vehicles and issuing 226 citations and warnings.

Due to the pandemic, educational efforts were not held as frequently during the beginning of the grant year, affecting contacts made at events such as the Sevier County Safety Fair and schools. In turn, Richfield PD made it an objective to educate all drivers on the dangers of driving distracted when conducting traffic stops and used some of the enforcement shifts to educate the public and school-age students about driving distracted.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14, U-15.

DD210806 Salt Lake City Police Department Distracted Driving Campaign

The Salt Lake City Police Department (SLCPD) continued targeted enforcement and community education to decrease distracted driving crashes and deaths. SLCPD completed 42 overtime enforcement shifts throughout the 2021 fiscal year, making 494 contacts with the community and issuing 512 citations and warnings.

The police department utilized its social media accounts to distribute messages due to fewer opportunities to contact the public at community events. SLCPD developed and distributed a bulletin board to inform officers about distracted driving efforts and Utah's laws.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14, U-15.

DD210808 Distracted Driving Media & Enforcement

The Utah Highway Safety Office distracted driving grant focused on traffic enforcement during NHTSA's National Distracted Driving Awareness Month. In the 2021 fiscal year, two distracted driving events were held, one in October and the other in April. Each had a media event that informed the public on the dangers of distracted driving. The events also announced to the public that officers would be stopping distracted drivers. A total of 29 agencies participated throughout the year, not including the Utah Highway Patrol, making 1,937 contacts with the motoring public and issuing 2,207 citations and warnings.

Distracted Driving info-graphic cards were created and distributed to participating police agencies to educate the public on the laws, causes, and results of distracted driving.



Multiple Utah County agencies joined forces to intercept distracted drivers in April.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-9, U-6, U-9, U-14, U-15.

Traffic Records Program

Performance Measures

See the progress for the following performance measures starting on page 50.

C-1,C-2, C-3, C-4, U-12, U-13

3DA210501 Crash Information Management System

This project has continued to improve the accuracy, completeness, and accessibility of the crash file database using a multi-tiered approach. The Traffic Records Program Manager continued with technical outreach and education to law enforcement throughout the state. In addition, the HSO continued its partnership with the Utah Department of Transportation and the University of Utah to continue the growth of the (UTAPS) program.

Integration of crash data from each partner for analysis to a single source has removed redundancy in accuracy and completeness cross-checking and ensured that all Departments are reporting the same numbers. The UTAPS data system has continued to provide uninterrupted services to main partners and other authorized users during the reporting period. Since the adoption of strict schedules for table updates earlier this year (e.g., external tables and QC submissions), the services have shown no signs of interruption, unexpected delays, or deadlocks in the database during the daily operations. Continuous service provision is key to maintaining usage, and the current workflows seem to have found stable routines to continue this positive path. New practices taken over by the System Administrator include closer monitoring of the server performance and operating system (OS) updates. Under a new schedule, OS updates are reviewed twice per week and applied timely when available, and system performance has also been reviewed during selected days. These routines have identified periods of server resources being at full utilization at times when external tables are updated, as expected, and have also allowed patch installations in a more routine fashion.

UTAPS Continues to provide many services to the HSO and partners, including a database table with a running set of crash records dating back to 2010. There is a 24-hour timeline for new crashes received from DTS in production. The University of Utah team has six-hourly undergraduate and two graduate students performing quality control and assurance protocols on all crash reports.

The Highway Safety Office continued its partnership with Numetric to provide an online interactive crash summary dashboard. The data used in this system is from UTAPS and is always current. There are 17 workbooks as part of the crash summary system available on the Highway Safety website. The workbooks cover the Utah crash summary, fatalities, drug & alcohol, teen drivers, pedestrians, etc.

The training modules, the Crash Data Dictionary, and the DI-9 Training Manual have also been updated.

The Highway Safety Office provided crash report training through virtual meetings and face-to-face meetings to all Law enforcement agencies at their request. The crash training PowerPoint and the new DI-9 training manual were provided to several agencies throughout the year.

Through activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, U-12, and U-13.

TR210105 Traffic Records Coordinating Committee

The Utah Traffic Records Coordinating Committee (UTRCC) Coordinator maintained, monitored, and coordinated

the Traffic Safety Information Systems Strategic Plan, as well as the operation of the UTRCC. The Highway Safety office partnered with LexisNexis to help create a new Strategic Plan and data inventory for FY2022. LexisNexis and the Traffic Records program manager did breakout sessions with all current UTRCC members to go over their performance measures and assist in creating new measures. The crash report revision project has been completed. All agencies have finished the final stages of upgrading their systems to the new crash report. However, some agencies are still experiencing errors when trying to submit their reports. The Highway Safety Office has been working closely with DTS and UTAPS to locate agencies experiencing issues. DTS upgraded its systems to allow the old version and the new version of the crash report to be submitted. All the fields were uploaded correctly from the agency's original crash report. Timeliness is still important, and the Highway Safety Office continues its efforts to work with the agencies to submit all crash reports within the two-week window; our current permanence measure for crash report timeliness is 6.00, improving by 0.25% from 2020.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, U-12, and U-13.

3DA210502 EMS Pre-Hospital Data Reporting

The prehospital data reporting project has been active since 2006. Since that time, the Bureau of Emergency Medical Services and Preparedness (BEMSP) (Utah Department of Health) has made great strides in improving its data systems. In 2006, the reports were handwritten and entered into a DOS-based program. Now, the data system is electronic submissions with data analysis and managing trends. The purpose of the project in FY21 was to improve timely data entry into the State Trauma database, increase the prehospital data accuracy, integrate internal and external data systems, and increase accuracy and compliance with NEMSIS through utilizing Image Trend Data Systems.

Timely data entry into the State Trauma database has improved with changes to the data submission rule, from 6 months to 3 months, but issues still exist on getting data from hospitals into the trauma registry. 29% of hospitals either missed entering data for one month during the reporting period or were late reporting. There still remain issues with data quality with incorrect data entry via EMS agencies and staff turnover with Trauma Registrants not understanding the ePCR system, despite training. Issues are addressed on a case-by-case basis. Requests on timeliness have been made to EMS agencies and trauma registrars to submit data in a more timely manner. Regular quality improvement is conducted on EMS records to ensure data is entered correctly. Hospital trauma registrants are directed to work directly with individual EMS agencies when data is inaccessible in the state data system and alert BEMSP if the records are missing. New trauma registrants continue to be trained on using the state's data system, finding records, and working with individual EMS agencies as needed. BEMSP's data manager assists hospital users with system access, as we lost our data analyst. A user FAQ/Help Guide has been created and posted on the trauma system website and is sent to each new user.

Training to increase the accuracy of reported prehospital data from providers is provided by BEMSP staff on the ePCR and linked licensure database for direct entry users and 3rd party vendor agencies. Training has been provided statewide to EMS agencies, as needed, on timeliness, import issues, accurate data entry, and completeness of reporting, with in-person visits made to those agencies that need additional hands-on help. Data is monitored daily for accuracy, and reports are sent to agencies weekly on data entry errors, record counts, and missing information. As issues with reporting are identified, agencies are contacted within three days to set up meetings to determine reporting issues and train providers correctly. New agencies are contacted immediately to begin reporting correctly and timely to the ePCR system. There is one vendor with more issues than the other vendors that report to Utah, and regular communication takes place with that vendor to address their issues. Recently the problem vendor has been bought out by a better, improved vendor, so we expect those issues to be

resolved. The training was provided to 12 agencies, primarily via webinar, during this grant cycle. Of the twelve, four were agencies that moved to ImageTrend.

Utah continues to increase the number of systems integrated with prehospital data (i.e., trauma registry, emergency department data, outpatient, cardiac, stroke, STEMI, pediatric, and crash repository). CARES (Cardiac care) data is moving smoothly from the prehospital site to their system and has been since 2017/2018. Work continues within UDOH to create a master patient-linked database (DOHMPI) with Trauma, ED, Inpatient, Vital Records, and EMS records but is hindered by how data can be shared even among UDOH systems. BEMSP is working with legal to get changes made to rules and laws that would permit data sharing. BEMSP and OHCS (Office of Healthcare Statistics) have been successfully sharing, sending, and linking Utah Health Information Network medical records data to EMS data to link to patients' existing medical records. The success of this linkage will hopefully assist the future CRASH/BEMSP linkage. BEMSP is looking into linking COVID-related medical procedures back to the disease tracking system.

Bureau staff have trained and transitioned 100% of Utah agencies to ImageTrend Elite (v3), adding new ones as they become licensed. One software vendor has been challenging to work with during this process, as they struggle with complying with NEMESIS v3. This vendor hosts 12 Utah agencies, so it is necessary to ensure their data is correct. Interestingly, it seems that many of these agencies are changing vendors. Bureau staff continue to work with feedback from all agencies and vendors to update the state's system, and corrections have been provided to Utah BEMSP program staff to ensure our records are accurately captured and deliver quality data. Work has been completed within UDOH to move legacy v2 data over to an in-house database, and the data is available to use in Cognos for reports. As new EMS agencies get established, or agencies switch vendors, the Bureau continues to work with them to ensure they have a v3 standard system and are properly setting up and entering data.

The UTAPS-CRASH data integration project began in November 2016. Progress has been slow on this project due to various reasons, such as staffing, schedules, and miscommunication. Fourth-quarter 2020, progress picked up as communication increased between ImageTrend and UTAPS. Following a directive from the UDOH privacy officer, an IRB was created and submitted to permit the University of Utah to access the data for UTAPS. Once it was completed and reviewed by the IRB committee, it was deemed unnecessary. A data-sharing agreement was drafted and submitted for signatures to exchange data moving forward. During the process to get the data-sharing agreement approved, it came to our attention that the UDOH could not sign or provide UTAPS with any data due to the state's data-sharing law. UDOH and UHSO may present language for legislation to hopefully get this law changed so UDOH can provide the HSO & UTAPS with data.

Through the activities and initiatives described above, this project contributed to Utah's highway safety targets C-1, C-2, C-3, C-4, U-12, and U-13.

202121 Fatality Analysis Reporting System (FARS)

Fatal crash information was researched, collected, interpreted, and analyzed. Data was entered into the FARS database for state and national statistical analysis and provided information to fulfill requests from the media, governmental agencies, and other requestors regarding Utah traffic fatalities and statistics. The FARS analyst worked with stakeholders to ensure all fatal crashes met the standard criteria. The FARS Analyst analyzed all fatal crashes, coding and documenting information into the FARS database.

All required training was attended virtually by the FARS analyst and the FARS supervisor due to several training sessions moving to a virtual format due to COVID-19.

Despite training being held virtually, the traffic records program staff could still satisfy this performance measure. Staff attended virtual Multi-Agency Task Force Meetings (MATF) to train law enforcement on crash reporting. They have also provided several law enforcement agencies with their updated DI-9 training manual and crash report training PowerPoint. They also have continued to work with Regional Law Enforcement Liaisons (RLEL) to open communication between urban and rural agencies.

Through the activities and initiatives described above, this project contributed to Utah Highway Safety targets C-1, C-2, C-3, C-4, U-12, and U-13.

Evidence-Based Enforcement Plan (E-BE)

Evidence-Based Enforcement Plan

Enforcement is an essential component of comprehensive traffic safety initiatives to reduce traffic crashes, injuries, and fatalities. Each UHSO Program works together closely to align projects, minimize redundancy, allocate resources wisely, and strengthen programs overall. E-BE Plan strategies use the “National Highway Traffic Safety Administration’s Countermeasures That Work” recommendations to ensure strategies are evidence-based for the focus area.

Occupant Protection Enforcement

In the last five years, 27.6% of vehicle occupants killed in Utah crashes were unrestrained, showing that occupant protection with seat belt enforcement is key to reducing the tragic loss of life. The goal is to use enforcement, along with other evidence-based strategies, such as advocacy, innovative messaging, and outreach, to target hard-core non-users to reduce unrestrained fatalities.

Since the passage of the primary seat belt law in May 2015, Utah’s seat belt use has increased by 5.7% for an overall compliance rate of 88%. Yet nearly 305,000 Utahans still choose not to wear their seat belt. Therefore, education and enforcement are vital to show the utility of the law and will continue to be significant components of the UHSO for the next fiscal year. In addition, modifications have been made to the E-BE Plan by including focused patrols to high-risk areas such as rural counties and areas with high crash rates.

Diligent efforts for seat belt enforcement and other countermeasures are needed to reach the goal of zero fatalities and increase overall traffic safety. Therefore, state and federal funds are carefully distributed to the occupant protection program to address unrestrained occupants and increase seat belt usage rates.

The outcomes of each enforcement effort are listed below.

November 2020

Thanksgiving Holiday Travel Click It or Ticket seat belt enforcement was performed by the state’s law enforcement partners across the state. Through the outreach and networking of the UHSO Law Enforcement Liaisons, all law enforcement agencies in Utah were contacted to discuss the mobilization efforts, assign overtime seat belt enforcement patrols, and ask for their pledge of support for the campaign by declaring zero tolerance towards unbuckled motorists during their regular patrols.

Outcomes:

Reporting Period	November 16-30, 2020
Agencies	56
Hours	2,147
Seat Belt Violations	2,455
Citations	1,238
Warnings	1,217
Child Restraint Violations	42
Citations	17
Warnings	25
DUI Arrests	6

All Other Violations 1,717

March 2021

Nighttime seat belt enforcement took place March 26-28, 2021, during the nighttime hours of 6 p.m. - 6 a.m. in selected areas based on crash data and roadway environments conducive to nighttime seat belt enforcement. Media messaging focused on buckling up day and night.

Outcomes:

Reporting Period	March 26-28, 2021
Agencies	14
Hours	237
Seat Belt Violations	251
Citations	111
Warnings	140
Child Restraint Violations	8
Citations	1
Warnings	7
DUI Arrests	3
All Other Violations	117

May 2021

May Click It or Ticket Enforcement took place in conjunction with the National Seat Belt Mobilization. As a result, law enforcement agencies statewide pledged their support to enforce the state's primary seat belt law during regular patrols and high visibility seat belt enforcement shifts.

Outcomes:

Reporting Period	May 24- June 6, 2021
Agencies	59
Hours	1,721
Seat Belt Violations	2,083
Citations	995
Warnings	1,088
Child Restraint Violations	78
Citations	41
Warnings	37
DUI Arrests	5
All Other Violations	810

September 2021

Rural County Seat Belt Enforcement Effort

Rural-specific messaging focusing on seat belts was placed in the nine rural counties (Box Elder, Cache, Carbon, Iron, Sanpete, San Juan Sevier, Tooele, Uintah) with local law enforcement agencies enforcing the primary seat belt law during regular patrols as well as during key holiday travel times over the Labor Day Holiday weekend.

Outcomes:

Reporting Period	September 3-6, 2021
------------------	---------------------

Agencies	7
Hours	151
Seat Belt Violations	260
Citations	144
Warnings	116
Child Restraint Violations	2
Other Citations and warnings	116
Warnings	0
DUI Arrests	0
All Other Violations	33

Law Enforcement Liaisons encourage seat belt enforcement at all times and in all High-Visibility Enforcement (HVE) events statewide, regardless of the event’s enforcement focus; seat belt enforcement is straightforward and easily incorporated into other enforcement activities.

Impaired Driving Enforcement

Impaired Driving continues to be a challenge in Utah. Although Utah is below the national average regarding alcohol and drug-related fatalities, it continues to be a problem. Crash data from 2016-2020 shows that alcohol-related driver crashes are 7.1 times more likely to be fatal than other crashes. While only 3.1% of Utah’s traffic crashes in 2016-2020 involved an alcohol-related driver, they accounted for almost 21% of fatal motor vehicle crashes during that same period.

Impaired Countermeasures Timeline and Details:

October 2020

Using the “Know Your Limits – Spooky Hand” campaign combined with the Drive Sober or Get Pulled Over message, the UHSO and its law enforcement partners targeted Halloween celebrations with enforcement coordinated through the LELs and the Multi-Agency Task Forces.

Outcomes:

Reporting Period	10/30/2020 – 11/01/2020
Agencies	29
Hours	505.3
DUI Arrests	31
Alcohol	24
Drug	4
Metabolite	3
Designated Driver	21
All Other Citations	340

November and December 2020

Holiday Crackdown/Drive Sober or Get Pulled Over National Mobilization enforcement efforts were implemented statewide through the Utah Highway Patrol. To encourage drivers to make the right choice, the ‘Ugly Sweater’ campaign, with the message to “Drive Sober, Avoid an Ugly Holiday,” was launched on November 23 and ran through the 29th for the Thanksgiving holiday. It also ran from December 14 - January 1, 2021, during the increased

enforcement period during the holidays. Wasatch Front targeted enforcement was coordinated with partners in Salt Lake, Utah, Davis, and Weber Counties. The LEL's completed additional outreach to law enforcement agencies for focused patrols, with particular attention to rural agencies needing mobilization support.

Outcomes:

Reporting Period	11/26/2020 – 11/29/2020
Agencies	27
Hours	423.5
DUI Arrests	18
Alcohol	9
Drug	9
Metabolite	0
Designated Driver	5
All Other Citations	312

Reporting Period	12/16/2020 – 01/01/2021
Agencies	19
Hours	650.5
DUI Arrests	29
Alcohol	19
Drug	8
Metabolite	2
Designated Driver	11
All Other Citations	400

February 2021

The Drive Sober or Get Pulled Over initiative targeted Super Bowl activities with enforcement efforts implemented by law enforcement partners in Salt Lake, Utah, Davis, and Weber Counties through coordinated efforts of the Multi-Agency Task Forces. Messages of “Don’t Drop the Ball” and “Designate a Driver Before You Drink” were used to spread awareness.

Outcomes:

Reporting Period	02/07/2021
Agencies	23
Hours	236.5
DUI Arrests	5
Alcohol	2
Drug	3
Metabolite	0
Designated Driver	4
All Other Citations	84

March 2021

The Drive Sober or Get Pulled Over initiative used the message "Don't Get Pinched" and "Getting a Designated Driver is not Luck, it's Smart" to target St. Patrick’s Day activities. Enforcement efforts were implemented by law enforcement partners in Salt Lake, Utah, Davis, and Weber Counties through coordinated efforts of the Multi-Agency Task Forces.

Outcomes:

Reporting Period	03/12/2021 – 03/17/2021
Agencies	18
Hours	494
DUI Arrests	37
Alcohol	27
Drug	10
Metabolite	0
Designated Driver	13
All Other Citations	302

May 2021

Memorial Day Weekend kicked off the “Drive Sober or Get Pulled Over” and the “If You Drive, Every Sip Has a Consequence” campaign. These initiatives supplemented the 100 Deadliest Days messaging and enforcement through the Utah Highway Patrol and Wasatch Front-targeted enforcement in cooperation with law enforcement partners in Salt Lake, Utah, Davis, and Weber Counties.

Outcomes:

Reporting Period	05/28/2021 – 05/31/2021
Agencies	16
Hours	307
DUI Arrests	26
Alcohol	17
Drug	7
Metabolite	2
Designated Driver	4
All Other Citations	193

July 2021

Drive Sober or Get Pulled Over and the “If You Drive, Every Sip Has a Consequence” initiatives targeted the 4th of July and 24th of July celebrations, with the Utah Highway Patrol performing statewide enforcement patrols.

Outcomes:

Reporting Period	07/02/2021 – 07/04/2021
Agencies	60
Hours	944.8
DUI Arrests	34
Alcohol	20
Drug	12
Metabolite	2
Designated Driver	10
All Other Citations	498

Reporting Period	07/23/2021 – 07/25/2021
Agencies	49
Hours	821.8
DUI Arrests	34

Alcohol	17
Drug	14
Metabolite	3
Designated Driver	12
All Other Citations	418

August and September 2021

Drive Sober or Get Pulled Over and the “If You Drive, Every Sip Has a Consequence” initiatives supported NHTSA’s national enforcement mobilization. The campaign focused on Labor Day celebrations with the Utah Highway Patrol performing statewide enforcement patrols, and Wasatch Front targeted enforcement in cooperation with the multi-agency task forces in Salt Lake, Utah, Davis, and Weber Counties.

Outcomes:

Reporting Period	08/18/2021 – 09/06/2021
Agencies	24
Hours	511.8
DUI Arrests	39
Alcohol	25
Drug	13
Metabolite	1
Designated Driver	6
All Other Citations	325

DUI Checkpoints/Saturation Patrols

DUI Checkpoint operations were conducted with law enforcement partners at identified high-risk times and locations. The UHSO provided supplies and equipment for the checkpoints, such as a centralized trailer for visibility, signs, and safety equipment. The law enforcement partner agency conducting the checkpoint is charged with meeting the statutory requirement of public notification of the checkpoint date, time, and location. The UHSO assisted with funding enforcement activities as well as promotions as needed.

DUI Saturation Patrols were conducted every weekend in June to kick off the anticipated high number of travelers during the summer months. In addition, high visibility enforcement was conducted statewide and included the “Drive Sober or Get Pulled Over” and Drug-Impaired Driving messaging.

DUI Checkpoints

Outcomes:

Reporting Period	FY 2021
Checkpoints Held	8
Agencies	7
Hours	119.30
DUI Arrests	9
Alcohol	3
Drug	4
Metabolite	2
Designated Driver	1
All Other Citations	41

DUI Saturation Patrols/ Blitzes

Outcomes:

Reporting Period	FY 2021
Saturation Patrols /Blitzes	8
Agencies	3
Hours	67
DUI Arrests	4
Alcohol	3
Drug	1
Metabolite	0
Designated Driver	0
All Other Citations	79

Vulnerable Roadway Users Enforcement

In an effort to support pedestrian safety enforcement, shifts were offered as both multi-agency statewide and targeted efforts to reduce pedestrian-involved crashes. One enforcement period targeted crosswalks and areas with high pedestrian traffic in the four key counties along the Wasatch Front, while the other was conducted statewide at school crosswalks to educate on the law. Each participating agency prepared an enforcement plan. The plans justified conducting enforcement at specific intersections and details about operations involving decoys, which was optional. Enforcement included both pedestrians and motorists alike.

October 2020 – September 2021

Agencies 18
Shifts 403
Vehicles Stopped 3243
Citations 771
Warnings 1209

Salt Lake City Police Department (April – September)

Shifts 30
Vehicles Stopped 16
Citations 3
Warnings 19

Distracted Driving Enforcement

Three police agencies, Orem Police Department, Richfield Police Department, and Salt Lake City Police Department helped reduce the number of distracted driving crashes and fatalities by working overtime shifts and educating the public about the dangers of distracted driving.

The distracted driving shifts were worked differently by each law enforcement agency. The outcomes of overtime distracted driving shifts are listed below.

Distracted Driving Countermeasures and Outcomes:

Orem PD 2021

Orem PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events. The overtime shifts were worked at a lower number than expected due to the COVID-19 pandemic and

manpower shortages. Shifts were mostly worked in the 4th quarter of the 2021 fiscal year and focused on educating new drivers at the local high schools.

Shifts: 12

DD Citations/Warnings: 0

Total Vehicles Stopped: 0

Richfield PD 2021

Richfield PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events. The number of overtime shifts worked was less than expected due to the COVID-19 pandemic and manpower shortages. These shifts were worked between October 2020 through September 2021.

Shifts: 23

DD Citations/Warnings: 226

Total Vehicles Stopped: 193

Salt Lake City PD 2021

Salt Lake PD performed distracted driving enforcement as part of overtime focus patrols as well as directed education events. The overtime shifts were worked from January 2021 through September 2021.

Shifts: 42

DD Citations/Warnings: 512

Total Vehicles Stopped: 494

April Distracted Driving Awareness:

The Distracted Driving Awareness National Enforcement campaigns were scheduled twice in the 2021 fiscal year, in October and in April. Overtime enforcement shifts were worked mainly during those campaign events, and there were a few agency requests during January and September.

Shifts: 211

Agencies: 29

Citations/Warnings: 2,207

Vehicles Stopped: 1,937

Speed Enforcement

Speed enforcement is already a standard enforcement activity, but it is crucial to keep speeding at the forefront of law enforcement efforts for each agency and emphasize the role speed plays in crashes and fatalities in Utah.

Multi-Agency Task Force meetings are held in the four largest counties within the state (Salt Lake, Utah, Davis, Weber) and serve to update officers on data and strategies aimed at reducing speed and other enforcement activities. The police Traffic Services Training and Equipment grants help to fund agencies' lidars, radars, and speed trailers to help enforce speed and reduce speed-related crashes. The grant also funded agencies to participate in overtime speed enforcement.

Police Traffic Services Highlights

- 15 agencies received equipment to help with speed enforcement.
- 23 agencies participated in overtime speed enforcement shifts.
- 1,041 contacts were made in which 493 speeding citations and 389 warnings were issued to speeding violators.

Core Performance Measures

Utah's performance target for C-1 Number of Utah Traffic Fatalities was 251.7. The most current FARS data through September 30, 2021, shows that Utah is not on track to meet the goal with 257.0 (using a five-year rolling average). Along with national averages, Utah has seen a significant increase in traffic fatalities and overall aggressive driving behaviors. Utah is reviewing data at a deeper level to identify challenge areas and implement the best measures and strategies to address the increase.

Utah's performance target for C-2 Number of serious injuries in Utah Traffic was 1363.2. The most current UTAPS data through September 30, 2021, shows that Utah is on track to meet the goal with 1341.8 (using a five-year rolling average).

Utah's performance target for C-3 Fatalities per 100 million VMT was .78. The most current FARS data through September 30, 2021, shows that Utah will not meet this measure with 0.900 (using a five-year rolling average). Like in 2020, risky driving behaviors have continued to climb. More people are back on the roads; however, positive driver behaviors have declined due to the current environment. Utah is reviewing data at a deeper level to identify challenge areas and will implement the best measures and strategies to address the increase.

Utah's performance target for C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) was 66.0. The most current FARS data through September 30, 2021, shows that Utah is on track to meet the goal with 56.0 (using a five-year rolling average).

Utah's performance target for C-5 Number of Fatalities in Crashes Involving a Driver or a Motorcycle Operator with a BAC of .08 and above was 35.3. The most current FARS data through September 30, 2021, shows that Utah is not on track to meet the goal with 38.6 (using a five-year rolling average). Along with national averages, Utah has seen a significant increase in risky driving behaviors. As a result, Utah plans to increase messaging, education, and enforcement about the dangers of impaired driving and may add a motorcycle component.

Utah's performance target for C-6 Number of Speeding-Related Fatalities was 67.3. The most current FARS data through September 30, 2021, shows that Utah is not on track to meet the goal with 68.0 (using a five-year rolling average). There has been a significant increase in speeding and extreme speeding in Utah. The HSO works with the Utah Highway Patrol and local agencies to step up enforcement and education efforts.

Utah's performance target for C-7 Number of Motorcycle Fatalities was 38.1. The most current FARS data through September 30, 2021, shows that Utah is on track to meet this measure with 37.8 (using a five-year rolling average).

Utah's performance target for C-8 Number of Unhelmeted Motorcycle Fatalities was 18.9. The most current FARS data through September 30, 2021, shows that Utah is not going to meet this measure with 20.0 (using a five-year rolling average). Unhelmeted motorcycle fatalities continue to increase in Utah. Utah's motorcycle safety program plans to increase social media and education to focus on the benefits of wearing a helmet. This will be done in conjunction with the overall outreach messages to the motorcycling community. Utah will also use the motorcycle rider education program to share the message of the importance of wearing a helmet.

Utah's performance target for C-9 Number of Drivers Age 20 or Younger involved in fatal crashes was 42.7. The most current FARS data through September 30, 2021, shows that Utah is on track to meet the goal with 40.2 (using a five-year rolling average).

Utah's performance target for C-10 Number of Pedestrian Fatalities was 39.2. The most current FARS data through September 30, 2021, shows that Utah is on track to meet the goal with 37.2 (using a five-year rolling average).

Utah's performance target for C-11 Number of Bicycle Fatalities was 4.4. The most current FARS data through September 30, 2021, shows that Utah did not meet this goal with 5.6 (using a five-year rolling average). This target

continues to increase. Utah's bicycle safety program will continue outreach efforts regarding the Heads Up and Road Respect program.

Utah's performance target for B-1 Observed Seat Belt use was 90.2%. Unfortunately, like most of the nation, Utah saw a decrease in observed seat belt use. The current rate is 88%, according to the 2021 Seat Belt Survey.

Utah Performance Measures

Utah's performance target for U-1 Child Safety Seat Use for Children Ages 0-8 Years in Traffic Crashes was 69%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 78.4% (using a three-year rolling average).

Utah's performance target for U-2a Child Safety Seat Use for Children Ages 0-1 Years in Traffic Crashes was 94.5%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah did not meet its goal with 89.8% (using a three-year rolling average). Utah will continue focusing on its CPS program to increase child safety seat usage.

Utah's performance target for U-2b Child Safety Seat Use for Children Ages 2-4 Years in Traffic Crashes was 86.5%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah did not meet its goal with 82.6% (using a five-year rolling average). Utah will continue focusing on its CPS program to increase child safety seat usage.

Utah's performance target for U-2c Child Safety Seat Use for Children Ages 5-8 Years in Traffic Crashes was 43.5%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah did not meet its goal with 42.8% (using a three-year rolling average). Utah will continue focusing on its CPS program to increase child safety seat usage.

Utah's performance target for U-3 Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 Years That were Unrestrained was 48.3%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet the goal with 45.9% (using a three-year rolling average).

Utah's performance target for U-4a Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Night Time (10 p.m. to 5:59 a.m.) was 58%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet the goal with 58% (using a three-year rolling average).

Utah's performance target for U-4b Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Day Time (6 a.m. to 9:59 p.m.) was 31.1%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet the goal with 29.9% (using a three-year rolling average).

Utah's performance target for U-5a Unrestrained Among Seriously Injured and Killed Occupants in Crashes Rural was 27.5. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is not on track to meet its goal with 25.1% (using a three-year rolling average). Utah will continue outreach and education efforts in rural Utah.

Utah's performance target for U-5b Unrestrained Among Seriously Injured and Killed Occupants in Crashes Urban was 19.9. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 12.8% (using a three-year rolling average).

Utah's performance target for U-6a Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers was 107.1. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 77 (using a three-year rolling average).

Utah's performance target for U-6b Utah Fatalities Involving an Impaired Driver - Evidence-Based Drug-Impaired Driving was 64.1. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 46.2 (using a three-year rolling average).

Utah's performance target for U-7 Utah Helmeted Motorcycle Fatalities was 38.8%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah did not meet its goal with 55.8% (using a three-year rolling average). Utah will continue focusing on its motorcycle outreach programs.

Utah's performance target for U-8 Motorcyclists in Utah Crashes per 1,000 Registered Motorcycles was 14%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah did not meet its goal with 14.3% (using a three-year rolling average). Utah will continue focusing on its motorcycle outreach programs.

Utah's performance target for U-9 Teen Driver Crash Rate per 1,000 Licensed Drivers was 76. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is not on track to meet the goal with 79.4 (using a three-year rolling average). Utah will continue to focus on teen driver outreach and education.

Utah's performance target for U-10 Pedestrians in Utah Crashes per 10,000 Population was 2.7. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 2.6 (using a three-year rolling average).

Utah's performance target for U-11 Bicyclists in Utah Crashes per 10,000 Population was 1.59. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 1.49 (using a three-year rolling average).

Utah's performance target for U-12 Drivers in Utah Fatal Crashes with Known BAC Results was 50.1%. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet this goal with 51.7% (using a three-year rolling average).

Utah's performance target for U-13 Average number of Days Between Submission and Occurrence for Utah Motor Vehicle Crashes was 5.9. The most current FARS/UTAPS data through September 30, 2021, shows that Utah did not meet its goal with 6.7 (using a three-year rolling average). Utah's crash timeliness reporting is getting small enough that a small fluctuation in the system will affect the data.

Utah's performance target for U-14 Utah Drowsy driving-related Fatalities was 8.17. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 6.7 (using a three-year rolling average).

Utah's performance target for U-15 Utah Traffic Fatalities Involving a Distracted Driver was 15.07. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is on track to meet its goal with 10.7 (using a three-year rolling average).

Utah's performance target for U-16 Drivers Age 65 or Older in Utah Fatal Crashes was 43. The most current FARS/UTAPS data through September 30, 2021, shows that Utah is not on track to meet the goal with 48.3 (using a three-year rolling average). Utah will step-up efforts for older driver outreach and education.

Table of Performance Measures

UTAH

Assessment of Results in Achieving Performance Targets for FY21 and FY20

Performance Measure	FY 2021					FY 2020			
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/FY21 Progress Results	On Track to Meet FY21 Target Y/N ** (in-progress) ** based on 2021 data as of 9/30/2021	Target Value FY20 HSP	Target Year(s)	Data Source/FY20 Final Result	Met FY20 Target Y/N
C-1) Total Traffic Fatalities	5 year	2017-2021	251.7	2016–2020 FARS 267.6	N	263.5	2016–2020	2016–2020 FARS 267.6	N
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	1363.2	2016-2020 STATE 1404.6	Y	1415.1	2016–2020	2016–2020 STATE 1404.6	Y
C-3) Fatalities/VMT	5 year	2017-2021	.780	2016–2020 FARS .848	N	.820	2016–2020	2016–2020 FARS .848	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017–2021	66.0	2016–2020 FARS 59.4	Y	66.9	2016-2020	2016–2020 FARS 59.4	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017–2021	35.3	2016–2020 FARS 37.4	N	40.4	2016-2020	2016-2020 FARS 37.4	Y
C-6) Speeding-Related Fatalities	5 year	2017–2021	67.3	2016–2020 FARS 68.6	N	67.4	2016-2020	2016-2020 FARS 68.6	N
C-7) Motorcyclist Fatalities (FARS)	5 year	2017–2021	38.1	2016–2020 FARS 41.0	Y	38.1	2016-2020	2016-2020 FARS 41.0	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017–2021	18.9	2016–2020 FARS 21.4	N	18.9	2016-2020	2016-2020 FARS 21.4	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017–2021	42.7	2016–2020 FARS 44	Y	42.8	2016-2020	2016-2020 FARS 44	N

C-10) Pedestrian Fatalities	5 year	2017–2021	39.2	2016–2020 FARS 39.6	Y	39.2	2016–2020	2016–2020 FARS 39.6	N
C-11) Bicyclist Fatalities	5 year	2017–2021	4.4	2016–2020 FARS 5.6	N	4.4	2015–2019	2016–2020 FARS 5.6	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	91.1	State survey / 90.2	N	88.5	2020	State survey/90.2	Y
(U-1) Percent of children ages 0-8 in crashes who were restrained in a child safety seat	3 year	2019–2021	69	2018–2020 FARS 68.6	Y	68.8	2018–2020	2018–2020 FARS 68.6	N
(U-2a) Child Safety Seat Use for Children Ages 0-1 Years in Traffic Crashes	3 year	2019–2021	94.5	2018–2020 FARS 90.2	N	94.5	2018–2020	2018–2020 FARS 90.2	N
(U-2b) Child Safety Seat use for Children Ages 2-4 Years in Traffic Crashes	3 year	2019–2021	86.5	2018–2020 FARS 83.7	N	86.5	2018-2020	2018–2020 FARS 83.7	N
(U-2c) Child Safety Seat Use for Children Ages 5-8 Years in Traffic Crashes	3 year	2019–2021	43.5	2018–2020 FARS 43.7	N	43.5	2018-2020	2018–2020 FARS 43.7	Y
(U-3) Utah Motor Vehicle Crash Occupant Fatalities Ages 10-19 years That Were Unrestrained	3 year	2019–2021	48.3	2018–2020 FARS 42.9	Y	54.5	2018–2020	2018–2020 FARS 42.9	Y
(U-4a) Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Night Time (10 pm to 5:59 a.m.)	3 year	2019–2021	58	2018–2020 FARS 56.1	Y	58.6	2018–2020	2018–2020 FARS 56.1	Y
(U-4b) Motor Vehicle Crash Passenger Vehicle Occupant Fatalities That Were Unrestrained Day Time (6 a.m. to 9:59 pm)	3 year	2019–2021	31.1	2018–2020 FARS 29.8	Y	31.1	2018–2020	2018–2020 FARS 29.8	Y

(U-5a) Unrestrained Among Seriously Injured and Killed Occupants in Crashes Rural	3 year	2019–2021	27.5	2018–2020 FARS 24.3	Y	27.5	2018–2020	2018–2020 FARS 24.3	Y
(U-5b) Unrestrained Among Seriously Injured and Killed Occupants in Crashes Urban	3 year	2019–2021	19.9	2018–2020 FARS 15.7	Y	22.5	2018–2020	2018–2020 FARS 15.7	Y
(U-6a) Utah Fatalities Involving an Impaired Driver - All Drug Positive Drivers	3 year	2019–2021	107.1	2018–2020 FARS 98	Y	107.1	2018–2020	2018–2020 FARS 98	Y
(U-6b) Utah Fatalities Involving an Impaired Driver - Evidence-Based Drug-Impaired Driver	3 year	2019–2021	64.1	2018–2020 FARS 58.8	Y	64.1	2018–2020	2018–2020 FARS 58.8	Y
(U-7) Utah Helmeted Motorcycle Fatalities	3 year	2019–2021	38.8	2018–2020 FARS 49.2	N	38.8	2018–2020	2018–2020 FARS 49.2	N
(U-8) Motorcyclists in Utah Crashes per 1,000 Registered Motorcyclists	3 year	2019–2021	14	2018–2020 FARS 14.5	N	14	2018–2020	2018–2020 FARS 14.5	N
(U-9) Teen Driver Crash Rate per 1,000 Licensed Driver	3 year	2019–2021	76	2018–2020 FARS 75.3	N	79.9	2018–2020	2018–2020 FARS 75.3	Y
(U-10) Pedestrian in Utah Crashes per 10,000 Licensed Driver	3 year	2019–2021	2.7	2018–2020 FARS 2.8	Y	2.74	2018–2020	2018–2020 FARS 2.8	N
(U-11) Bicyclists in Utah Crashes per 10,000 population	3 year	2019–2021	1.59	2018–2020 FARS 1.59	Y	1.59	2018–2020	2018–2020 FARS 1.59	Y
(U-12) Drivers in Utah Fatal Crashes with Known BAC results	3 year	2019–2021	50.1	2018–2020 FARS 54.1	Y	50.4	2018–2020	2018–2020 FARS 54.1	Y
(U-13) Average Number of Days Between Submission and Occurrence for Utah Motor Vehicle Crashes	3 year	2019–2021	5.9	2018–2020 FARS 6.7	N	5.9	2018–2020	2018–2020 FARS 6.7	N
(U-14) Utah Drowsy driving-related Fatalities	3 year	2019–2021	8.17	2018–2020 FARS 9.3	Y	8.17	2018–2020	2018–2020 FARS 9.3	N

(U-15) Utah Traffic Fatalities Involving a Distracted Driver	3 year	2019–2021	15.07	2018–2020 FARS 15.3	Y	15.1	2018–2020	2018–2020 FARS 15.3	N
(U-16) Driver Age 65 or Older in Utah Fatal Crashes	3 year	2019–2021	43	2018-2020 FARS 52	N	43	2018–2020	2018-2020 FARS 52	N

Data Source/FY21 Progress Results are based on 2016-2020 to get a full 5 year rolling average.

**Although we used FARS 2016 - 2020 or 2018 - 2020 data for FY21 results, we answered the questions for FY21 using a rolling average based on available data as of September 30, 2021.

Program Area Expenditures

Occupant Protection

OP210401	CIOT Step Support	\$100,000.00
OP210402	Occupant Protection Media, Materials & Support	\$110,000.00
OP210404	Rural Seat Belt Program	\$66,500.00
OP210405	Occupant Protection Program Evaluation	\$26,100.00
OP210408	405d Occupant Protection Media Support	\$39,400.00
OP210409	Hispanic Traffic Safety Program	\$43,750.00
OP210411	402 Utah CPS Program	\$9,550.00
2PE210102	Occupant Protection Media, Materials & Support	\$109,600.00
2CPS210403	Utah CPS Program	\$250,000.00
TSP210211	405d Teen Driving Outreach	\$4,300.00
	Total	\$759,200.00

Impaired Driving

6OT210201	Personnel	\$72,300.00
6OT210301	DUI Enforcement & Checkpoint Support	\$276,150.00
6OT210303	DRE/ARIDE/SFST/Phlebotomy	\$40,400.00
6OT210304	Impaired Driving Media Campaign	\$449,000.00
6OT210305	Traffic Safety Resource Prosecutor	\$147,500.00
6OT210306	SIP/TRACE, Youth Alcohol Suppression	\$42,000.00
6OT210309	24/7 Sobriety Program	\$5,000.00
	Total	\$1,032,350.00

Community Traffic Safety

CP210202	Administrative Support	\$264,600.00
CP210203	Operation Lifesaver	\$20,000.00
CP210204	UHP PI&E / Adopt-a-High School	\$9,600.00
CP210205	Senior Driver Safety	\$7,800.00
CP210207	Utah Safety Council Traffic Safety Program	\$26,100.00
CP210210	Teen Driving Education & Outreach	\$27,300.00
	Total	\$355,400.00

Motorcycle Safety Program

11X210903	Motorcycle Safety Media Campaign	\$48,000.00
MC210901	Motorcycle Safety Media PI&E	\$223,500.00
	Total	\$271,500.00

Pedestrian and Bicycle Safety

PS210701	Pedestrian & Bicycle PI&E	\$60,900.00
PS210702	Bicycle Safety PI&E	\$33,800.00
PS210704	SLC Bicycle & Pedestrian Safety Project	\$10,300.00
PS210705	Youth Bicycle Education Safety Training	\$30,000.00
	Total	\$135,000.00

Police Traffic Services

PT210101	PT Services & Equipment	\$103,300.00
PT210102	Weber/Salt Lake / Davis/Utah Co - MATF Groups	\$3,900.00
PT210103	Law Enforcement Liaison Expansion	\$14,000.00
	Total	\$121,200.00

Distracted Driving Programs

DD210805	Orem Police Distracted Driving Program	\$1,400.00
DD210806	SLC Police Distracted Driving Program	\$12,000.00
DD210807	Richfield Police Distracted Driving Program	\$4,600.00
DD210808	Distracted Driving Media & Enforcement	\$17,000.00
FESX210203	405e Distracted Driving Media & Enforcement	\$32,800.00
	Total	\$67,800.00

Data Program

3DA210201	Personnel	\$67,800.00
3DA210501	Crash Information Systems Management	\$90,400.00
3DA210502	EMS Pre-Hospital Data Reporting	\$172,600.00
TR210201	405d Traffic Records Program	\$88,200.00
TR210105	405d Traffic Records Coordinating Committee	\$96,800.00
	Total	\$515,800.00

Non-Motorized Safety Programs

FHX210201	405h - Pedestrian Safety PI&E	\$173,500.00
FHX210202	405h - Pedestrian Safety PI&E	\$55,900.00
	Total	\$229,400.00

Planning and Administration

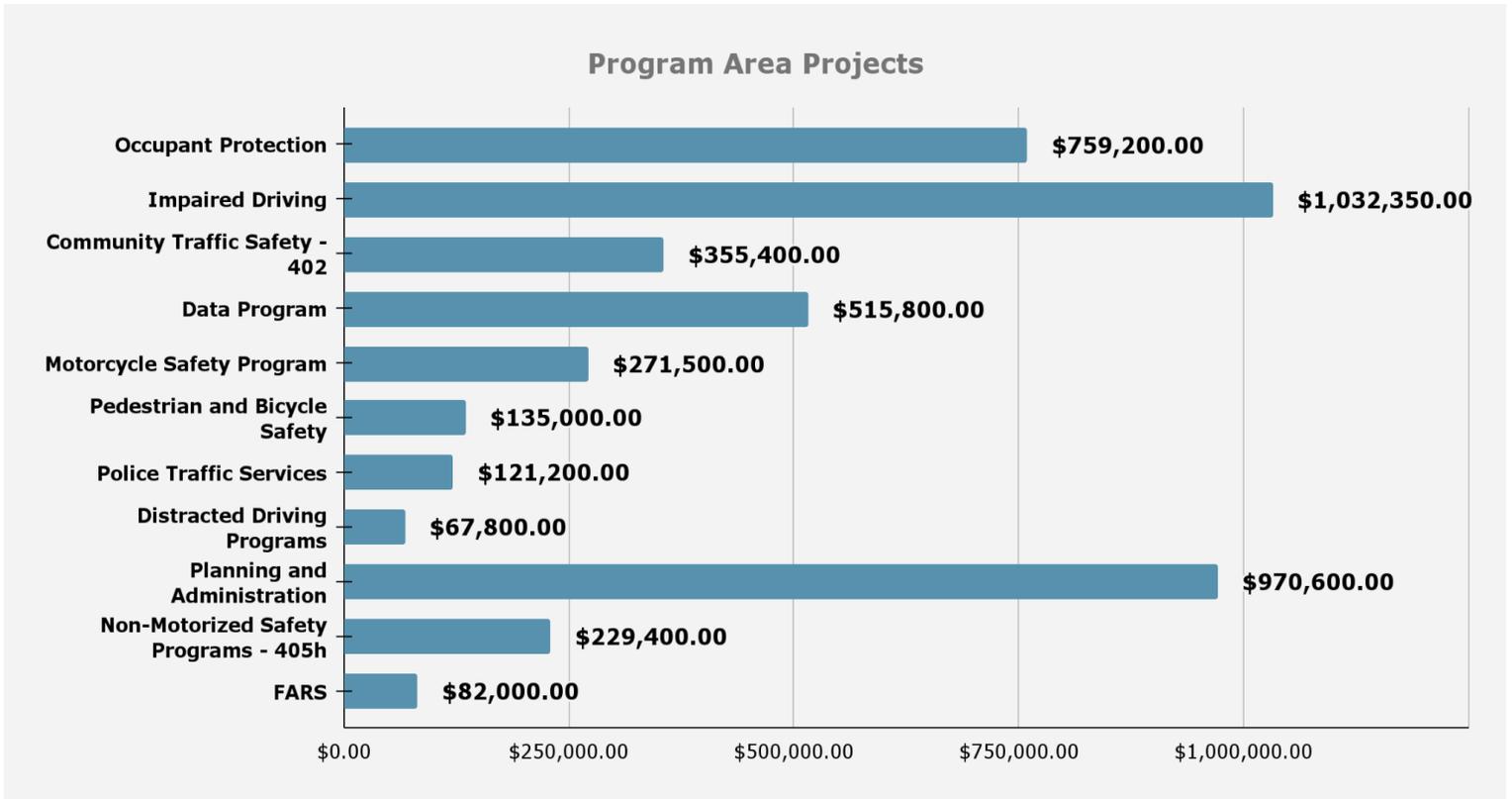
CP210201	Personnel	\$822,800.00
PA211001	402 - Administration (Federal)	\$147,800.00
	Total	\$970,600.00

FARS05

202121	FARS, Year 5 Award	\$82,000.00
	Total	\$82,000.00

*Total expenditures are rounded to the nearest hundred dollars

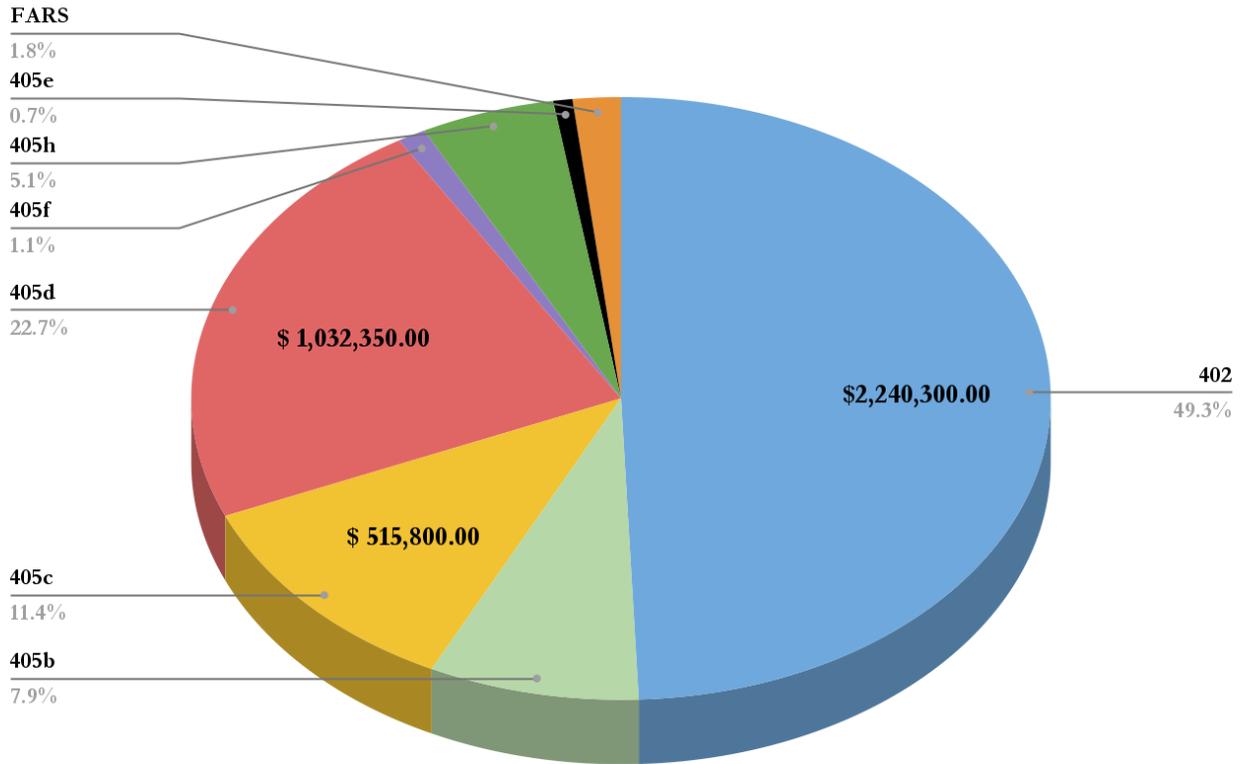
Program Area Projects Chart



Occupant Protection	\$759,200.00
Impaired Driving	\$1,032,350.00
Community Traffic Safety - 402	\$355,400.00
Data Program	\$515,800.00
Motorcycle Safety Program	\$271,500.00
Pedestrian and Bicycle Safety	\$135,000.00
Police Traffic Services	\$121,200.00
Distracted Driving Programs	\$67,800.00
Planning and Administration	\$970,600.00
Non-Motorized Safety Programs - 405h	\$229,400.00
FARS	\$82,000.00

Total Spent by Fund Chart

Total Spent by Fund



402	\$2,240,300.00
405c	\$ 515,800.00
405f	\$ 48,000.00
405e	\$ 32,800.00

405b	\$ 359,600.00
405d	\$ 1,032,350.00
405h	\$ 229,400.00
FARS	\$ 82,000.00

(End Of Report)