



# ANNUAL REPORT FY2021

Wyoming Department of Transportation

Highway Safety Behavioral Grants Office





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## Introduction



Mark Gordon was elected Wyoming's 33rd Governor, on Nov. 6, 2018 and was sworn into office on January 7, 2019.

Governor Gordon grew up on the family ranch in Wyoming where he learned the values of hard work and integrity and the importance of working together. As Governor, he brings those values to the table and his commitment to ensuring that Wyoming must always be a place where its citizens can pursue their dreams while retaining its unique character. He is a strong believer that Wyoming must chart its own course and he is a steadfast defender of its interests to do so.

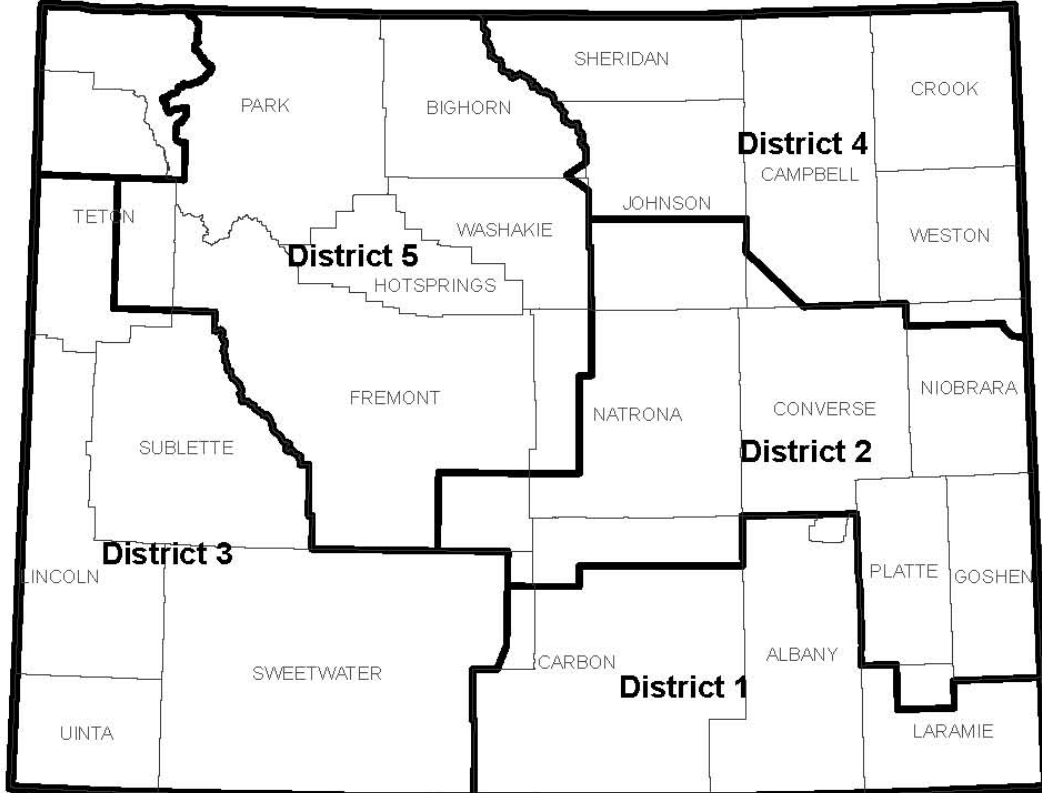
As a conservative, Governor Gordon has worked tirelessly to set Wyoming on a sustainable fiscal path. He is committed to making government more transparent, accessible, productive and efficient. He believes government is best when it is closest to the people and is committed to giving local communities the tools they need to thrive. He is a staunch advocate of quality education for all children from bottom to top, K-12 through all forms of post-secondary education, private and public.

Governor Gordon served as Wyoming State Treasurer from October 2012 until January 2019 when he was sworn in as Governor. In his time in office, he transformed and modernized the management of the state's financial portfolio. This work was recognized when the Peterson Institute ranked Wyoming number one in the United States and third in the world among all sovereign funds.

Elected Governor in 2018, he has successfully led his state through two of its most significant challenges in decades: the COVID crisis and the largest decline in mineral revenue in the state's history. He has spearheaded efforts to diversify Wyoming's economy in technology, finance, agriculture, energy, research, education, tourism, carbon capture and sequestration as well as making it an exceptional place to raise kids.

Governor Gordon and his wife Jennie have four grown children, Anne, Aaron with wife Megan, Bea with husband Austen, and Spencer with wife Sarah, their son Everett, and just recently, twin daughters Violet and Eloise.

## Wyoming at a Quick Glance



2020 Population – 577,719

- Persons under 5 years – 6%
- Persons under 18 years – 23.1%
- Persons 65 years and Over – 17.1%

2020 Square miles - 97,093.14

2020 Population per square mile 5.17

2020 Vehicle Miles Traveled per Capita – 18,065 (National Average 8,405)

2020 Annual Vehicle Miles of Travel – 10,436,850,556

2020 Licensed Drivers – 470,800

2020 Total Vehicle Registrations – 944,402

2020 Median Income: \$65,108

2020 Impaired Driving Arrests – 33.35% of all statewide arrests-(average BAC .1788)

2020 Observed Seat Belt Use Rate – 82.5%



## **Wyoming Department of Transportation Agency Overview**

The Wyoming Department of Transportation (WYDOT) is one of the largest state agencies with approximately 1,900 employees dispersed throughout the State. Employees are responsible for overseeing approximately 7,600 miles of federal-aid roadways, which includes city and county roads, and more than 900 miles of national, interstate highways. Engineering, finance, technology, aeronautics, construction, maintenance, and law enforcement are a few programs that make WYDOT a thriving department. The transportation system serves the citizens of Wyoming in addition to facilitating interstate commerce and travel.

WYDOT is dedicated to promoting safe use of Wyoming roads with the continuing goal of reducing fatalities, injuries, and property damage crashes by means of the "Four E's" - engineering, education, enforcement, and emergency medical services (EMS) - along with the promotion of various training programs.

The Highway Safety Program is a program within WYDOT, which houses Highway Safety Data, Crash Data Management, Motorcycle Safety, and the Highway Safety Behavioral Grants Program (HSO) offices.

The HSO is tasked with educating the public on the consequences of traffic crashes and supporting law enforcement in the enforcement of Wyoming traffic laws to the end of reducing fatalities and serious injuries on Wyoming roads. Driver education, awareness and promoting good driving behavior on the topics of seat belt use, impaired driving, speeding, distracted driving, and motorcycle safety are some of the keys to preventing traffic crashes.

## WYDOT Purpose, Vision, Mission, Values and Goals

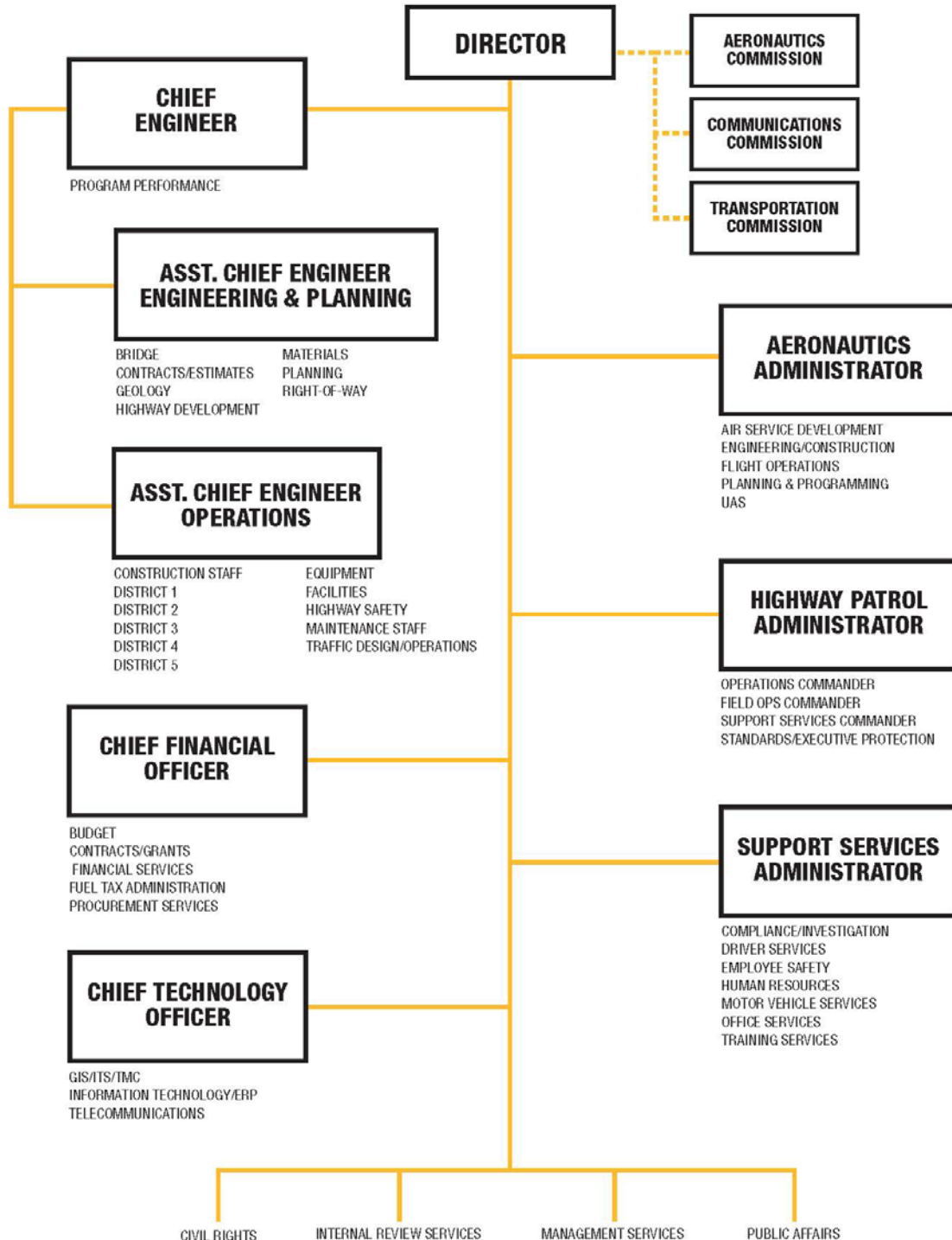
**Purpose:** Support Wyoming’s economy while safely connecting communities and improving the quality of life.

<p><b>Vision Statement</b></p> <p>Excellence in Transportation</p>	<p><b>Mission</b></p> <p>Provide a safe and effective transportation system.</p>
<p><b>Values (RIDES)</b></p> <p><b>Respect:</b> respectfully considering the opinions of other, selflessly serving the citizens of Wyoming, and acting with humility.</p> <p><b>Integrity:</b> Being honest and trustworthy in all our dealings with each other and the public. Having the courage to hold ourselves and each other accountable for doing the right thing, even when no one is looking.</p> <p><b>Dedication:</b> Commitment to achieving our mission and serving the people of Wyoming. Loyalty to mission and agency is important, and is both given and earned.</p> <p><b>Excellence:</b> Striving for excellence in everything we do, always giving the very best of ourselves. Identifying problems, but focusing on solutions, toward which we are innovative, resourceful, and unrelenting.</p> <p><b>Safety:</b> Valuing people as our greatest resource, and as such everyone in the workplace should be safe while performing their job duties and in their physical surroundings as well as free from the mental and emotional harm of harassment, discrimination, or intimidation. Additionally, valuing the safety of those we serve as a top priority.</p>	<p><b>Goals</b></p> <ul style="list-style-type: none"> <li>▪ Ensure a vibrant, safe and competent workforce.</li> <li>▪ Acquire and responsibly manage resources.</li> <li>▪ Provide safe, reliable and effective transportation systems</li> <li>▪ Provide essential public safety services and effective communication systems.</li> <li>▪ Create and enhance partnerships with transportation stakeholders.</li> <li>▪ Encourage and support innovation.</li> <li>▪ Preserve our history and heritage.</li> </ul>

# Organization Chart

# WYOMING

## DEPARTMENT OF TRANSPORTATION





## Highway Safety Program

### Office Structure

The Highway Safety Behavioral Grants Program (HSO), Wyoming Crash Records, and Motorcycle Safety are programs of the Highway Safety Program within the Wyoming Department of Transportation.

There are four staff members within the HSO who report to the Governor's Representative. Together, they are focused on problem identification, project expectations, evaluations, and the communication of each. Listed below is the Governor's Representative and the members of the HSO:

#### **Governor's Representative:**

***Matthew D. Carlson, P.E.***

Governor's Representative for Highway Safety  
State Highway Safety Engineer

#### **Highway Safety Behavioral Grants Program Office Staff:**

***Karson James***

Highway Safety Behavioral Grants Program Manager

#### ***Vacant***

Senior Financial Analyst

Focus Areas: Program Financials, Grants Tracking System (GTS), PeopleSoft, Governor's Council on Impaired Driving, Wyoming Seat Belt Coalition, Engineering Services, etc...

#### ***Stephanie Lucero***

Senior Grants Manager

Focus Areas: Law Enforcement, Impaired Driving, Occupant Protection, Data Analysis, Traffic Records, Problem ID, WYTRCC, etc...

#### ***Ariel Villa***

Grants Manager

Focus Areas: Community Outreach and Education, Impaired Driving, Teen Drivers, Motorcycle Safety, Traffic Safety Resource Prosecutor, Distractive Driving, Media, etc...

Each employee works well beyond the parameters noted above to improve the efforts of the office and is deeply committed to the goal of reducing the number of persons injured or killed on Wyoming roadways.

## Wyoming Legislative Update

Governor:	Mark Gordon (R)
U.S. Congressional Delegation	
Senators:	John Barrasso, M.D. (R) Cynthia Lummis (R)
Representative:	Liz Cheney (R)
Governor's Representative:	Matthew D. Carlson, P.E. Highway Safety Program Department of Transportation
Highway Safety Behavioral Grants Manager:	Karson James Highway Safety Behavioral Grants Program Department of Transportation

Seat Belt	
Safety Belt Law	Yes, secondary enforcement
Child Safety Seat Law	Yes
Booster Seat Law	Yes (Until 9 <sup>th</sup> birthday)
GDL	
Graduated licensing (GDL)	Yes
Impaired Driving	
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
24/7	<b>Yes (Note: Legislative Update FY2020)</b>
Ignition Interlock	<b>Yes (Note: Legislative Update FY2020)</b>
Administrative license revocation	Yes
Texting	
Texting While Driving	Yes
Cell Phone	
Cell Phone Use While Driving	Partial (Note: No statewide ban but select municipalities have enacted law)
Move Over Law	
Move Over Requirement	Yes (As of July 1, 2018)
Construction Zones	
Increased fines through construction zones	Yes (As of July 1, 2018)



## Executive Summary

The HSO is dedicated in promoting safe roads in Wyoming. Our objective is to reduce the state's traffic crashes, fatalities, and injuries through outreach, education, and enforcement on key program areas to include Occupant Protection, Impaired Driving, Motorcycle Safety, Teen Safety, Distracted Driving, and Traffic Records. This Annual Report summarizes project accomplishments and challenges as submitted within the FY2021 Highway Safety Plan (HSP). The HSP identifies traffic safety behavioral problems through data driven analysis to fund projects that will assist Wyoming in meeting core performance and behavioral measures.

Some objectives for FY2021 were not met, not from lack of effort or work, but from a new reality that impacted the work planned for the year from the ramifications of COVID-19. New policies within Wyoming were implemented that changed public behaviors allowing Wyoming to continue with many projects. All sub-recipients worked with the Highway Safety Office to adapt project activities to ensure Wyoming had imperishable programs and the use of grant funds were prudent.

The Highway Safety Office expended \$3,584,910 in FY2021 federal grant funds in the areas of:

- 402 State and Community Highway Safety (\$1,839,028.15)
- 405b Occupant Protection (\$211,554.73)
- 405c Traffic Data (\$101,693.75)
- 405d Impaired Driving (\$1,149,969.00)
- 405d 24/7 (\$30,133.17)
- 405f Motorcycle Safety (\$55,813.66)
- 154al Alcohol (\$196,718.00)

The following project did not expend funds in FY2021. A detailed explanation is provided in the project write-ups:

- WYDOT Motor Vehicle Services - Apportioned Plates (M3DA-2021-FA-DA-01)
- Wyoming Department of Health-Aging Division (CP-2021-FA-CP-02)



## FY2021 Program Highlights

The major program areas addressed in FY2021 were: Impaired Driving, Occupant Protection, Distracted Driving, Teen Drivers, Motorcycle Safety, and Traffic Records. The Sub-recipients implemented projects that included all aspects of traffic safety as well as targeted focus areas. They assisted the HSO in reaching all State Performance Measure goals and all but two (2) of the Core Performance Measure goals, as described in the following Program highlights:

**Occupant Protection.** Wyoming's seat belt use rate for 2021 was 80.2 percent as compared to 2020 at 82.5 percent, which is a decrease of 2.3 percent.

The Wyoming Highway Patrol and thirty-two (32) local law enforcement agencies participated in high visibility overtime enforcement grants. The national and local occupant protection enforcement campaigns resulted in six hundred forty-six (646) seat belt citations, twenty-eight (28) child restraint citations and thirty (30) distracted driving citations.

Heinrich Marketing served as the Wyoming Seat Belt Coalition Facilitator, facilitated meetings and ensured partnerships with a wide range of traditional and non-traditional partners by providing outreach and media assistance. The focus was on social media this year and the increase of 7% from last year show the efforts were administered wisely.

The Child Passenger Safety Instructor and Training Program conducted two (2) full certification classes with twenty four (24) students, three (3) in-person update classes and one (1) virtual with twenty three (23) students, and two (2) renewal classes. Wyoming has two hundred twenty-one (221) certified technicians with thirteen (13) of those being instructors.

**Impaired Driving.** The Governor's Council on Impaired Driving (GCID) was instrumental in the implementation and success of the 24/7 Sobriety Program specifically in Sheridan where they expanded the program by forty-five percent (45%) this year. In addition, the Council assisted the Heinrich Marketing group in developing appropriate content for the Council's continued public education and awareness efforts. Heinrich Marketing has since won a well-deserved award for the "Don't Go Down That Road," campaign.

Wyoming law enforcement agencies participated in high visibility impaired driving overtime enforcement grants supporting national campaigns and local events resulting in one hundred thirty (130) DUI arrests statewide.

The WHP Impaired Driving Program Manager was able to conduct twenty-five (25) technical trainings to law enforcement. The TSRP provided technical assistance and training in the legal aspects of detecting impaired drivers and prosecuting an impaired driver.

The Wyoming Department of Criminal Investigation has trained four (4) of their staff which increases the quality of their testimony in criminal trials and increases the work produced by the Wyoming laboratory.

The Injury Prevention Resources (IPR) supervised one hundred fifty-six (156) clients under their DUI Supervised Probation program where they had a nine percent (9%) recidivism rate and an

eighty-nine percent (89%) completion rate. In addition, IPR managed a caseload of another one hundred sixty-four (164) clients under their DUI Monitoring program with a thirteen percent (13%) recidivism rate and a ninety five (95%) success rate.

**Distracted Driving.** Many of our partners that combined efforts in education for the Wyoming public toward distracted driving. This includes the WHP Safety Education, Injury Prevention Resources, SADD, and the Public Affairs State-wide Media projects. In conjunction there were in-person events, virtual events, or videos and media to balance the efforts of the major problems areas in Wyoming.

**Teen Safety Program.** SADD worked with the Wyoming Highway Patrol to put on an event for SADD students in Cheyenne. The result of this event was a great distracted driving video created by WYDOT PAO.





## Future Plans

Although there are still repercussions of COVID-19, the majority of events and work have recommenced for Wyoming. Since there is the unknown about the future of COVID-19, the HSO is dedicated on working through any challenge by proactively evaluating, addressing, and adapting with each sub-recipient as necessary to ensure project success. Although projects may vary by area of focus, activity, and personnel, the HSO will implement the following strategies while strategically adjusting per need:

- Verbiage will be modified within agreements to ensure sub-recipients notify the HSO immediately if they are unable to meet their stated objectives, activities, or budget.
- Work with sub-recipients on new and innovate ways to educate the public.
- Conduct a desk monitor of each project monthly to ensure effectiveness along with onsite monitoring as permitted.
- Continue to partner with safety advocates whose goals align with the HSO's.
- Continue revising law enforcement high visibility overtime grants with an updated funding formula.
- The HSO will continue to manage the law enforcement equipment grants.
- Explore new ways of reaching the various demographics through different social media platforms.
- Grant application workshops will be conducted for FY2023 project applications.

The HSO will continue to utilize a data driven approach for project selection to ensure that all Wyomingites are reached with a special emphasis on the high-risk demographics through education and enforcement. Projects include high visibility overtime enforcement, media outreach, traffic safety education projects and events, and the expansion of the 24/7 Program. These strategies will assist the HSO in the prudent allocation and distribution of resources.



## Core and State Performance Measures

The Highway Safety Office will continue to fund projects in FY2022 and FY2023 that have a propensity to make an impact on Wyoming's Core and State Performance Measures. The HSO is on course to meet all State Performance Measures and all but two (2) of the Core Performance Measures.

In effort to determine if HSO is on course to meet the Core Performance Measures, the HSO took into consideration the 2021 Wyoming State crash data. The State crash data reported in the following table is approximately through October 2021 with final crash counts not available until mid-2022.

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan. The observed Seat Belt Use target is based on the 5 year running average.

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C6 – Number of speeding-related fatalities (FARS)
- C7 – Number of motorcyclist fatalities (FARS)
- C8 – Number of unhelmeted motorcyclist fatalities (FARS)
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C10 – Number of pedestrian fatalities (FARS)**
- C11 – Number of bicyclist fatalities (FARS)
- S1 - Number of fatalities in distracted driving crashes (State)
- S2 - Number of older driver fatalities (State)
- S3 - Number of fatalities in crashes involving drugs (State)
- S4 – Crash Location Accuracy (State)
- S5 – Roadway Integration - Linkable Mires Features (State)**

**\* Not on course to meet the goal.**

Performance Measure	FY 2021					FY 2020				
	Target Period	Target Year(s)	Target Value FY21 HSP	FY21 Progress Results (State Data) October 30, 2021	On Track to Meet FY21 Target	Target Value FY20 HSP	Target Year(s)	FY20 Final Result	Met FY20 Target Y/N	
C-1) Total Traffic Fatalities	5 year	2017-2021	128	85	Y	128	2016-2020	2020 State 127	Y	
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	450	399	Y	462	2016-2020	2020 State 440	Y	
C-3) Fatalities/VMT	5 year	2017-2021	1.35	0.89	Y	1.35	2016-2020	2020 State 1.244	Y	
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	59	33	Y	59	2016-2020	2020 State 43	Y	
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	42	25	Y	39.8	2016-2020	2020 State 38	Y	
C-6) Speeding-Related Fatalities	5 year	2017-2021	44	28	Y	43	2016-2020	2020 State 41	Y	
C-7) Motorcyclist Fatalities (FARS)	5 year	2017-2021	19	17	Y	18	2016-2020	2020 State 19	N	
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	13	9	Y	13	2016-2020	2020 State 11	Y	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	14	12	Y	14	2016-2020	2020 State 13	Y	
C-10) Pedestrian Fatalities	5 year	2017-2021	6	9	N	5	2016-2020	2020 State 7	N	
C-11) Bicyclist Fatalities	5 year	2017-2021	1	0	Y	1	2016-2020	2020 State 1	Y	
S1 - Number of Fatalities in Distracted Driving Crashes (State)	5 year	2017-2021	10	2	Y	8	2016-2020	2020 State 17	N	
S2 - Number of Older Driver Fatalities (State)	5 year	2017-2021	23	16	Y	N/A	N/A	N/A	N/A	
S3 - Number of Fatalities in crashes involving Drugs	5 year	2017-2021	32	10	Y	N/A	N/A	N/A	N/A	
S4 - Crash Location Accuracy	3 year	2019-2021	96	97.03%	Y	96	2018-2020	96.74%	Y	
S5 - State Roadway Integration (Linkable MIRE Feature)	3 year	2019-2021	29	58	Y	60	2018-2020	59	N	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2017-2021	81.90%	80.20%	N	81.10%	2016-2020	2020 State 82.5%	Y	





**C1 - Number of traffic fatalities (FARS).**

Maintain the projected number of traffic fatalities of the five (5) year average (2017-2021) of 128.0 by December 31, 2021.

***Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021 Wyoming is at eighty five (85) fatalities.*

**C2 – Number of serious injuries in traffic crashes (State crash data files).**

Maintain the projected number of serious traffic injuries (state data) of the five (5) year average (2017-2021) of 450 by December 31, 2021.

***Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021 Wyoming is at three hundred ninety-nine (399) serious injuries.*

**C3 – Fatalities/ VMT (FARS).**

Maintain the projected Wyoming’s Fatality Rate (100 MVMT) of the five (5) year average (2017-2021) of 1.35 by December 31, 2021.

***Progress Report:** Wyoming is on course to meet this goal. The FARS 2020 and 2021 data is not yet available. As of October 31, 2021, the State data indicates the fatality rate was 890.*

**C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS).**

Reduce Wyoming’s passenger vehicle fatalities, in all seating positions, to the five (5) year average (2017-2021) of 59 by December 31, 2021.

***Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at thirty-three (33) unrestrained fatalities.*


**C5 – Number of alcohol-impaired driving fatalities involving a driver or motorcycle operator with a BAC of .08 and above (FARS).**

Reduce Wyoming’s alcohol impaired driving fatalities to the five (5) year average (2017-2021) of 42 by December 31, 2021.

***Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at twenty-five (25) alcohol impaired driving fatalities.*

**C6 – Number of speeding-related fatalities (FARS).**

Reduce Wyoming’s speed-related fatalities to the five (5) year average (2017-2021) of 44.0 by December 31, 2021.



**Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at twenty eight (28) speed related fatalities.

**C7 – Number of motorcyclist fatalities.**

Maintain Wyoming’s motorcyclist fatalities from the 5 year average (2017-2021) of 19 by December 31, 2021.

**Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at seventeen (17) motorcyclist fatalities.

**C8 – Number of unhelmeted motorcyclist fatalities (FARS).**

Maintain Wyoming’s unhelmeted motorcyclist fatalities of the five (5) year average (2017-2021) of 13.0 by December 31, 2021.

**Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at nine (9) unhelmeted motorcyclist fatalities.

**C9 – Number of drivers age 20 or younger involved in fatal crashes.**

Maintain Wyoming’s young drivers, age 20 or younger involved in fatal crashes of the five (5) year average (2017-2021) of 14.0 by December 31, 2021.

**Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at twelve (12) young drivers involved in fatal crashes.

**C10 – Number of pedestrian fatalities (FARS).**

Maintain pedestrian fatalities from the five (5) year average (2017-2021) of 5.0 by December 31, 2021.

**Progress Report:** Wyoming is not on course to meet this goal. As of October 31, 2021, Wyoming is at nine (9) pedestrian fatalities. WYDOT intends to consolidate with partners and sub-recipients in considering of the needs for pedestrians and bicyclists in its planning and project development processes.

**C11 – Number of bicycle fatalities (FARS).**

Maintain bicyclist fatalities of the five (5) year average (2017-2021) of 1.0 by December 31, 2021.

**Progress Report:** Wyoming is on course to meet this goal. As of October 31, 2021, Wyoming is at zero (0) bicycle fatalities.



### **S1 - Number of Fatalities in Distracted Driving Crashes (State):**

Reduce the number of fatalities in distracted driving crashes, to the five (5) year (2017-2021) average of ten (10) by December 31, 2021.

***Progress Report:** Wyoming is on course to meet the target with a total of two (2) distracted driving crash fatalities as of October 31, 2021.*

### **S2 - Number of Older Driver Fatalities (State):**

Reduce the number of older driver fatalities, to the five (5) year (2017-2021) average of twenty three (23) by December 31, 2021.

***Progress Report:** Wyoming is on course to meet the target with a total of sixteen (16) older driver fatalities as of October 31, 2021.*

### **S3 - Number of Fatalities in crashes involving drugs (State):**

Reduce the number of fatalities in crashes involving drugs, to the five year (2017-2021) average of thirty-two (32) by December 31, 2021.

***Progress Report:** Wyoming is on course to meet the target with a total of ten (10) fatalities involving drugs as of October 31, 2021.*

### **S4 - Crash Location Accuracy (State):**

Increase the number of crash reports with no errors to the three (3) year (2019 – 2021) average of 96 percent by December 31, 2021.

***Progress Report:** Wyoming is on course to meet the target with a total of 97.03 percent of accuracy in crash reports as of March 31, 2021.*

### **S5 – State Roadway Integration (Linkable MIRE Features) (State):**

Increase the number of linkable MIRE features to the three (3) year (2019 – 2021) average of 29 features by December 31, 2021.

***Progress Report:** Wyoming is on course to meet this target with fifty-eight (58) linkable MIRE features as of March 31, 2021.*



## FY2020 Activity, Behavior & Core Performance Measures

### Activity Measures – High Visibility Overtime Enforcement

#### A1 – Number of seat belt citations issued during grant-funded enforcement activities

*Results:* The number of seat belt and child restraint citations issued during FY2021 was seven hundred sixty-eight (768).

*Note:* Seven hundred twenty-nine (729) seat belt and thirty-nine (39) child restraints.

#### A2 – Number of impaired driving arrests made during grant-funded enforcement activities

*Results:* The number of DUI arrests during the FY2021 grant-funded overtime enforcement activities was one hundred thirty-six (136).

#### A3 – Number of speeding citations issued during grant-funded enforcement activities

*Results:* The number of speed citations issued during FY2021 was two thousand ninety-one (2,091).

*Note:* speeding can also be used as a trigger offense to educate and cite individuals not wearing their seat belts.

### Behavioral Measure - Observational Seat Belt Survey

#### B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Increase the projected observed seat belt use rate for passenger vehicles, front seat outboard occupants from the 5 year average (2017-2021) of 81.9% by December 31, 2021.

The Wyoming Seat Belt Survey was conducted June 7, 2021 - June 13, 2021. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. The trained observers provided observations of seat belt use from 289 sites within seventeen (17) counties.

*Results:* Wyoming did not meet the Observed Seat Belt Use for Passenger Vehicles behavioral measure for 2021. The overall observed seat belt use for 2021 was 80.2 percent which is a decrease from 2020 of 82.5 percent. WYDOT intends to consolidate with partners and sub-recipients to increase the seat belt use rate in its planning and project development processes.



## Fast Act Program Areas Funded

### **402 - State and Community Highway Safety**

402 Planning & Administration	402 Police Traffic Services
402 Community Traffic Safety Project	402 Paid Advertising
402 Occupant Protection	402 Teen Safety Program
402 Roadway Safety	

### **405b- Occupant Protection Grants**

405b Child Restraint	405b High Visibility Enforcement
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### **405c - State Traffic Safety Info-System**

405c Data Program

### **405d - Impaired Driving**

405d Mid Impaired Driving Coordinator	405d Mid Training
405d Mid Paid/Earned Media	405d 24/7 Sobriety Program
405d Mid Court Support	

### **405f - Motorcycle Safety**

405f Motorcycle Awareness

### **154al Transfer Funds**

154 Alcohol



## 402 Planning & Administration

Project Name: Planning & Administration  
Project Number: PA-2021-FA-PA-01  
Project Sub Recipient: Highway Safety Behavioral Program  
Federal Funds Obligated: \$ 42,302.10  
Federal Funds Expended: \$ 12,578.43

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)
- B1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)

**Description:** The Highway Safety Office administered highway safety funds for the state of Wyoming while committing to the efforts in reducing deaths and injuries on the roadways. This was accomplished through professional staff development, management of federal highway safety funds, data-driven programs, and building partnerships with other traffic safety groups and organizations.

**Results:** The Highway Safety Office expended funds for operational expenses which included office supplies, travel, and HSO Project Site fees. In addition, training was a critical component in educating staff. Typically, the HSO personnel participated in meetings, trainings and conferences: NHTSA Regional Meetings, GHSA Annual Meeting, Lifesavers Conference, Traffic Records Conference, Campbell County DUI Task Force, sub-recipient monitorings, etc.



## 402 Occupant Protection

Project Name: Wyoming Seat Belt Coalition Facilitator  
Project Number: OP-2021-FA-PE-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 220,976.58  
Federal Funds Expended: \$ 209,149.40

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)


**Description:** The Highway Safety Office retained the services of a consultant to oversee and perform the functions of a facilitator for the Wyoming Seat Belt Coalition (WYSBC), which included drafting of the state-wide strategic plan, attend meetings, and provide forum for research and prevention strategies related to occupant protection.

**Results:** Heinrich Marketing was hired as the consultant to serve as the facilitator for the WYSBC. Heinrich worked with the HSO to address occupant protection issues throughout the state while creating tactics for increasing public awareness of seat belt use. Heinrich assisted Sheila Foertsch, Chairman in four (4) quarterly WYSBC meetings, provided creative material, and maintained the WYSBC public media presence via a website and other social media platforms.

The WYSBC increased their social media presence. The Facebook webpage increased followers to seven hundred forty-seven (747) page "followers" an increase of fifty-two (52) follower or 7% since last fiscal year. There was a significant increase in impressions and responses to seat belt messages on social media:

- The multi-state State2State “Buckle up” campaign post reached 14,661 people and received more than four hundred (400) reactions. This was the highest performing post this year.
- The University of Wyoming Rodeo team "buckle up" video was the second highest performing post with 13,711 people reached and two hundred eighty-three (283) reactions.

Heinrich was able to support Injury Prevention Resources, WYDOT District 5, Sublette County Sheriff’s Office, and the Sheridan Police Department with content and creative. Due to restrictions associated with the pandemic, there was a significant decrease in the number of community partnership opportunities available to the Coalition.



Project Name: Observed Seat Belt Survey  
Project Number: OP-2021-FA-OP-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 148,675.07  
Federal Funds Expended: \$ 145,248.39

**Performance Measures Addressed:**


- B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

**Description:** The Highway Safety Office retained services of a consultant to oversee and perform the functions to produce the FY2020 Wyoming’s Observed Seat Belt Usage Survey. This involved observer training, field monitoring, software upgrades, and all administrative tasks for the final reporting.

**Results:** Due to circumstances related to COVID-19, the Wyoming Annual Observed Seat Belt Usage Survey was not able to proceed as originally planned for FY2020. The CARES Act allowed flexibility to the states, and a waiver of the requirement for a Survey in Fiscal Year 2020. Wyoming and the contractor were able to complete the FY2020 Seat Belt Survey in December 2020 (FY2021). The observers covered two hundred eighty-nine (289) sites within seventeen (17) counties, collecting data on 22,137 vehicle occupants. The 2020 estimate is a seatbelt use rate for all vehicle occupants of 82.5 percent belted. The rate represents an increase of 4.2 percent when compared to the 2019 rate of 78.3 percent belted.

Wyoming and the Contractor also completed FY2021 Seat Belt Survey. Observers covered two hundred eighty-nine (289) sites within seventeen counties, collecting data on 29,255 vehicle occupants. The 2021 estimate is a seat belt use rate for all vehicle occupants of 80.2 percent observed as wearing seat belts, with a standard error of .04 percent. More vehicle occupants were observed in 2021 (29,255) than in any other Wyoming survey in the past ten (10) years. The overall rate of 80.2 percent belted is the sixth-highest rate of the past ten (10) years.





Project Name: Occupant Protection HVE  
Project Number: OP-2021-FA-OP-02  
Project Sub Recipient: Wyoming Highway Safety Office  
Federal Funds Obligated: \$ 287,269.55  
Federal Funds Expended: \$ 124,119.43

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4– Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

**Description:** Law enforcement will conduct high visibility overtime enforcement with a focus on traffic safety to reduce traffic crashes and resulting injuries.

**Results:** Law enforcement conducted high visibility overtime enforcement with a focus on Occupant Protection. In total, there were thirty-two (32) agencies that applied for the HSO grant this year and completed agreements. Each agency worked diligently to adapt to new program requirements and send out their employees during the major campaigns however there were some agencies that were not able to expend their funds this year due to staffing challenges.

There were a total of three thousand two hundred fifty-six (3,256) occupant protection arrests/citations during FY2021 which included:

- Six hundred forty-six (646) Seat Belt citations
- Twenty-eight (28) Child Restraint citations
- Two thousand five hundred fifty-two (2,552) other arrests/citations



## 402 Police Traffic Services

Project Name: HSO Video Cameras  
Project Number: PT-2021-FA-PT-01  
Project Sub Recipient: Wyoming Highway Safety Office  
Federal Funds Obligated: \$ 50,221.95  
Federal Funds Expended: \$ 9,407.97


### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** To purchase video cameras for local law enforcement agencies based on data driven criteria specified below:

- Agency has not received equipment for the last 3 grant cycles.
- Agency must be a city or county within the 2018 top ten counties for total crashes or 2019 top ten counties for fatal crashes.
- Department must have participated and completed all National Campaigns for FY 18 and FY 19.
- The Sub-Recipient must have a Traffic Safety Enforcement Plan (TSEP) in place prior to purchase.

**Results:** Two (2) video cameras were purchased in FY2021 by Rock Springs PD (1) and Shoshoni PD (1) to assist law enforcement by providing a visual recap of the arrest for court testimony and successful prosecution of impaired drivers. There were eight (8) agencies that declined the purchase of equipment due their agency utilizing body cameras in place of car video cameras or they did not participate in the high visibility enforcement grants.



Project Name: HSO Radars  
Project Number: PT-2021-FA-PT-02  
Project Sub Recipient: Wyoming Highway Safety Office  
Federal Funds Obligated: \$ 30,133.17  
Federal Funds Expended: \$ 4,841.40

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C6 – Number of speeding-related fatalities (FARS)


**Description:** Purchase video cameras for local law enforcement agencies based on data driven criteria specified below:

A data driven criteria for local agencies receiving equipment was developed to include:

- Agency has not received equipment for the last 3 grant cycles.
- Agency must be a city or county within the 2019 top ten (10) counties for total crashes or 2019 top ten counties for fatal crashes.
- Department must have participated and completed all National Campaigns for the FY18 and FY19 grant years.
- The Sub-Recipient must have a Traffic Safety Enforcement Plan (TSEP) in place prior to purchase.

**Results:** Three (3) Radars were purchased from Lander PD (2) and Shoshoni PD (1) and used as one of the primary defenses to battle traffic fatalities and injuries caused by speeding and lack of seat belt use. There were eight (8) agencies that declined the purchase of equipment because they did not want to participate in the high visibility enforcement grants.

Due to the late start of the grant, vendor, staffing challenges the Casper Police Department was unable to complete the purchase of radar equipment. They have been approved to purchase the equipment in FY2022



Project Name: Law Enforcement Liaison (LEL)  
Project Number: PT-2021-FA-PT-03  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 208,902.22  
Federal Funds Expended: \$ 103,975.97

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

**Description:** The HSO retained the services of a consultant to assist in communicating with the Wyoming law enforcement community, merging their expertise and knowledge while participating in traffic safety grant programs. The LEL encourage aggressive enforcement and education strategies that are effective during national, state, and local events.

**Results:** The LEL conducted agency visits beginning in November 2020 and concluded September 2021 with ninety-four (94) official visits made to sixty-five (65) agencies out of the existing seventy-five (75) active local law enforcement agencies that are eligible for grants. Agency visits are to recruit agencies and monitor HVE grants, promote traffic safety, present training opportunities, share crash data and assist WYDOT crash data and drivers’ services in their state-wide services to law enforcement. The LEL maintains a database of the ninety-four (94) law enforcement agencies in the state (including Federal agencies), those of which eighty-two (82) are currently active and are all included in the LEL email outreach list.

The LEL reorganized and rebranded the traffic safety enforcement operations in Fremont County. The Fremont County DUI Task Force debuted on Labor Day Weekend 2021 with the help of many partners. Community outreach efforts and meetings in FY2021 were limited due to COVID 19 however LEL Abrams attended thirty-seven (37) meetings and events in-person and forty-four (44) virtually. In 2021 LEL Abrams expanded outreach by adding additional agencies, contacts and increasing content.

Below 100 and traffic incident management classes resumed in FY2021 and many classes were completed. There were fifty-three (53) students attended the TIM responder training course in which ninety-six (96) students attended DWI cannabis and thirty-one (31) attended Below 100. In total, one hundred eighty (180) students attended LEL facilitated classes in FY 2021.

With the new duties of recruiting, retaining and supporting agencies that participate in the local law enforcement program, LEL Abrams has drafted forms, guidelines and assisted the HSO in implementing the grants. Feedback from the agencies is overwhelmingly positive with the grant programs and agency activity has increased dramatically. The Fremont County DUI Task Force for Labor Day 2021, yielded eight hundred fifty eight (858) Traffic stops, one hundred fifty-one (151) Speeding Citation, twenty (20) DUI arrests, sixty-two (62) seat belt citations, twenty-two (22) child restraint citations, one hundred thirty (130) other citation and four hundred seventy-five (475) warnings. There were no impaired driving fatalities reported during this event.



## 402 Alcohol

Project Name: WHP Impaired Driving Overtime  
Project Number: AL-2021-FA-AL-01  
Project Sub Recipient: Wyoming Highway Patrol (WHP)  
Federal Funds Obligated: \$ 200,887.80  
Federal Funds Expended: \$ 161,212.69


### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** As a component of Wyoming’s Traffic Safety Enforcement Program, the (WHP) worked year round in supporting impaired driving high visibility overtime enforcement to include focus on NHTSA impaired driving campaigns and localized events that brought increased traffic into Wyoming.

**Results:** The WHP participated in high visibility enforcement year-round supporting national and local impaired driving campaigns. The WHP participated in the mandatory campaigns. A few highlights of the FY2021 activity includes the DUI Taskforce over Labor Day weekend where the WHP partnered with Fremont County DUI Taskforce for the holiday. A total of eight hundred fifty-eight (858) traffic stops were conducted with twenty (20) arrests of impaired drivers. August Crackdown was highly enforced from the WHP troopers for a focus on impaired drivers. Sturgis is also a highlight for WHP due to the high traffic of motorcycles and rallies. The motorcycle fatal crashes involving alcohol has decreased from nineteen (19) in FY2020 to seventeen (17) in FY2021 as of October 2021.

Although WHP continued facing the impacts of COVID with events, WHP worked a total of two thousand four hundred twenty three (2,423) grant funded overtime high visibility enforcement hours to an outcome of one hundred twenty-seven (127) DUI arrests, which is a sixty percent (60%) increase from FY2020 and numerous other citations/contacts. WHP staff regularly sent out memo’s to all sworn WHP members to ensure the focus of the overtime was dedicated to impaired driving. To accompany the overtime efforts, press releases were sent to all Wyoming media outlets.



Project Name: WYDOT HSO ID HVE OT  
Project Number: AL-2021-FA-AL-02  
Project Sub Recipient: Wyoming Highway Safety Office  
Federal Funds Obligated: \$ 397,757.84  
Federal Funds Expended: \$ 127,741.61

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** Law enforcement will conduct high visibility overtime enforcement with a focus on traffic safety to reduce traffic crashes and resulting injuries.

**Results:** Local Law enforcement conducted high visibility overtime enforcement with a focus on traffic safety to reduce crashes and resulting injuries. In total, there were thirty-two (32) agencies that accepted the HSO grant this year and completed agreements. Each agency worked diligently to learn the program and send out their employees during the major campaigns, however, there were some agencies that were not able to expend their funds this year due to the lack of man power.

There were a total of one thousand three hundred eight (1,308) impaired driving arrests/citation during FY2021 which included:

- One hundred thirty (130) DWUI arrests
- One thousand one hundred seventy-eight (1,178) other arrests/citations



## 402 Roadway Safety

Project Name: WHP- Highway Safety Education  
Project Number: RS-2021-FA-RS-01  
Project Sub Recipient: Wyoming Highway Patrol (WHP)  
Federal Funds Obligated: \$ 152,891.94  
Federal Funds Expended: \$ 152,891.94

### Performance Measures Addressed:


- C1 – Number of traffic fatalities (FARS)
- C2 – Number of Serious Injuries in Traffic Crashes (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)

**Description:** The WHP educated the general public, teens, and adult drivers through a variety of classes, training programs, and media to promote proper restraint usage and to the dangers and consequences of distracted and impaired driving.

**Results:** During FY2021 the WHP partnered with local agencies, schools, private organizations, and state traffic safety advocates educating the public on the dangers of impaired driving, distracted driving, and occupant protection. Driving simulators, rollover simulator, seat belt/little convincer, crash cars, pedal cars, and golf carts were tools utilized in traffic safety presentations to demonstrate the impact of being involved in a traffic crash.

Despite the challenges COVID imposed in FY2021, the WHP was able to teach one hundred (100) traffic safety education classes with over nine hundred ninety five (995) students attending and assist with one hundred eighty-seven (187) traffic safety presentations at various schools, businesses, fairs, and safety-related events. The WHP also utilized four thousand (4,000) radio ads and ten (10) billboards that were strategically placed around Wyoming to promote traffic safety during the holidays and May mobilization. Crash Car Trailers were placed in several WHP District's. These trailers displayed crash vehicles, which were strategically placed around the State with local partners for traffic safety events to show the reality of traffic crashes. Partnering with traffic safety advocates to have a stronger impact within their communities and reach more individuals with less manpower remained a priority as well as incorporating new ideas and connecting with unconventional partners.

The WHP also participated in several Child Passenger Safety Checkup events and certified twenty five (25) new Child Passenger Safety Technicians to assist with the high demand throughout Wyoming.



Project Name: Comprehensive ID & OP  
Project Number: RS-2021-FA-RS-02  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 30,133.17  
Federal Funds Expended: \$ 13,172.92

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).
- C9 – Drivers Age 20 or Younger Involved in Fatal Crashes
- C10 – Pedestrian Fatalities
- C11 – Bicyclist fatalities
- S1- Distracted Driving
- S2 - Crash Reports with No Errors

**Description:** The Highway Safety Office partnered with traffic safety advocates to reduce death and injury due to unrestrained fatalities & impaired driving. This project augmented planned highway safety activities at local, state, and national events.

**Results:** The Highway Safety Office used the funds for several supplemental projects. These projects were the Impaired Driving Conference hosted in Laramie, WY, training at Drugs, Alcohol and Impaired Driving (DAID) Conference and the for Standardized Field Sobriety Testing (SFST) Instructors.





## 402 Teen Safety Program

Project Name: SADD  
Project Number: TSP-2021-FA-TS-01  
Project Sub Recipient: Students Against Destructive Decisions (SADD)  
Federal Funds Obligated: \$ 98,177.51  
Federal Funds Expended: \$ 33,924.74

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)

**Description:** SADD implemented a comprehensive, data-driven response to address teen traffic safety. Programming efforts and activities focused on the leading causes of teen crashes and fatalities in Wyoming such as distractions, impairment, seat belt use, and speeding. To provide the most impact, SADD focused on conducting sustained, year-long activities in the ten counties with seat belt use rates below the state average of eighty-four percent (84%).

**Results:** The impact of COVID-19 and the lack of a SADD coordinator was major setback for FY2021. Schools scrambled to adapt to on-line learning environments and SADD reached communication difficulties from their previous coordinator. Schools were still not operating in full capacity for clubs, which impacted SADD’s ability to directly engage the students in schools and the community. Although schools and local partners were opening up, the result of adding chapters was undeveloped.

SADD developed social media accounts but again had challenges in directly engaging students. Also despite the challenges during the second half of the fiscal year, SADD was able to garner some program highlights:

- In February 2021, the SADD coordinator spoke at a Rotary International meeting where 80-100 people were in attendance.
- In April 2021, Wyoming SADD and the Wyoming Highway Patrol held an impaired driving event that included an obstacle course for SADD students. The students learned the dangers of drunk and drugged driving in addition to SADD and the WHP producing a distracted driving video.
- Rick Birt and WY State Coordinator attended an Impaired Driving Conference, where Rick presented on Impaired Driving and Teens. They also had several meetings with schools, WY Health Department, and other partners.
- The Arvada-Clearmont Junior/Senior High School chapter hosted a “Talk Less Live More” event in April including pledge forms and daily announcements.

## 402 Paid Advertising

Project Name: PAO Statewide Media  
Project Number: PM-2021-FA-PM-01  
Project Sub Recipient: WYDOT- Public Affairs Office (PAO)  
Federal Funds Obligated: \$ 602,663.40  
Federal Funds Expended: \$ 484,169.83

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** The WYDOT Public Affairs Office worked to educate the public on highway safety issues related to occupant protection, impaired driving, and distracted driving through multi-media communication and outreach. The project activities included developing, producing, and distributing traffic safety messaging that modified the behaviors of targeted demographics.

**Results:** The PAO media supported NHTSA’s national mobilization campaigns including the Holiday Campaigns, May Mobilization, Sturgis Motorcycle Rally, and August Crackdown. PAO’s focus for these events were impaired driving, seat belt usage, distracted driving, and other behaviors that tend to contribute to crashes and injuries. Videos, social media posts, website advertising, print ads, billboards and radio spots were utilized to get traffic safety messages throughout Wyoming. In total, there were three thousand two (3,002) TV ads, Twenty three thousand seven hundred sixty-eight (23,768) radio ads, two hundred twenty-nine (229) print ads, 3,057,890 web/mobile ads, and four (4) billboard ads purchased during the grant year.

PAO has also engaged the school systems to educate about seat belt usage through peer-to-peer paid media along with partnering with the WYDOT Tribal Liaison to educate on the Wind River Indian Reservation.



Project Name: Native American Outreach ID & OP  
Project Number: PM-2021-FA-PM-02  
Project Sub Recipient: WYDOT District 5  
Federal Funds Obligated: \$ 80,335.12  
Federal Funds Expended: \$ 75,020.63

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).
- C-9 – Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

**Description:** WYDOT District 5 designed, produced, and conducted a comprehensive year-long regional and audience relevant media/marketing campaign to address the top safety issues of impaired driving and occupant protection in WYDOT District 5 with an emphasis on the Wind River Indian Reservation. The Sub-Recipient worked to increase seat belt use in Fremont County and the Wind River Reservation and lower fatalities. There was also outreach conducted on the reservation by the use of earned media such as newspaper articles, radio programs, and educational programs in schools.

**Results:** The WYDOT District 5 Tribal Liaison provided relevant and impactful tribal outreach on the Wind River Indian Reservation for the Shoshone and Arapahoe tribes focusing on occupant protection and impaired driving messaging through billboards, radio, and online news outlets. When possible, campaigns utilize local voices and are displayed at community events, safety fairs, and youth sports. Although there is still a lot of work to be done in Fremont County, this project continues to have a positive impact.

The Tribal Liaison fosters the relationship with the Native American community and serves as a voice for the underrepresented community at state wide coalitions such as the Governor's Council on Impaired Driving and Wyoming Seat Belt Coalition. Specifically, in September 2021, Cody Beers attended the GHSA conference as a speaker selected for his knowledge and reputation in the tribal traffic safety partnerships. This relationship continues to open doors for dialogue between affected groups, tribal citizens, and Tribal County, and state governments. The funds expended were for media and outreach only.



## 402 Community Traffic Safety Project

Project Name: IPR Traffic Safety Events  
Project Number: CP-2021-FA-CP-01  
Project Sub Recipient: Injury Prevention Resources (IPR)  
Federal Funds Obligated: \$ 202,587.35  
Federal Funds Expended: \$ 181,572.80

### Performance Measure Addressed:


- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).
- C9 – Number of drivers age 20 or younger involved in fatal crashes.

**Description:** Injury Prevention Resources (IPR) operates in partnership with law enforcement agencies, schools, government officials, service organizations, businesses, community leaders, and others interested in improving seat belt use, reducing distracted driving, and eliminating impaired driving in the community. IPR traffic safety effort used data to target occupant protection, distracted driving, and impaired driving efforts.

**Results:** Injury Prevention Resources completed forty-nine (49) total Traffic Safety Education (TSE) Events which took place in Carbon, Fremont, Natrona, Park and Sweetwater Counties. These events include Adult Alcohol Education-Impaired Driving classes, Child Passenger Safety Education events, and the others were immersive experiences through the TSE events staffed by IPR personnel, community volunteers and law enforcement. IPR reached 11,444 people through these events and 548,630 through paid media. IPR also completed thirteen (13) Virtual Traffic Safety Sessions with partners and with IPR staff that were distributed to all five counties reaching 1,144,974 individuals with 17,173 engagements.

Hosting a TSE Event at a local Fremont County school in May of 2021 was an undoubted highlight. IPR attempted to present in schools on numerous occasions but were denied due to pandemic concerns. Being able to showcase the Seat Belt Convincer demonstration unit with one hundred sixty (160) children in attendance was a major step forward in being able to present within schools again in the future.





Project Name: WDH- Injury Prevention Program  
Project Number: CP-2021-FA-CP-02  
Project Sub Recipient: Wyoming Department of Health Aging Division  
Federal Funds Obligated: \$ 38,201.97  
Federal Funds Expended: \$ 0.00

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** The Wyoming Department of Health Aging Division provides targeted older adult traffic safety instruction covering one component of older adult driver safety per session and will allow for structured discussions at the conclusion of each instructional block. These learning opportunities shall also include a review of the National Highway Traffic Safety Administration (NHTSA) Clinician’s Guide to Assessing and Counseling Older Drivers, Educational content will directly target professionals who work with and engage Wyoming’s older adult population. This will be presented through an eight (8) session webinar series by the Aging Division, serving as the subject matter expert on older adult driving and the application of the Public Health Model to motor vehicle crash prevention. These courses will increase knowledge and awareness of current data on Wyoming injuries and deaths related to traffic crashes among Wyoming older adults, risk and protective factors associated with traffic crashes, and increase knowledge of behaviors that can reduce the risk of traffic crashes among older adults.

**Results:** The Agreement was not signed by the Wyoming Department of Health due to staff complications and COVID concerns for older adults.



## 405b Child Restraint

Project Name: Child Passenger Safety Instructor Training and Education  
Project Number: M2CPS-2021-FA-CR-01  
Project Sub Recipient: SH Training, LLC  
Federal Funds Obligated: \$ 118,523.80  
Federal Funds Expended: \$ 102,248.84

### Performance Measures Addressed:

- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

**Description:** The CPS Instructor program works through a partnership with Safe Kids Worldwide, law enforcement, and firefighters to fund the training, certification, and maintenance of volunteer personnel in child safety seat checks. Volunteers work in their respective communities to decrease the misuse rate for child restraints and provide child safety restraint education.

**Results:** Wyoming has two hundred twenty-one (221) certified technicians, those of which thirteen (13) are instructors. Two (2) full standardized child passenger safety technician certification courses were conducted in-person this fiscal year with twenty-four (24) students attending. The first course was held on January 12-15 in Riverton in which eighteen (18) students were registered and fourteen (14) graduated the course. The second course was held on August 3-6 in Thayne where twelve (12) students were registered and ten (10) graduated the course. There were three (3) in-person update courses held during the contract period and one (1) update course completed virtually where all twenty-three (23) students received requirements for recertification. There were four (4) renewal courses scheduled however only two (2) were held due to no one registering for the last two (2) courses.

The FY2021 recertification report shows Wyoming at a 45% recertification rate compared to 46% nationally. The system using the National Safety Council showed three hundred thirty-two (332) total checks, two hundred twenty-four (224) checks were done without a seat coming in and one hundred eight (108) checks were done with a seat. Of those one hundred eight (108), thirty-three (33) came in uninstalled and seventy-five (75) installed. Wyoming is reducing the misuse rate through expanding the network of certified technicians and instructors to educate the public concerning proper use and installation of child safety seats.



## 405b High Visibility Enforcement

Project Name: Wyoming Highway Patrol Occupant Protection Overtime  
Project Number: M2HVE-2021-FA-HV-01  
Project Sub Recipient: Wyoming Highway Patrol (WHP)  
Federal Funds Obligated: \$ 125,554.88  
Federal Funds Expended: \$ 109,305.89

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

**Description:** The WHP was granted funds to work high visibility occupant protection overtime enforcement with an emphasis on the NHTSA national campaigns.

**Results:** As a component of Wyoming’s Traffic Safety Enforcement Program, the WHP utilized high visibility enforcement year-round supporting national and local occupant protection campaigns. The WHP takes a “Zero Tolerance” stance towards unbelted vehicle drivers and passengers.

The WHP participated in the mandatory May Mobilization 2021 “Click It or Ticket” Campaign that was conducted May 24<sup>th</sup> to June 6<sup>th</sup>. The Border to Border Operation was canceled in FY2021 due to COVID-19, however will be completed in FY2022.

In FY2021, there were one hundred twenty one (121) seat belt citations, twenty seven (27) child restraint citations and one thousand four hundred fifty-two (1,452) speeding citations over one thousand two hundred ninety-six (1,296) grant funded overtime hours. To accompany the overtime efforts, press releases were sent to all Wyoming media outlets.



## 405c Data Program

Project Name: MVS – Law Enforcement Access to Apportioned Plates and Temporary Tags  
Project Number: M3DA-2021-FA-DA-01  
Project Sub Recipient: WYDOT Motor Vehicle Services (MVS)  
Federal Funds Obligated: \$62,777.44  
Federal Funds Expended: \$ 0.00


### Performance Measures Addressed:

- **S2** - Crash Reports with no errors.

**Description:** The project retained the services of a consultant to create, maintain, and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality.

**Results:** The WYDOT Motor Vehicle Services Program did not expend funds on this project due to extended strategic planning with the Department of Criminal Investigation and the HSO. The HSO Project Site provides documentation on the efforts made to complete this project.






Project Name: Traffic Records Project Manager  
Project Number: M3DA-2021-FA-DA-02  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 150,665.85  
Federal Funds Expended: \$ 94,160.46

**Performance Measures Addressed:**

- S1 - Crash Reports with no errors
- S2 - Linkable MIRE features.

**Description:** This project provides funding for the Wyoming Traffic Records Coordinating Committee (WYTRCC) Project Coordinator to assist in the coordination of on-going and future activities to ensure the success of the projects. The project coordinator works with Traffic Records project directors to assist and coordinate activities related to WYTRCC projects identified in the Highway Safety Plan. The project coordinator provides progress reports on the traffic records project, activities performed, and benchmarks reached, and milestones accomplished.

**Results:** The WYTRCC Project Coordinator worked along side various members to accomplish a list of milestones for FY2021. WYTRCC updated the Traffic Records Strategic Plan, managed the transition of the Highway Safety Portal toolset from the previous version of the Linear Referencing System (ELRS) to the more recent version and worked with the Wyoming Department of Criminal Investigation to improve the transfer to WYDOT of alcohol and drug test results related to crashes. In addition, it managed the ELRS to the emerging new version (referred to as the ALRS) Transition Assessment project with GIS and IT IS while managing the first portion of the new crash reporting system assessment project with WYDOT programs, Law Enforcement, and other WYTRCC stakeholders. They were also in charge of managing the performance reporting to NHTSA for the WYTRCC projects.




Project Name: Traffic Records Filtering and Interface  
Project Number: M3DA-2021-FA-DA-03  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 120,532.68  
Federal Funds Expended: \$ 7,533.29

**Performance Measures Addressed:**

- S3 - Linkable MIRE features.

**Description:** Retain the services of a consultant to implement a Safety Portal that is configured and implement to WYDOT needs.

**Results:** WYDOT requested a quotation from ITIS Corporation regarding the effort, timing and cost to migrate the Safety Portal framework and applications from the current version of the WYDOT Linear Referencing System (referred to as the ELRS) to the emerging new version (referred to as the ALRS). An Assessment Study was authorized for ITIS to perform the assessment work. The assessment work performed by ITIS consisted of participation in several meetings and email exchanges with Geographic Information System (GIS) and Highway Safety. The ITIS worked with GIS to settle on a format for the ALRS in order for the new data to be in a form that could be used by ITIS in the future. This process was complicated due to several standard Environmental Systems Research Institute (ESRI) and other GIS tools not working properly with the data format used by WYDOT. Thus, several workarounds were attempted and finally a workable approach was identified.



## 405d Mid Training

Project Name: Confirmatory Drug Analysis in Toxicology  
Project Number: M5BAC-2021-FA-BC-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 19,771.40  
Federal Funds Expended: \$ 12,875.67


### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Descriptions:** The Department of Education expanded confirmatory analysis with a contractor to ensure the analysts in the unit are fully qualified through continued training. The continued training ensures qualified analysts are effective and knowledgeable as an expert witness during courtroom testimony. This will provide effective prosecution and ultimately reduce impaired drivers.

**Results:** Multiple training activities have been completed through the FY2021 grant year. This includes toxicology auditor training through the ANSI National Accreditation Board (ANAB), pharmacological training for toxicology analysts (PharmaOnline), training registration for toxicologists to attend the International Association for Chemical Testing (IACT), training by the laboratory's accrediting body, ANAB, registration and travel for two analysts to attend the annual Society of Forensic Toxicologists (SOFT) meeting in September 2021 and registration for the new toxicologist to attend the Borkenstein alcohol and highway safety course (Indiana University).

The Wyoming State Crime Laboratory (WSCL) serves state, local, and federal law enforcement agencies as well as the public defender, county coroner's offices, and prosecutor's offices throughout the State of Wyoming. Training the forensic toxicologists have increased staff knowledge, quality of testimony in criminal trials, and increased the quality of work produced by the laboratory. The WSCL toxicology program is relatively new, having initiated testing in 2018 with existing forensic chemistry staff. Three (3) forensic toxicologists and one (1) trainee are currently employed in the unit and each has gained invaluable experience through these training activities.



Project Name: DRE/ARIDE/SFST Program  
Project Number: M5TR-2021-FA-TR-01  
Project Sub Recipient: Wyoming Highway Patrol (WHP)  
Federal Funds Obligated: \$ 343,518.14  
Federal Funds Expended: \$ 341,979.64

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** The WHP administered state-wide program involved training new law enforcement officers in DUI detection, advanced DUI detection methods, and general oversight and administration of the state-wide Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Standardized Field Sobriety Tests (SFST) programs.

**Results:** The Impaired Driving Program Manager (IDPM) was able to conduct over forty-five (45) on-site agency visits which translated into a multitude of trainings offered throughout the state to law enforcement from city, county, state, and federal law enforcement agencies. The trainings included:

- Twenty-five (25) Impaired Driving trainings held around the state. These events were held in every district within Wyoming to allow all law enforcement to attend.
- Four (4) DUI task force events. Two(2) in Sheridan, One (1) in Cheyenne during Frontier Days and one (1) held in Fremont county over Labor Day weekend.
- Seven (7) Drug Impairment educational training for public and private organizations.
- One (1) Impaired Driving Conference held in Laramie with over one hundred sixty (160) attendees.

The IDPM gathered two (2) troopers to assist with planning and coordinating ARIDE and SFST classes along with helping with the DRE website. They assisted the IDPM with more time to focus on administration, program development, and agency visits.

The IDPM is also continuing his work with the GCID Facilitator, Law Enforcement Liaison, the TSRP, and the IDPM. They all collaborate to discuss and solve the impaired driving issues in Wyoming which ensures all angles of the impaired driving challenges are being considered during planning.



## 405d Mid ID Coordinator

Project Name: GCID Facilitator  
Project Number: M5IDC-2021-FA-ID-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 149,468.57  
Federal Funds Expended: \$ 66,176.78

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** Work will be conducted to facilitate the Governor's initiatives that focus on identifying, coordinating, and prioritizing issues with proven prevention strategies related to traffic safety. This strategy will indirectly impact Wyomingites through work accomplished through the Governor's Council on Impaired Driving (GCID).

**Results:** The facilitator scheduled and facilitated four (4) quarterly meetings, two (2) in-person and two (2) virtual along with thirteen (13) subcommittee meetings. Members participated in GCID and subcommittee meetings to include but not limited to the 24/7 sobriety program, Drug Impaired Driving Initiatives, Supervision of High Risk Offenders, Judicial Training Inadequacies, Traffic Injury Research Forum Report to establish records committee, the NGA Report and to reduce BAC Test Refusals. The GCID's public website continued to be updated.

The facilitator directed the GCID's activities in accordance with the GCID's three-year strategic plan and assisted the GCID in identifying priority issues that needed to be addressed during the current year. Alcohol involved Fatal crashes went down by 50%, drug involved fatalities decreased by 41% and impaired driving fatalities decreased by 28% all over the three year average.

The GCID's direct involvement with the 24/7 program had influenced Campbell County Sheriff's Office which is beginning to see some positive results both fiscally and in reduced jail population. The GCID 24/7 Program sub-committee is developing strategies to continue expansion statewide. At the top of the list is producing targeted educational videos such as judges speaking to judges, commissioners talking to commissioners, sheriff's talking to sheriff's to educate and demonstrate the program's benefit to their community. Garnering support from judges who will use the program in sentencing is crucial to getting the program established in their community.

The GCID utilizes a report provided by the Wyoming Division of Criminal Investigation Crime Lab that shows the involvement of fifteen (15) specific drugs in the samples submitted for testing by law enforcement. The Wyoming State Toxicology Crime Lab is also seeing positive results. The turnaround for drug testing has significantly improved by over 50% and future plans will keep this trend going in the future. Drug test backlog is about six (6) weeks with a thirty (30) day goal, which is valid and attainable. Drug involved crashes have begun to trend below the three year

average, with fatalities down 33% so far this year over the three (3) year average. The Council's Media campaign has had a drugged driving focus.

The facilitator facilitated a series of meetings of the Media Campaign subcommittee to review the GCID's year-long communication plan and assist Heinrich Marketing group in developing appropriate content for the Council's messaging efforts. Heinrich completely redesigned and updated the previous GCID website to deliver a more intuitive, user-friendly web experience related to public searches for Wyoming impaired driving information. The following new messaging elements were created and distributed: billboard, gas pump topper, floor graphics, window cling executions and ice box graphics. As well as numerous social media videos and memes. Heinrich and GCID collaborated with Governor Gordon's office to plan a 20<sup>th</sup> anniversary media event to commemorate the tragic crash responsible for killing eight (8) members of the University of Wyoming cross-country team. A variety of stations and publications were in attendance, resulting 75,000+ earned media impressions.

The GCID utilizes four (4) impaired driving related databases and formulates strategies to address identified concerns. The records section of the Wyoming Department of Transportation provides an updated monthly report to the GCID Facilitator of the number of Alcohol/Drug/Impaired traffic crashes, as well as the number of injury and fatalities in each category. These crash statistics are reviewed during every scheduled GCID quarterly meeting and updated on the GCID's public website every month.





## 405d Mid Paid/Earned Media

Project Name: GCID Media  
Project Number: M5PEM-2021-FA-PM-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$ 602,663.40  
Federal Funds Expended: \$ 547,820.51

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS )
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** Media Campaigns are crucial in the success of impaired driving strategies providing education and outreach to high risk demographics and the general public. The media campaign will focus on impaired driving through multi-media communication outreach utilizing social media, TV, radio, billboards, newspapers, and other print media.

**Results:** Heinrich Marketing was retained as consultant to develop, produce and distribute impaired driving media campaigns for the GCID. Heinrich worked closely with the GCID Media Advisory Committee and provided quarterly comprehensive media updates to the Council. The Agency completely redesigned and updated the previous GCID website to deliver a more intuitive, user-friendly web experience related to public searches for Wyoming impaired driving information. The FY2020 media campaigns were reused this year to allow allocated dollars to be spent efficiently while reducing COVID exposure risks. Additionally, Heinrich developed new social media posting and radio spots to address priority traffic safety programs state-wide. In addition, Heinrich established a partnership with Shednecks, a local hunting/outdoor clothing company and created co-branded impaired driving messaging for use on their social media channels. The impaired driving campaigns delivered a combined 47,542,437 total impressions which doubled from FY2020.

Heinrich partnered with Governor Gordon's office to plan a 20<sup>th</sup> anniversary media event to commemorate the tragic crash responsible for the loss of eight (8) members of the University of Wyoming cross-country team, while drawing the public's attention to the importance of not driving impaired. This event was held on September 16<sup>th</sup>, in Gillette, as part of the “Memory of the 8 Run”. A variety of media outlets were in attendance, resulting in 75,000+ earned media impressions. Likewise Heinrich worked closely with the HSO to ensure that law enforcement and other supporting organizations had the materials they needed to ensure strong, local outreach and messaging.



## 405d Mid Court Support

Project Name: Traffic Safety Resource Prosecutor (TSRP)  
Project Number: M5CS-2021-FA-CS-01  
Project Sub Recipient: City of Laramie Attorney General's Office  
Federal Funds Obligated: \$ 181,116.40  
Federal Funds Expended: \$ 181,116.40

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** The City of Laramie Attorney General's Office addressed the needs of stakeholders who contend with traffic safety problems in Wyoming. The Traffic Safety Resource Prosecutor (TSRP) provided local law enforcement and prosecutors with a veteran prosecutor, specializing in traffic safety issues with an emphasis in impaired driving, to support their efforts through training, education, legal research, and technical assistance. The focus of this project is on solving the many problems associated with violation of Wyoming traffic laws.

**Results:** The TSRP continued to serve as a liaison between various agencies, prosecutors, courts, law enforcement, and other traffic safety professionals providing information working on traffic safety issues. The TSRP attended various traffic safety meetings and provided information and feedback when needed. She also participated and presented at various regional/national trainings and conferences.

The TSRP developed and expanded her learning in traffic safety reference materials, programs, and trainings to increase successful enforcement and prosecution of impaired driving cases to Wyoming law enforcement, prosecutors, judges, and other agencies. In total, there were one thousand five hundred thirty one (1,531) trained individuals in Wyoming which consisted of two hundred thirty eight (238) prosecutors, six hundred ten (610) Law Enforcement, forty eight (48) community individuals and six hundred thirty-five (635) unidentified. The TSRP also completed two hundred sixty-six (266) technical assistance inquiries.





## 405d Mid 24/7 Sobriety Program

Project Name: 24/7 Program  
Project Number: F24SP-2021-FA-SP-01  
Project Sub Recipient: Attorney General of Wyoming  
Federal Funds Obligated: \$ 30,133.17  
Federal Funds Expended: \$ 30,133.17

### Performance Measures Addressed:

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C5 - Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

**Description:** The Attorney General of Wyoming is spearheading the implementation of the 24/7 program throughout Wyoming. This Program sets the standard of no use of alcohol as a condition of continuing to drive and remaining in the community, rather than being incarcerated. The standard is enforced by intensive monitoring by law enforcement agencies with alcohol testing mandated for each participant. The combination of strict monitoring and a no-use standard with swift, certain, and meaningful, but usually not severe consequences has been extremely successful.

**Results:** The Governor’s Council on Impaired Driving (GCID) is working to expand the 24/7 Program state-wide through education, outreach, and training. Four (4) counties currently participate in the 24/7 Program and have shown overwhelming success. There were 51,320 PBT tests performed in FY2021 with a success rate of 99.79% and a compliance rate of 98.98%. There were six hundred eleven (611) participants enrolled with an average of two hundred sixty-one (261) participants monthly with Campbell County averaging the most participants with one hundred twenty-five (125).

Campbell County Sheriff Matheny and his staff report between 40-50 less daily prisoner populations attributed to 24/7 with a healthy drug and alcohol client population. Fremont County has eighty (80) in alcohol testing and discussions of expanding are high. Sheridan has expanded their program by 45% with a total of twenty-four (24) clients and with a high estimated fifty (50) clients a day between the police department and the Sheriff’s office. Teton County remains steady with a monthly average of thirteen (13) participants. There have been two hundred fifty-five (255) average monthly participants statewide in 2021 and these results are primarily from three (3) participating agencies compared to five (5) historically. Additionally, Laramie, Albany, Natrona and Weston have all shown signs of interest and are at different levels of development. Judges have voiced participants feel that the 24/7 Program has helped keep them on the ‘straight and narrow.’ The program operators also get positive feedback from participants and the impact it has had on their lives. These interactions positively alter their mindsets about the population for which they serve, contribute to program success, and provides a win-win for all involved in the program. The positive impacts also include reduced fiscal burden, reduced overall jail population, and the benefit of anyone not having to go to jail.

## 405f Motorcyclist Awareness

Project Name: Motorcycle Awareness  
Project Number: M9MA-2021-FA-M1-01/M11X-2021-FA-M1-01  
Project Sub Recipient: WYDOT- Public Affairs Office (PAO)  
Federal Funds Obligated: \$ 41,644.41/\$23,644.13  
Federal Funds Expended: \$ 41,644.41/\$14,169.25

### Performance Measures Addressed:

- C1- Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C7- Number of motorcyclist fatalities (FARS)
- C8- Number of unhelmeted motorcyclist fatalities (FARS)

**Description:** The PAO supports traditional and modern forms of mass marketing communication with traffic safety messages geared toward motorcyclist awareness. Media creative went beyond the presentation of factual information to explore the significance of driver action and influence driver behavior. The PAO worked collaboratively with traffic safety partners to educate drivers to watch for motorcycles.

**Results:** The PAO served the entire state of Wyoming with motorcyclist awareness safety messages. The PAO created a thorough communications plan, which consisted of radio, social media spots, and WYDOT dynamic message signs focused around “Look twice, Save a Life” and “Share the Road” campaign messages. The bulk of their motorcycle messaging is focused on the summer months when motorcycles are more likely to be present, with extra focus on the weeks leading up to and during the Sturgis Motorcycle Rally in South Dakota. There were 137,618 radio ads ran May through August 2021, with 1,075,038 web/mobile ads, 275 TV ads, and 19 billboards.

The PAO continued to research new ways of reaching the public. At present, WYDOT dynamic message signs and social media are the most cost effective ways in distributing valuable messaging.





## 154 Alcohol (Reserved Funds)

Project Name: DUI Mobile Command Vehicle  
Project Number: 154AL-2020-FA-AL-01  
Project Sub Recipient: Cheyenne Police Department  
Federal Funds Obligated: \$ 44,400.00  
Federal Funds Expended: \$ 39,725.03

### Performance Measures Addressed:


- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** The Cheyenne Police Department provided support to Law Enforcement Officers that are working to detect DUI drivers on Wyoming roads by providing a convenient, one stop facility to conduct impaired driving exams, arrest paperwork, reporting documents, search warrant applications, and legal blood draws. The DUI Command Vehicle provided a visible deterrent to impaired driving while deployed during a DUI Task Force Events.

**Results:** The DUI Command Vehicle was used for twenty-seven (27) DUI Task Force Deployments over fifteen (15) events. Twelve (12) of the events were held in Laramie County and three (3) were held outside of Laramie County. There was a total of twenty-seven (27) arrestees processed through the DUI Command Vehicle during these deployments. The DUI Command Vehicle was also used for four (4) educational events in which it was presented to the public as a static display and digital media with hundreds of attendees. Approximately two hundred (200) attendees were given tours of the DUI Command Vehicle and informed of the use of the Command Vehicle, DUI education, and grant goals.

Even while dealing with many issues related to COVID, locally and outside of Laramie County, the DUI Command Vehicle was used in more events (both Task Force events and Educational). The Cheyenne Police Department saw decrease of 7% in impaired driving arrests during the FY2021 project period compared to the previous year, with a total of two hundred fifty (250) arrests. While the decrease in arrests is welcomed, this is just slightly higher than the average of two hundred forty-three (243) arrests per year over the past four (4) fiscal years. It should be noted there were more arrests in the fourth quarter, averaging twenty-four (24) per month.

The DUI Command Vehicle has become a staple in the community and is easily recognizable. It has also become an attention piece and often times during deployments members of the community will stop by and ask about the unit. Social media was used prior to deployment of task force events to bring about awareness of the DUI Command Vehicle and the prevention of impaired driving. Social media produced by the Cheyenne Police Department reached more than one hundred fifty thousand (150,000) Facebook users. Further, the social media posts occasionally garnered traditional media attention, which ran stories about the use of the DUI Command Vehicle.



Project Name: IPR DUI Monitoring and Probation  
Project Number: 154AL-2021-FA-AL-02  
Project Sub Recipient: Injury Prevention Resources  
Federal Funds Obligated: \$ 166,974.86  
Federal Funds Expended: \$ 124,807.71

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).


**Description:** DUI Supervised Probation (DSP) manages persons convicted of DUI charges and makes them accountable for consumption of alcohol, drug use, and legal vehicle operation while on probation. Accountability was accomplished by implementing twice dialing BAC testing, transdermal alcohol content monitoring, observance of ignition interlock, random drug and alcohol testing, regular meetings, appropriate referrals for services and following court orders. Programs are directly responsible for reducing serious injuries and fatalities in Fremont County. DSP and DUI Monitoring programs are organized to provide services and maintain partnerships with similar local agencies, particularly those on the Wind River Indian Reservation.

**Results:** DSP supervised one hundred fifty-six (156) clients with first time and subsequent DUI with an 89% completion rate. DSP Agents had 4,299 contacts with clients and spent three hundred twenty-one (321) hours in court during the specified grant period. The amount of drug/alcohol testing, hours spent in court, and in-person office visits has increased since pandemic restrictions have slowed.

DUI Monitoring managed one hundred sixty-four (164) clients with a 96% daily compliance rate and a 95% successful completion rate. DUI monitoring had a 13% recidivism rate, 6% more than last year regarding clients who complete successfully. Numerous offenders are placed on the program before and after treatment, leading to an increased intra-agency recidivism rate.

IPR's DSP and DUI Monitoring programs were tailored to reach offenders in Fremont County in addition to the Wind River Indian Reservation residing within the area. The Department of Family Services is now seeking help with DUI issues from the monitoring side to assist with testing of adults and juveniles that have DUI Offenses who are violating tribal probation terms.

In addition to serving Fremont County, IPR was able to provide education to the Fremont County Courts, Riverton Municipal Courts, Attorneys Office, Court Assisted Supervised Treatment Program, Juvenile Treatment Court, Park County Drug Court, and Big Horn County Court.



Project Name: WASCOP Alcohol Factors  
Project Number: 154AL-2021-FA-AL-03  
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police  
Federal Funds Obligated: \$ 44,000.00  
Federal Funds Expended: \$ 32,185.26

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** WASCOP collects and analyzes the alcohol/drug-related data for all custodial arrests from January 1st through December 31, 2020. An executive summary and two year end reports of the alcohol-related arrest data was produced and distributed to traffic safety advocates to provide education and enforcement to Wyoming’s impaired driving population.

**Results:** The Alcohol and Crime in Wyoming - 2020 Main Report, Supplemental Report, and Executive Summary were completed, printed, and distributed to law enforcement, traffic safety advocates, and community leaders state-wide. The data collected from a total of seven thousand nine hundred ninety-five (7,995) persons who were arrested and subsequently detained in a county detention facility statewide increased awareness about the impaired driving problem in Wyoming. Per the report, alcohol involved arrests accounted for 52% of all arrests with 28% resulting in DUI’s. The HSO, Policy Maker Forums, community prevention specialists, and law enforcement continue to utilize the reports to evaluate the problem, identify prevention efforts, and develop strategies to combat impaired driving.