



# **ANNUAL REPORT**

## **2019**

Wyoming Department of Transportation

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**Highway Safety Behavioral Grants Office**





## Table of Contents

|  |       |
|--|-------|
| <b>Introduction</b> .....  | 1     |
| <b>Agency Overview</b> .....   | 2     |
| <b>WYDOT Purpose, Vision, Mission, Values and Goals</b> .....          | 3     |
| <b>Organization Chart</b> .....  | 4     |
| <b>Highway Safety Program</b> .....                                    | 5     |
| <b>Wyoming Legislative Update</b> .....                                | 6     |
| <b>Executive Summary</b> .....   | 7     |
| <b>FY2019 Program Highlights</b> .....                                 | 8-9   |
| <b>Traffic Safety Enforcement Program.</b> .....                       | 10    |
| <b>Future Plans</b> .....  | 11    |
| <b>FY2019 Activity, Behavior &amp; Core Performance Measures</b> ..... | 12    |
| <b>Core Performance Measures</b> .....                                 | 13-16 |
| <b>Traffic Records Performance Measures</b> .....                      | 17    |
| <b>Program Areas</b> .....   | 18    |
| <b>402 Planning &amp; Administration</b> .....                         | 19    |
| <b>402 Alcohol</b> .....   | 20    |
| <b>402 Occupant Protection</b> .....                                   | 21-24 |
| <b>402 Police Traffic Services</b> .....                               | 25-27 |
| <b>402 Traffic Records</b> .....                                       | 28    |
| <b>402 Community Traffic Safety Project</b> .....                      | 29-33 |
| <b>402 Roadway Safety</b> .....  | 34-35 |
| <b>402 Child Restraint</b> .....                                       | 36    |
| <b>402 Paid Advertising</b> .....                                      | 37-38 |
| <b>402 Teen Safety Program</b> .....                                   | 39    |
| <b>405b Low HVE</b> .....  | 40    |
| <b>405c Data Program</b> .....   | 41-43 |
| <b>405d Mid High Visibility Enforcement</b> .....                      | 44    |
| <b>405d Mid Impaired Driving Coordinator</b> .....                     | 45    |
| <b>405 Mid Court Support</b> .....                                     | 46    |
| <b>405d Mid BAC Testing/Reporting</b> .....                            | 47    |
| <b>405d Mid Paid/Earned Media</b> .....                                | 48    |
| <b>405d Mid Training</b> .....   | 49-51 |
| <b>405d Mid 24/7 Sobriety Program</b> .....                            | 52    |
| <b>405f Motorcyclist Awareness</b> .....                               | 53    |
| <b>154 Alcohol (Penalty Transfer Funds)</b> .....                      | 54-56 |
| <b>Federal Reimbursement Voucher</b> .....                             | 57-61 |

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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.

Growing up on the family ranch in Johnson County, Governor Gordon learned the values of hard work and integrity and the importance of working together. As Governor, he brings those values to the table in pursuing his commitment that Wyoming continues to be a place where its citizens can pursue their dreams while retaining its unique character. He is a strong believer in Wyoming's ability to chart its own course and a staunch defender of its interests to do so.

In his first year in office, Governor Gordon has focused his efforts on setting Wyoming on a sustainable fiscal path and making government more accessible, productive and efficient. As part of those efforts, the Governor seeks to refocus government to better assist local communities with the tools and resources needed to thrive and set their own direction. He is also dedicated to ensuring that citizens have access to quality education, including safer schools, advanced degrees, and career and technical education opportunities.

Governor Gordon served as Wyoming State Treasurer from October 2012 until January 2019 when he was sworn in as Governor. As State Treasurer, he led a transformation of the office resulting in improved returns on state investments, better protection of state savings, and increased transparency and access to state financial data for the public. His efforts to improve transparency surrounding the state's financial portfolio resulted in Wyoming being ranked number one in the United States for transparency and third in the world among all sovereign funds.

Governor Gordon and his wife Jennie have four grown children— Anne, Aaron with wife Megan, Bea with fiancé Austen, and Spencer with wife Sarah and their son Everett.





## Agency Overview

The Wyoming Department of Transportation (WYDOT) is one of the largest state agencies with approximately 2,000 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 agencies that make WYDOT a thriving department. The transportation system serves the citizens of Wyoming in addition to facilitating interstate commerce and travel.

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

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.

Ultimately, individual driver awareness is the key to preventing crashes. Drivers and passengers should always remember to buckle up, observe posted speed limits and other traffic laws, and never drive when impaired by drugs, alcohol, or fatigue.





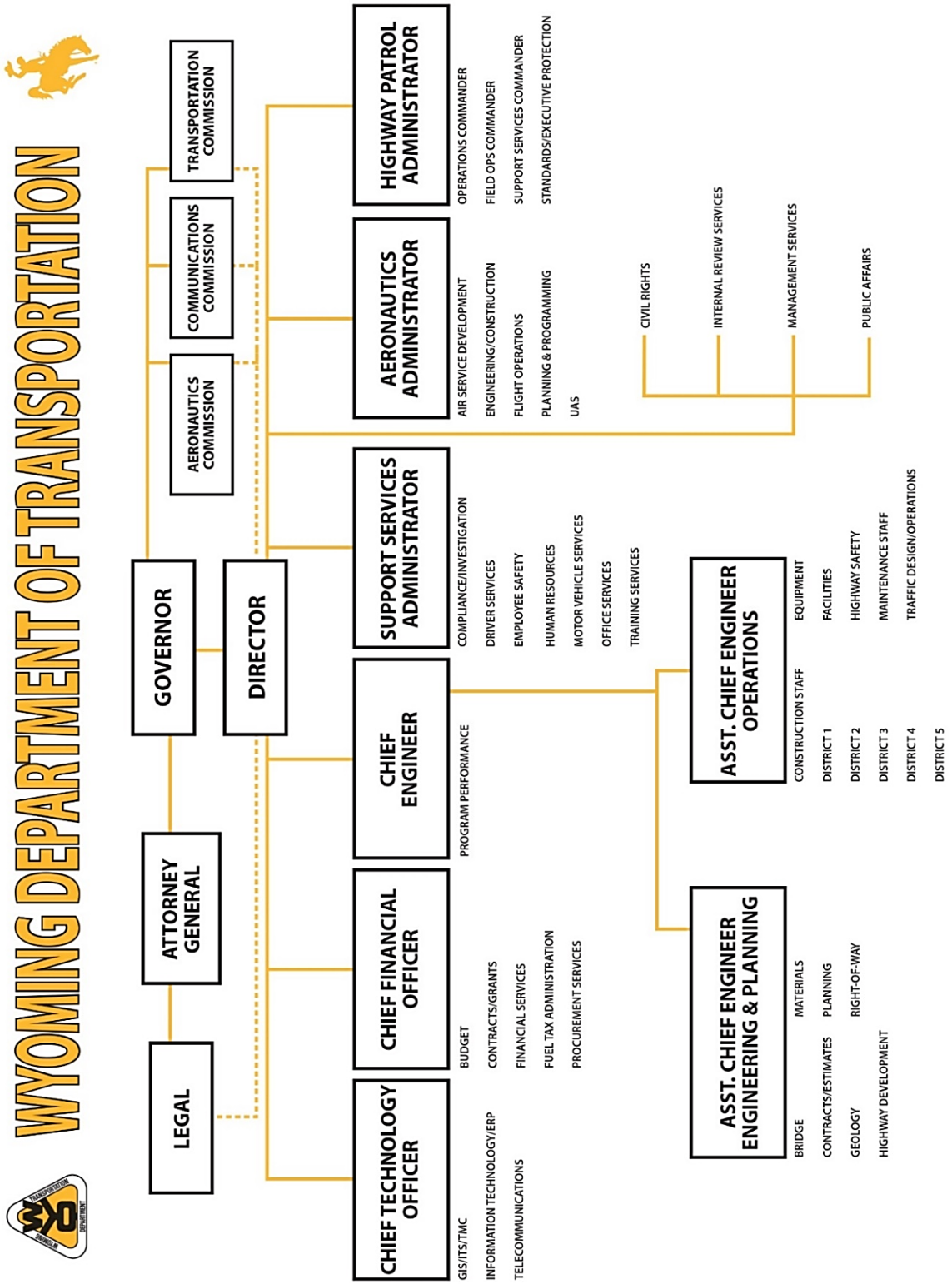
## WYDOT Purpose, Vision, Mission, Values and Goals

**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







## 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

***Alex Toolson***

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)<br>Michael B. Enzi (R)   |
| Representative:                           | Liz Cheney (R)   |
| Governor’s Representative:                | Matthew D. Carlson, P.E.<br>Highway Safety Program<br>Department of Transportation       |
| Highway Safety Behavioral Grants Manager: | Karson James<br>Highway Safety Behavioral Grants Program<br>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   | Yes (Note: Legislative Update FY2019)                                       |
| Ignition Interlock                           | Yes (Note: Legislative Update FY2019)                                       |
| 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. Specifically, the HSO focuses on key program areas to include Occupant Protection, Impaired Driving, Traffic Records, Motorcycle Safety, Teen Safety, Pedestrian, and Distracted Driving.

This Annual Report summarizes project accomplishments and challenges as submitted in the FY2019 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.

The Highway Safety Office expended \$4,894,014.40 in FY2019 federal grant funds in the areas of:

- 402 State and Community Highway Safety (\$2,529,343.36)
- 405b Occupant Protection (\$266,931.66)
- 405c Traffic Data (\$237,906.08)
- 405d Impaired Driving (\$1,581,894.13)
- 405d 24/7 (\$27,241.42)
- 405f Motorcycle Safety (\$18,615.14)
- 154al Alcohol (\$232,082.61)

Projects identified in the HSP, were all implemented in FY2019.



## **FY2019 Program Highlights**

**Occupant Protection.** Combined enforcement operations for the University of Wyoming vs Colorado State University Border War, Highway 59 May Mobilization operation, Pioneer Days, Mountain West Conference, and Traffic Safety operations yielded 8,604 traffic stops, 2,147 speeding citations, 152 DUI arrests, 210 seat belt citations, 47 child restraint citations, and 4,151 warnings.

State and local programs supported projects and activities that assisted in attempting to increase Wyoming's Observed Seat Belt Use rate. Unfortunately, the observed seat belt use rate decreased by 8 percent from 86.3% in 2018 to 78.3% in 2019.

CRMC worked in educating 336 adults and conducted 299 child passenger seat inspections. In Cheyenne, the Shawn Dubie Memorial Rodeo hosted by the Laramie County Community College had around 2,300 people with 90% of the participants stopping at the safety education booth. As a result of promoting and advising people not to drive impaired at the Cheyenne Brewers Festival, no DUI's have been recorded for the last two years.

The Traffic Safety Programs in WYDOT Regions 1, 2, and 5 conducted numerous occupant protection education events at car seat checks, schools, sport games/tournaments, seat belt survivor events, community events, etc...

The Child Passenger Safety Instructor and Training Program conducted one (1) full certification class with 14 student's, three (3) update classes with 13 student's, and three (3) renewal classes with five (5) students. Wyoming had 218 certified technicians, with 12 being instructors.

**Impaired Driving.** Injury Prevention Resources was recognized for their work in keeping traffic fatalities low in Fremont County by the Governor's Council on Impaired Driving. The Native American Outreach Media Campaign, Cody Beers, was recognized by the Native Children Always Ride Safe and recognition of the Wyoming Attorney General Office occurred at the National Lifesaver Conference for their work on license revocation.

The Wyoming Highway Patrol and 55 local law enforcement agencies participated in high visibility overtime enforcement grants. The national and local impaired driving enforcement campaigns resulted in 382 DUI arrests statewide. Increased the number of multi-State and local jurisdiction high visibility enforcement campaigns organized by LEL's and WHP personnel.

The Traffic Safety Resource Prosecutor (TSRP) assisted the State's prosecution efforts of impaired drivers through technical assistance to prosecutors and training of law enforcement officers on the legal aspects of prosecution and strategies used by defense attorneys.

The Wyoming Governor's Council on Impaired Driving continued work by conducting Policy Makers Forums, coordinating DUI task forces, and targeted media campaigns. The "Don't Go





Down That Road” media campaign has been highly successful. The 24/7 Sobriety Program expanded to five (5) counties with the addition of the Sheridan County Sheriff’s Office.

WYDOT District 5 Public Involvement Specialist provided relevant and impactful tribal outreach on the Wind River Indian Reservation for the Shoshone and Arapahoe tribes. Heinrich Marketing produced impaired media campaigns focusing on the Native American culture. Wyoming’s Native American population continues to be disproportionately impacted by impaired driving fatal crashes.

Additional projects that supported the impaired driving efforts include WYDOT Public Affairs Office impaired driving media outreach, and District 1, 2, and 5 Traffic Safety Community events.

**Teen Safety Program.** The Wyoming SADD increased their numbers of chapters from 21-25 in 14 of the 23 counties with a total student reached of more than 6,100. Three (3) chapters committed to holding a Text Less, Live More campaign and four (4) youth committed to starting a SADD chapter at their school.

**Data Program.** The Safety Portal went live in October 2018 and met the acceptance criteria of 30 days of operation without major issues. This project has greatly improved the accuracy of the crash locations in the crash data set with the evidence being that all crash reports submitted to WYDOT have been located using the system.



## **Traffic Safety Enforcement Program.**

The Traffic Safety Enforcement Program (TSEP) focuses on impaired driving and occupant protection and is comprised of High Visibility Overtime Enforcement, Law Enforcement Liaisons (LEL), DUI Mobile Command Vehicle, Drug Recognition Expert, and Traffic Safety Resource Prosecutor (TSRP) Projects.

The Wyoming Highway Patrol and local agencies participated in mandatory national events (Holiday Campaign, May Mobilization, and August Crackdown) and during local events with higher volume of roadway traffic within their jurisdictions. There were 55 state and local law enforcement agencies that participated in grant funded overtime. In total, high visibility overtime enforcement produced 1,333 seat belt citations, 490 DUI arrests, 8,238 speeding citations, and 4,464 other citations.

The LELs continued to foster relations with state and local law enforcement through 98 site visits to 77 of the 79 law enforcement agencies statewide. Law enforcement participated in Wyoming Seat Belt Coalition (WYSBC) occupant protection media campaigns educating the public. The LELs facilitated eight (8) Below 100 classes with 206 peace officers and one (1) DDACTS Class in Cheyenne with four (4) agencies in attendance. They coordinated 33 combined traffic safety operations in nine (9) counties which yielded 8,604 traffic stops, 2,147 speeding citations, 152 DUI arrests, 210 seat belt citations, 47 child restraint citations, 1,672 other citations, and 4,151 warnings.

Through the course of the year there were 110 Drug Recognition Experts recertified, 102 peace officers trained in Advanced Roadside Impaired Driving Enforcement (ARIDE), 100 peace officers trained in Standardized Field Sobriety Testing (SFST), and 36 peace officers received refresher trainings in SFST. The TSRP provided technical assistance and training in the legal aspects of detecting impaired drivers and prosecuting an impaired driver to peace officers and prosecutors.

The DUI Mobile Command Vehicle participated in 45 DUI Task Force Events around the state and conducted four (4) education events in Laramie County with roughly 170 attendees.



## Future Plans

The Highway Safety Office will continue to fund projects in FY2020 that have a propensity to make an impact on Wyoming's core Performance Measures. The HSO is on course to meet all but six (6) of the FY2019 Core Performance Measures. (Note: they are the performance measures in bold and with a grey background)

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)

Projects that reached the at-risk demographic included high visibility overtime enforcement, media outreach, data-driven traffic safety education projects, expansion of 24/7, and SADD projects throughout the State.

The HSO will continue to partner with safety advocates whose goals align with the HSO's. This will assist in the prudent allocation and distribution of resources.



## **FY2019 Activity, Behavior & Core Performance Measures**

### **Activity Measures – High Visibility Overtime Enforcement**

Law enforcement agencies participate in high visibility enforcement overtime grants to increase compliance with seat belt, speed and impaired driving laws in Wyoming.

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

*Results: The number of seat belt and child restraint citations issued during FY2019 was 1,333 (1,143 seat belt and 190 child restraint).*

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

*Results: The number of DUI arrests during the FY2019 grant-funded overtime enforcement activities was 490.*

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

*Results: The number of speed citations issued during FY2019 was 8,238.*

*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 (2015-2019) of 81% by December 31, 2019.

The Wyoming Seat Belt Survey was conducted June 3rd-9th, 2019. 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 the seventeen counties.

*Results: Wyoming met this performance measure for 2019. Although the overall observed seat belt use for 2019 decreased by eight (8) percent from the 2018 result of 86.3 percent belted to the 2019 rate of 78.3 percent belted, the result indicates that the 5 year average for 2015 -2019 is 81.94 percent.*





## Core Performance Measures

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

Maintain the projected number of traffic fatalities of the five (5) year average (2015-2019) of 130.0 by December 31, 2019.

***Progress Report:** Wyoming is on course to meet this goal. In 2018, there were 111 fatalities and as of November 30, 2019, Wyoming is currently at 136 traffic fatalities with an estimated five (5) year average of 125.4 traffic fatalities per preliminary state data.*

### 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 (2015-2019) of 470 by December 31, 2019.

***Progress Report:** Wyoming is on course to meet this goal. In 2018, there were 313 serious injuries in traffic crashes and as of November 30, 2019, Wyoming is at 362 with an estimated five (5) year average of 380.6 serious injuries in traffic crashes per preliminary state data.*

### C3 – Fatalities/ VMT (FARS).

Maintain the projected Wyoming's Fatality Rate (100 MVMT) of the five (5) year average (2015-2019) of 1.40 by December 31, 2019.

***Progress Report:** Wyoming is on course to meet this goal. In 2018, the fatality rate was 1.06 and as of November 30, 2019, the fatality rate is 1.30 with an estimated five (5) year average of a fatality rate of 1.27 per preliminary state data.*



**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 (2015-2019) of 57.0 by December 31, 2019.

***Progress Report:** Wyoming is on course to meet this goal. In 2018, there were 44 unrestrained fatalities. As of November 30, 2019, Wyoming is at 49 unrestrained fatalities with an estimated five (5) year average of 55.4 unrestrained fatalities per preliminary state data.*

**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 (2015-2019) of 40 by December 31, 2019.

***Progress Report:** Wyoming is not on course to meet this goal. In 2018, there were 36 alcohol impaired driving fatalities. As of November 30, 2019, Wyoming is at 35 alcohol impaired driving fatalities with an estimated five (5) year average of 40.8 alcohol impaired driving fatalities per preliminary state data.*

*The HSO will continue to emphasize the reduction of high BAC impaired drivers by expanding media outreach, enforcement, DUI monitoring, and educational projects around the State.*

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

Reduce Wyoming’s speed-related fatalities to the five (5) year average (2015-2019) of 40.0 by December 31, 2019.

***Progress Report:** Wyoming is not on course to meet this goal. In 2018, there were 50 speed related fatalities. As of November 30, 2019, Wyoming is at 46 speed related fatalities with and estimated five (5) year average of 41.4 speed related fatalities per preliminary state data.*

*The HSO will continue to emphasize the reduction of speed-related fatalities by expanding media outreach, enforcement, and educational projects around the State.*



### **C7 – Number of motorcyclist fatalities.**

Maintain Wyoming’s motorcyclist fatalities from the 5 year average (2015-2019) of 17 by December 31, 2019.

***Progress Report:** Wyoming is not on course to meet this goal. In 2018, there were 15 motorcyclist fatalities. As of November 30, 2019, Wyoming is at 13 motorcyclist fatalities with an estimated five (5) year average of 18.6 per preliminary state data.*

*The Wyoming HSO will continue with media outreach, impaired driving overtime enforcement, and to work with the Motorcycle State Coordinator to bring training to motorcyclists about traffic safety.*

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

Maintain Wyoming’s unhelmeted motorcyclist fatalities of the five (5) year average (2015-2019) of 12.0 by December 31, 2019.

***Progress Report:** Wyoming is not on course to meet this goal. In 2018, there were nine (9) unhelmeted motorcyclist fatalities. As of November 30, 2019, Wyoming is at eight (8) unhelmeted motorcyclist fatalities with an estimated five (5) year average of 12.6 unhelmeted motorcyclist fatalities per preliminary state data.*

*The Wyoming HSO will continue with media outreach, impaired driving overtime enforcement, and to work with the Motorcycle State Coordinator to bring training to motorcyclists about traffic safety.*

### **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 (2015-2019) of 14.0 by December 31, 2019.

***Progress Report:** Wyoming is not on course to meet this goal. In 2018 there were 16 young drivers involved in fatal crashes. As of November 30, 2019, Wyoming is at 18 young drivers involved in fatal crashes with an estimated five (5) year average of 14.6 young drivers involved in fatal crashes per preliminary state data.*

*The HSO will continue to emphasize the reduction of young drivers, age 20 or younger involved in fatal crashes by expanding SADD chapters and WHP Driver Education Classes*



*around the State. The WHP is increasing their cadre of available personnel to conduct safety education classes.*

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

Maintain pedestrian fatalities from the five (5) year average (2015-2019) of 5.0 by December 31, 2019.

***Progress Report:** Wyoming is not on course to meet this goal. In 2018 there were six (6) pedestrian fatalities. As of November 30, 2019, Wyoming is at nine (9) pedestrian fatalities with an estimated five (5) year average of six (6) pedestrian fatalities per preliminary state data.*

*The HSO will coordinate with the WYDOT Bicycle and Pedestrian Coordinator to identify data driven countermeasures that focus on the reduction of pedestrian fatalities.*

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

Maintain bicyclist fatalities of the five (5) year average (2015-2019) of 1.0 by December 31, 2019.

***Progress Report:** Wyoming is on course to meet this goal. In 2018 there was zero (0) bicycle fatalities. As of November 30, 2019, Wyoming is at zero (0) bicycle fatalities with and estimated five (5) year average of 0.2 bicycle fatalities per preliminary state data.*





## Traffic Records Performance Measures

### **Crash Reports with No Errors:**

Increase the number of crash reports with no errors to the three (3) year (2017 – 2019) average of 93.7 percent by December 31, 2019.

**Progress Report:** Wyoming is on course to meet the target with a total of 94.37 percent of accuracy in crash reports as of March, 2019.

### **Linkable MIRE Features:**

Increase the number of linkable MIRE features to the three (3) year (2017 – 2019) average of 57 percent by December, 31, 2019.

**Progress Report:** Wyoming is on course to meet this target with a 58 percent linkable MIRE features as of March, 2019.



## Program Areas

### Fast Act

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

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| 402 Planning & Administration        | 402 Alcohol                          |
| 402 Occupant Protection              | 402 Traffic Records                  |
| 402 Police Traffic Services          | 402 Community Traffic Safety Project |
| 402 Community Traffic Safety Project | 402 Roadway Safety                   |
| 402 Child Restraint                  | 402 Paid Advertising                 |
| 402 Teen Safety Program              |                                      |

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

405b Low High Visibility Enforcement

#### **405c- State Traffic Safety Info-System**

405c Data Program

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

|                                      |                                       |
|--------------------------------------|---------------------------------------|
| 405d Mid High Visibility Enforcement | 405d Mid Impaired Driving Coordinator |
| 405d Mid Paid/Earned Media           | 405d Mid Training                     |
| 405d Mid Court Support               | 405d Mid BAC Testing/Reporting        |
| 405d 24/7 Sobriety Program           |                                       |

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

405f Motorcycle Awareness

#### **154al Transfer Funds**

154 Alcohol



## 402 Planning & Administration

Project Name: Planning & Administration  
Project Number: PA-2019-FA-PA-01  
Project Sub Recipient: Highway Safety Behavioral Program  
Federal Funds Obligated: \$135,915.02  
Federal Funds Expended: \$21,561.87

### 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 Highway Safety Office administers highway safety funds for the state of Wyoming while committing to the efforts in reducing deaths and injuries on the roadways. This is 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 expended funds were used for operational expenses which include office supplies and travel. The education of staff is a critical component therefore the highway safety office personnel participated in meetings, trainings, and conferences throughout the year, which included but not limited to, NHTSA Regional Meetings, Governors Highway Safety Association (GHSA) Annual Meeting, Lifesavers Conference, Traffic Records Conference, Campbell County DUI Task Force meetings, and sub-recipient monitorings.



## 402 Alcohol

Project Name: Wyoming Highway Patrol Impaired Driving Overtime  
Project Number: AL-2019-FA-AL-01  
Project Sub Recipient: Wyoming Highway Patrol  
Federal Funds Obligated: \$239,572.27  
Federal Funds Expended: \$238,963.26

### 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 Wyoming Highway Patrol (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:** As a component of Wyoming’s Traffic Safety Enforcement Program, the WHP used high visibility overtime enforcement year round in supporting national and local impaired driving campaigns. They participated in both the NHTSA Holiday and August Crackdown campaigns, which focused on removing impaired drivers from the highways.

In FY19 the WHP worked 2,798 grant funded impaired driving overtime high visibility enforcement hours with an outcome of 132 DUI arrests, 2,102 speed citations, and numerous other citations/contacts. To accompany the overtime efforts, press releases were sent to all Wyoming media outlets.





## 402 Occupant Protection

Project Name: Observed Seat Belt Survey  
Project Number: OP-2019-FA-OP-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$122,161.50  
Federal Funds Expended: \$122,118.80

### Performance Measures Addressed:

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

**Description:** The project retained services of a consultant to oversee and perform the functions to produce the FY2019 Wyoming’s Observed Seat Belt Usage Survey. This involves observer training, field monitoring, software upgrades, and all administrative tasks for the final reporting.

**Results:** The FY2019 Wyoming Observed Seat Belt Survey was conducted June 3-9, 2019 where the trained observers provided observations of seat belt use from 289 sites within seventeen (17) counties. SPSS or Excel data tables were produced for the report and garnered the following results:

- The overall estimate of seat belt use decreased by 8.0 percent from the 2018 result of 86.3 percent belted to the 2019 rate of 78.3 percent belted.
- For all vehicle occupants, the estimate of seat belt use is 78.3 percent wearing seat belts, with 21.6 percent not belted.
- Estimated seat belt use for drivers was 76.9 percent belted. The estimate of seat belt use for passengers was 84.1 percent belted. Drivers made up 73.7 percent of all observations, so they had the greatest effect on overall estimates.
- Vehicle occupants observed on weekends were slightly more likely to be wearing seat belts, with rates of 83.6 percent on weekends and 76.7 percent on weekdays.
- 58.7 percent of the observed vehicle occupants were males, and they had a seat belt usage rate of 72.0 percent, compared to a rate of 85.7 percent for female vehicle occupants, a difference of 13.7 percentage points.
- The seat belt use rate was lowest for those in pickup trucks at 71.5 percent, it was only 6.8 points below the statewide average of 78.3 percent across all vehicle types.



Project Name: Occupant Protection Assessment  
Project Number: OP-2019-FA-OP-02  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$27,501.39  
Federal Funds Expended: \$21,874.95

### **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)
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)

**Description:** Traffic Safety Professionals from around the nation are selected every three years to review the highway safety occupant protection program by interviewing state and community level program directors, coordinators, advocates, law enforcement personnel, and the HSO. The assessment provides detailed information in regards to strengths, achievements, challenges, and recommendations for improvement.

**Results:** The Assessment was a success with the help of many partners around the State. There were strengths, challenges, and recommendations in all components of occupant protection including, law enforcement, communication, occupant protection for children, outreach programs, and data evaluation. A few of the results include:

- The most recent attempt to allow primary enforcement for failure to wear a seat belt was introduced to the legislature in 2017. Although the proposal failed, it brought the issue to the attention of the legislature, as a primary seat belt law proposal had not been introduced in eight years. The recommendations were to establish a plan to educate legislators about the traffic safety issues to increase support for the passage of the law.
- The Wyoming Highway Patrol (WHP) has a well-organized, comprehensive, statewide traffic law enforcement program with a demonstrated commitment to training, public information, and enforcement. The recommendations were to encourage law enforcement agencies to participate in the National Highway Traffic Safety Administration’s Traffic Occupant Protection Strategies training.
- Wyoming police departments use one uniform system to report collisions through the Wyoming Electronic Crash Records System (WECRS). WECRS facilitates accurate reporting of occupant protection system information, which includes seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment. The recommendations were to develop and distribute a communication tool in the form of a pocket card or an “app” with need-to-know information about enforcement of child passenger safety laws for officers.
- Use of the *Click It or Ticket* (CIOT) logo as well as a message focused on increased enforcement leading up to the May Mobilization are inconsistent throughout the State.
- Wyoming has an impressive 68.8 percent technician recertification rate. The national average is 55.4 percent.



Project Name: Wyoming Seat Belt Coalition Facilitator  
Project Number: OP-2019-FA-OP-03  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$110,488.29  
Federal Funds Expended: \$110,230.19

**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)
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)

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

**Results:** Heinrich Marketing was hired as the consultant to perform as the facilitator for the WYSBC. Heinrich worked with the WYSBC members to creating tactics for increasing public awareness of seat belt use in Wyoming. Heinrich facilitated four (4) WYSBC meetings held quarterly, provided creative material, and maintained the WYSBC public media presence via websites and other social media platforms. Heinrich established relationships with law enforcement and Fire/EMS departments to produce occupant protection campaigns.



Project Name: Wyoming Highway Patrol Occupant Protection Overtime  
Project Number: OP-2019-FA-OP-04  
Project Sub Recipient: Wyoming Highway Patrol  
Federal Funds Obligated: \$166,275.37  
Federal Funds Expended: \$165,203.48

**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 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 used high visibility enforcement year-round supporting national and local occupant protection campaigns. They participated in the May Mobilization Click It or Ticket Campaign that was conducted between May 20 – to June 2, 2019 in addition to the multi-state Border to Border Operation with Colorado, Idaho, Nevada, and Arizona to encourage driver and passenger behaviors in buckling up.

There were 3,680 speed citations, 744 seat belt citations, and 91 child restraint citations issued on grant funded high visibility overtime enforcement. To accompany the overtime efforts, press releases were sent to all Wyoming media outlets. Notably, the Wyoming Highway patrol continues to take a “Zero Tolerance” stance towards unbelted vehicle drivers and passengers.





## 402 Police Traffic Services

|                          |                                |                               |
|--------------------------|--------------------------------|-------------------------------|
| Project Name:            | Law Enforcement Liaison- South | Law Enforcement Liaison-North |
| Project Number:          | PT-2019-FA-PT-01               | PT-2019-FA-PT-02              |
| Project Sub Recipient:   | Highway Safety Office          | Highway Safety Office         |
| Federal Funds Obligated: | \$105,466.10                   | \$105,466.10                  |
| Federal Funds Expended:  | \$104,313.43                   | \$ 90,204.34                  |

### 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 Law Enforcement Liaison (LEL) Program is an outreach program that retains the services of a consultant. The consultant assists the HSO in communicating with the Wyoming law enforcement community, merging their expertise and knowledge while participating in traffic safety grant programs. They encourage aggressive enforcement and education strategies that are effective during national, state, and local events.

**Results:** Through combined efforts of both Wyoming LELs, there were 98 site visits to law enforcement agencies across the state. Currently 77 of the 79 law enforcement agencies are on the outreach email list. The LELs initiated a media assistance program to coincide with occupant protection and impaired driving enforcement activities.

The LELs coordinated 33 traffic operations throughout Wyoming to include multi-state operations with Colorado, Idaho, Nevada, and Utah to include the following high profile events:

- Wyoming vs. CSU Border War
- Highway 59-May Mobilization Operation
- Annual Pioneer Days
- Mountain West Conference Traffic Safety Operations

These combined enforcement operations yielded 8,604 traffic stops, 2,147 speeding citations, 152 DUI arrests, 210 seat belt citations, 47 child restraint citations, and 4,151 warnings. For community outreach efforts, the LELs attended 27 meetings and events to include Safe Kids/Communities, Safe Kid's Day, Casper Alcohol Task Force (Safe Ride), Natrona County Holiday DUI Campaign, Casper PD DDACTS Workgroup, Natrona County Prevention Coalition, Injury Prevention Resources in Riverton, and WYDOT PIO group. Other projects, such as the Pine Bluffs Elementary School Bicycle Rodeo and the Platte County School District #2 Bus Rodeo emphasized the HSO's commitment to communities around the State.

LELs outreach included emails with monthly State fatality reports, customized graphs and information, traffic safety related media campaign materials, fact sheets, officer safety information, National Law Enforcement Officer Memorial Fund research, Below 100 Training, and information on other traffic related trainings offered around the State.



Project Name: WASCOP Radars  
Project Number: PT-2019-FA-PT-03  
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police  
Federal Funds Obligated: \$64,473.87  
Federal Funds Expended: \$60,688.12

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

**Description:** Purchase radar equipment for local law enforcement agencies to support traffic safety initiatives. A data driven criteria for local agencies receiving equipment was developed to determine which agencies received the funding for the equipment. Below are the following criteria:

- Agency has not received equipment for the last three (3) grant cycles.
- Agency must be a city or county within the 2019 top ten counties for total crashes or top ten counties for fatal crashes.
- Department participated and completed all National Campaigns for FY17 and FY18.

**Results:** Radars were purchased and used as a trigger offense to assist law enforcement with Wyoming’s Secondary Occupant Protection Law. Radars are used as a primary defense to battle traffic fatalities and injuries caused by speeding and lack of seat belt use. Through the use of radars law enforcement agencies issued 3,680 speed citations, 744 seat belt citations, and 91 child restraint citations on grant funded high visibility overtime enforcement.



Project Name: WASCOP Video Cameras  
Project Number: PT-2019-FA-PT-04  
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police  
Federal Funds Obligated: \$79,039.89  
Federal Funds Expended: \$77,929.02

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

- Agency has not received equipment for the last three (3) grant cycles.
- Agency must be a city or county within the 2018 top ten (10) counties for total crashes or 2018 top ten counties for fatal crashes.
- Department must have participated and completed all National Campaigns for FY2017 and FY2018.

**Results:** The video cameras were purchased for local law enforcement agencies to support traffic safety initiatives by law enforcement and successful prosecution of impaired drivers. As a result, there were 315 DUI arrests made during local law enforcement grant funded impaired driving high visibility overtime enforcement.



## 402 Traffic Records

Project Name: Traffic Records Project Manager  
Project Number: TR-2019-FA-TR-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$150,665.85  
Federal Funds Expended: \$113,054.82

### Performance Measures Addressed:

- Crash Reports with no errors
- Linkable MIRE features.

**Description:** The project provided funding for the Wyoming Traffic Records Coordinating Committee (WYTRCC) Project Coordinator to assist in the planning of on-going and future activities to ensure the success of data improvement projects. The project coordinator worked with Traffic Records project directors to assist and coordinate activities related to WYTRCC projects identified in the HSP.

**Results:** The project coordinator updated the Traffic Records Strategic Plan and the performance measure document to support the reporting to NHTSA. The Wyoming Map-based Incident Geo-Locating Service (WIGLS), a crash location system used by law enforcement state-wide, ran all year with no major issues. The Version 3.01 of the Safety Management System (incorporating intersections) was released for end user use in project selection. Several enhancements to the Safety Portal were completed, including map Views, Highway Safety report improvements, and data query capability. The migration to the new ELRS is underway, with the following improvements completed; facility types migrated and updated, roadway names migrated, management application. The initial data governance / data management plan was put in place with the addition of data integration between crash and driver registration databases which has customizable reports for driver retesting support and insurance verifications.





## 402 Community Traffic Safety Project

Project Name: CRMC Traffic Safety Education Program - OP & DD  
Project Number: CP-2019-FA-CP-01  
Project Sub Recipient: Cheyenne Regional Medical Center  
Federal Funds Obligated: \$140,725.92  
Federal Funds Expended: \$136,155.72

### 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:** Cheyenne Regional Medical Center Injury Prevention and Traffic Safety Program (CRMC) operates in partnership with law enforcement agencies, schools, government officials, service organizations, health and medical providers, businesses, community leaders, the University of Wyoming, and others interested in improving seat belt use, reducing the number of impaired drivers and reducing distracted driving in the community.

**Results:** CRMC conducted 60 traffic safety events at the following venues University of Wyoming, Laramie County Community College, Cheyenne Regional Medical Hospital, Cheyenne Depot Plaza, and CPS events throughout Laramie County. The safety booths were equipped with the following informational brochures: seat belt, child passenger seat belt, seat belt use when pregnant, and driving while impaired.

CRMC worked in educating 336 adults and conducted approximately 299 seat inspections with 89 seats replaced due to being damaged, expired, or recalled during community inspection stations. The booth at the University of Wyoming saw on average 450 participants per event. In Cheyenne, the Shawn Dubie Memorial Rodeo at the Laramie County Community College occupies around 2300 people and about 90% of the participants stopped at the booths and were provided traffic safety education materials. During the Brewer's festival, there were 25 individuals that utilized the safe ride program and were given coupons, for the last two years, no DUI's have been recorded from that event.



Project Name: WMC Injury Prevention and Traffic Safety Program  
Project Number: CP-2019-FA-CP-02  
Project Sub Recipient: Wyoming Medical Center  
Federal Funds Obligated: \$15,167.03  
Federal Funds Expended: \$15,167.02

**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:** Wyoming Medical Center Traffic Safety Program (WMC) operates in partnership with law enforcement agencies, schools, government officials, service organizations, health and medical providers, businesses, community leaders, and others interested in educating and preventing impaired driving and improving seat belt use in the community. Through partnership campaigns, community educational events, and media support, the WMC traffic safety effort works to improve the number of alcohol and occupant protection related deaths and injuries by modifying behaviors and perceptions toward impaired driving through evidence based countermeasures.

**Results:** WMC partnered with many local agencies this year including the Natrona County Prevention Coalition, Alcohol Task Force, Holiday DUI campaign, and local emergency services. Together, they conducted four (4) car seat check-up events, and five (5) PARTY events throughout the year. In FY2019 WMC reached 329 people through the nine (9) events covered by the grant.



Project Name: IPR Traffic Safety Program  
Project Number: CP-2019-FA-CP-03  
Project Sub Recipient: Injury Prevention Resources  
Federal Funds Obligated: \$200,686.91  
Federal Funds Expended: \$197,372.27

**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).

**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:** Six (6) adult alcohol impaired driving education classes were held. The class is multi-faceted, with the primary focus being on the negative effects and dangers of drinking and driving. Over the course of the year, the classes had 268 attendees and 841 people engaged via peer to peer interaction.

A total of 12 Child Passenger Safety Inspection Stations were conducted with 587 attendees. At this event 199 child car seats were checked and 395 people were provided with traffic safety education. In addition, four (4) Child Passenger Safety Education events were hosted where local crash data and general child passenger safety topics were discussed. The Child Passenger Safety Education events had 214 attendees with 126 people engaged in discussions.

There were ten (10) Traffic Safety Community Education events and eight (8) HVE RoadWarrior events in Fremont and Sweetwater County. These events garnered 47,797 impressions and engagements throughout the counties.

Sweetwater County and Fremont County each had a “Life RU Ready?” event. Each event included injury prevention agencies, health care agencies, law enforcement, legal professionals, and youth volunteers. Overall, 577 people attended Life RU Ready? in Fremont County and 1,035 people attended Life RU Ready? in Sweetwater County.



Project Name: WDH- Injury Prevention Program  
Project Number: CP-2019-FA-CP-04  
Project Sub Recipient: Wyoming Department of Health  
Federal Funds Obligated: \$44,645.65  
Federal Funds Expended: \$23,254.27

**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:** In collaboration with the Wyoming Highway Patrol Safety Education Coordinator (WHPSEC), the Wyoming Injury Prevention Program (WIPP) provided older adult driver safety education while promoting Wyoming AARP's evidence-based Smart Driver program. The WHPSEC and the WIPP used the NHTSA's Driving Transitions Education to create educational materials to distribute to public health nursing, senior centers, EMS providers, and highway safety partners in their outreach efforts.

**Results:** WIPP was able to complete many of the objectives by reaching out to multiple communities throughout Wyoming by offering to help facilitate events that would allow all parties to provide traffic safety information that would benefit their local community. The top events were Senior Health Day's, in Lovell, Jackson, and Thermopolis. These events targeted the older adult population in familiar locations which allowed for the senior participants to take their time when walking from booth to booth.





Project Name: Safety Focused Events for Wyoming Youth  
Project Number: CP-2019-FA-CP-05  
Project Sub Recipient: Wyoming Alliance of Boys and Girls Club  
Federal Funds Obligated: \$36,712.25  
Federal Funds Expended: \$34,854.04

**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 Alliance of Boys and Girls Club hosted Family Safety Night/Neighborhood Night Out and SMART Moves in partnership with the local Police Departments, Wyoming Highway Patrol, and the Sheriff’s Offices throughout Wyoming. These events educated people of all ages on vehicle crashes and the fatalities associated with them, which includes seat belt usage and impaired driving.

**Results:** The events hosted by the Wyoming Alliance of Boys and Girls Club were in Casper, Buffalo, Glenrock, Rawlins, and Douglas. A few of the partners and volunteers were Wyoming Medical Center, Community Health Center, Central Wyoming Counseling, Department of Family Services, local Fire Department and many more local volunteers. There were 1,542 people in attendance at the Family Safety Night/Neighborhood Night Out events and 153 in attendance at the SMART Moves events.



## 402 Roadway Safety

Project Name: Comprehensive Impaired Driving and Occupant Protection  
Project Number: RS-2019-FA-RS-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$66,509.14  
Federal Funds Expended: \$9,630.67

### 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 Highway Safety Program 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 HSO assisted and supported efforts by traffic safety partners by:

- Sending Wyoming State Attorney General & Senior Assistant Attorney General to LifeSavers to receive the Public Service Award.
- Providing meals during GCID meetings.
- Sending WHP Colonel Haller to Las Vegas, NV for Mountain West Conference Tournament to do a joint PSA with Nevada Highway Patrol & Idaho Highway Patrol.
- Providing per diem and rooms for WHP Troopers involved in the Wyoming Highway Patrol saturation patrol for the Wyoming Rodeo in Sheridan, WY.



Project Name: WHP- Highway Safety Education  
Project Number: RS-2019-FA-RS-02  
Project Sub Recipient: Wyoming Highway Patrol  
Federal Funds Obligated: \$180,799.02  
Federal Funds Expended: \$142,749.45

**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)

**Description:** The program educated teens, adults, and older drivers (50+) utilizing a variety of programs which promote proper restraint usage, consequences of distracted driving, and impaired driving.

**Results:** During FY2019 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, and a golf cart were tools utilized in presentations to emphasize the consequences of traffic crashes.

Troopers spent 925 overtime hours at 418 safety events which included instructing defensive driving classes, Freshman Impact presentations, and “Life R U Ready?” with over 300 safety presentations at various schools, businesses, fairs, and safety-related events. The WHP utilized radio, theater, and print advertisements in promoting traffic safety throughout Wyoming.

Crash vehicles were displayed strategically around the state to show the real impact of traffic crashes, the crash car displays was used at safety events as a mobile billboard.

Child Passenger Safety education is also a key component to the success of this grant. The WHP participated in several Child Passenger Safety Checkup events.

A focus on partnering with traffic safety advocates to have a stronger impact within their communities and reach more individuals with less manpower has been a priority. The WHP continues to incorporate new ideas, connect with unconventional partners that will have an impact on the traveling public by educating and influencing more people into better traffic safety habits.



## 402 Child Restraint

Project Name: Child Passenger Safety Instructor Training and Education  
Project Number: CR-2019-FA-CR-01  
Project Sub Recipient: SH Training, LLC  
Federal Funds Obligated: \$90,399.51  
Federal Funds Expended: \$58,888.82

### 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 Child Passenger Safety Instructor and Training Program worked through partnerships with Safe Kids Worldwide, Injury Prevention Resources, Wyoming Highway Patrol, Wyoming Department of Health, Safe Kids Wyoming, and Cheyenne Regional Medical Center to train and certify volunteers in child safety seat checks and to provide child safety restraint education in their local communities.

**Results:** There were 26 Safe Ride News subscriptions purchased which included 12 instructors and 14 students. Website contacts increased by eight (8) followers and Facebook followers increased by 86 followers. The following classes were completed for this grant period:

- Full Certification Classes: 1 class with 14 students total
- Update Classes: 3 classes with 13 students total
- Renewal Classes: 3 classes with 5 students total

Wyoming had a total of 218 certified technicians, with 12 of those being instructors. Wyoming's current car seat misuse rate according to the National Safety Council Checklist Report is 37%.





## 402 Paid Advertising

Project Name: Statewide Paid Media  
Project Number: PM-2019-FA-PM-01  
Project Sub Recipient: WYDOT- Public Affairs Office  
Federal Funds Obligated: \$650,494.93  
Federal Funds Expended: \$575,306.58

### 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:** WYDOT Public Affairs (PAO) conducted highway safety campaign efforts on a state-wide basis with the cooperation of various partners, including the WYDOT District Public Involvement Specialists. PAO identified high-risk target audiences through data driven measures and created demographic appropriate messaging and media on the topics of impaired driving, distracted driving, and occupant protection.

**Results:** The PAO media supported NHTSA’s national mobilization campaigns including the Holiday Campaign, August Crackdown, May Mobilization, 4<sup>th</sup> of July, Sturgis Motorcycle Rally, St. Patrick’s Day, and NFL games. PAO’s focus for these events were impaired driving, seat belt usage, distracted driving, child passenger safety, winter driving, and move over law awareness. Videos, social media posts, website advertising, print ads, and radio spots were utilized to get traffic safety messages throughout Wyoming. In total, there were 4,921 TV ads, 28,705 radio ads, 186 print ads, 39 web/mobile ads, and 113 billboard ads purchased during the grant year.

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



Project Name: Native American Outreach ID & OP  
Project Number: PM-2019-FA-PM-02  
Project Sub Recipient: WYDOT- District 5  
Federal Funds Obligated: \$80,355.12  
Federal Funds Expended: \$77,933.23

**Performance Measures Addressed:**

- C1 – Number of traffic fatalities (FARS)
- 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 project designed, produced, and conducted a comprehensive yearlong 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.

**Results:** The project continued to have a positive impact on the Fremont County community, including the Wind River Reservation. The teamwork between WYDOT District 5 and the Tribe is helping to improve dialogue about traffic safety issues, which are affecting the tribal members. Involvement in the Governor's Council on Impaired Driving and Governor's Seat Belt Coalition, in addition to, schools and youth organizations, continue to "open doors" for dialogue between affected groups, tribal citizens, tribal governments, county and state governments. These positive results opened many doors for WYDOT, encouraged dialogue and have improved relations between governments and the state and tribes. Efforts included the strategic placement of the following:

- Billboard advertising and bus advertising.
- Radio and online news.
- Safety fairs, youth sports, and paid advertising using local voices and participation.



## 402 Teen Safety Program

Project Name: Students Against Destructive Decision  
Project Number: TSP-2019-FA-TS-01  
Project Sub Recipient: SADD  
Federal Funds Obligated: \$159,904.93  
Federal Funds Expended: \$131,889.01

**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)
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)

**Description:** The SADD program focused on the leading causes of teen crashes and fatalities in Wyoming including distractions, impairment, seat belt use, and speeding. SADD conducted peer-to-peer traffic safety trainings through local chapters by raising awareness across the state to help students, advisors, and partners to educate in the dangers of distracted, drunk, drowsy, and drugged driving.

**Results:** Wyoming SADD increased the numbers of chapters from 21 to 25 in 14 of the 23 counties with a total student reach of more than 6,100. The SADD partnered with 45 organizations, 32 of which were new partners in FY2019.

The yearly youth leadership retreat was held in Jackson where 22 youth from Gillette, Riverton, Lander, Pinedale, Kemmerer, Casper, and Fort Washakie attended. Three (3) chapters committed to holding a Text Less, Live More campaign and four (4) youth committed to starting a SADD chapter at their school. SADD presented Wyoming GDL law information at the Impaired Driving Conference and provided training to 258 students that involved the assistance from the WHP and the local sheriff’s office.



## 405b Low HVE

Project Name: WASCOP Occupant Protection Overtime HVE & LEC  
Project Number: M2HVE-2019-M2-HV-02  
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police  
Federal Funds Obligated: \$393,965.65  
Federal Funds Expended: \$266,931.66

### 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:** WASCOP coordinated with local law enforcement agencies to provide high visibility occupant protection overtime enforcement of Wyoming’s seat belt laws, in addition to overseeing the administration of the Selective Traffic Enforcement Program grants. There are approximately 55 individual grant applications each year and the effective coordination of local grant funded enforcement activities is a critical component of the State’s Highway Safety Plan.

This project supports the coordination of the enhanced occupant protection overtime initiatives and coordinates grant funded enforcement activities associated with national, state, local, and targeted events.

**Results:** The overtime enforcement activities conducted throughout the year provided the backbone for Wyoming’s goal to increase occupant protection statewide. A total of 55 Wyoming law enforcement agencies participated in grant-funded overtime occupant protection enforcement activities, such as the required May Mobilization event, as well as other national and strategically selected local events. May Mobilization is the flagship campaign of occupant protection and local law enforcement. There were 85 seat belt and seven (7) child restraint citations issued from May 14 to June 2, 2019.

As the primary grantee, WASCOP provided agency reimbursement reviews and monitoring of the law enforcement agencies to include certification of payroll, seat belt policy requirements, supplanting disclaimer, and documentation of selected low visibility overtime events.

Local law enforcement utilized 4,558 total grant funded occupant protection overtime hours, which resulted in 516 seat belt citations, 62 child restraint citations, and 2,616 speed citations.





## 405c Data Program

Project Name: Traffic Records Portal  
Project Number: M3DA-2019-M3-DA-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$106,560.00  
Federal Funds Expended: \$85,887.36

**Performance Measures Addressed:** Linkable MIRE Features.

**Description:** The project retained the services of a consultant to implement a Safety Portal that is configured and implemented to meet WYDOT's needs. These needs included an integrated hosted system, improved safety performance, provided integrated access, and improved utilization of the Wyoming Traffic Records.

**Results:** The mapped based crash location assistance portion of the crash report went live in October, 2018 and met the acceptance criteria of 30 days of operation without a major issue. The system has been operational and law enforcement agencies statewide utilized the service to locate crashes. This project has greatly improved the accuracy of the crash locations in the crash data set with the evidence being that all crash reports submitted to WYDOT have been accurately located using the system.

The public road Enterprise Linear Referencing System (ELRS) at WYDOT has undergone significant changes in the past year, and a complete new version has been released for future use. The work prepared the way to perform the complete migration, which will allow LRS compliant data sets (roadway features, crash, and Highway Patrol citations) to be integrated for safety analysis.

Additional work for the ELRS migration, included the deployment (making available for WYDOT use) of the tools to manage two important safety-related datasets: the roadway names and the roadway facility types. These two datasets are fundamental for safety analysis purposes and will significantly help reduce the number of data quality issues (completeness and accuracy) for these two datasets.



Project Name: Traffic Records IT Specialist  
Project Number: M3DA-2019-M3-DA-02  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$106,560.00  
Federal Funds Expended: \$100,779.34

**Performance Measures Addressed:** Linkable MIRE features.

**Description:** The project retained the services of information technology professionals both internal (overtime only) and external to the Wyoming Department of Transportation. They maintained and implemented changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality, integrate and link databases, and enhance and maintain the processes and tools developed for Highway Safety Management.

**Results:** The SMS was re-coded by WYDOT-IT to apply standards, data verification, cleansing, and validation. Other features were added, including building of drug and alcohol input applications, which are ready for testing. The underlying data structures for other Highway Safety applications were prepped for consolidation to make further development more efficient and easily consumable by the end users.



Project Name: Traffic Records Quality Assurance Quality Control  
Project Number: M3DA-2019-M3-DA-03  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$213,298.68  
Federal Funds Expended: \$51,239.38

**Performance Measures Addressed:** 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 project improved the accessibility to crash data and analysis capabilities to users throughout WYDOT and facilitated the ability of WYDOT's Highway Safety personnel to respond to requests for safety analysis. The release of the Safety Portal to production, included:

- Provide the agreed-upon functionality.
- Acceptance testing with the safety analysis team.
- Address the major issues identified during the acceptance testing.
- Provide the appropriate training to WYDOT personnel.
- Provide the appropriate documentation.



## 405d Mid High Visibility Enforcement

Project Name: WASCOP Impaired Driving Overtime HVE & LEC  
Project Number: M5HVE-2019-M5-HV-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$491,237.06  
Federal Funds Expended: \$393,059.46

### 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:** This project provided the administration and coordination of the high visibility overtime enforcement of Wyoming’s impaired driving laws. The consolidated approach resulted in effective and coordinated grant funded enforcement activities associated with national, state, and local targeted events.

**Results:** As a component of Wyoming’s evidence based enforcement program, grant funded DUI overtime opportunities were provided to 55 local law enforcement agencies within the state through WASCOP.

As the primary grantee, WASCOP provided agency reimbursement reviews and provided monitoring of the law enforcement agencies to include certification of payroll, seat belt policy requirements, supplanting disclaimer, and documentation of selected high visibility overtime events.

Agencies participated in the required Holiday Campaign and August Crackdown events, as well as other national and strategically selected local events which focused on high visibility impaired driving enforcement. The National August Crackdown is the flagship campaign of the Impaired Driving Program, this event resulted in 42 DUI arrests from August 15-31, 2019. Local law enforcement utilized 7,805 impaired driving grant funded overtime hours and garnered 268 DUI arrests, 1,873 other arrests/citations during 10,254 traffic stops.





## 405d Mid Impaired Driving Coordinator

Project Name: GCID Facilitator  
Project Number: M5IDC-2019-M5-ID-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$97,554.27  
Federal Funds Expended: \$78,449.47

### 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:** This project retained the services of a consultant to facilitate meetings and serve as a spokesperson for the Governor’s Council on Impaired Driving.

**Results:** The facilitator scheduled and facilitated three (3) meetings of the Council membership, along with facilitating meetings for the following sub-committees: Media Campaign, Council Awards, and Strategic Plan.

The council was successful in getting the responsibility for chemical testing of drug samples transferred from the Wyoming Department of Health to the Division of Criminal Investigation Crime Lab. Also, the council recently partnered with community leaders in Campbell County to establish a Campbell County Impaired Driving Task Force the previous year. This Task Force has continued to be active in working to reduce impaired driving in Campbell County.

The council’s initiatives and media campaign, combined with collaborative efforts with law enforcement and prevention professionals throughout the state continued work to reduce impaired driver crashes in Wyoming. A comparison of 2018 and 2019 Wyoming Impaired-crash statistics for January 2019 – September 2019: (Source - Wyoming Department of Transportation):

- A decrease of 7 Fatal Impaired Driver Crashes (30 - 23)
- An increase of 13 Impaired Driver Injury Crashes (226 - 239)



## 405 Mid Court Support

Project Name: Traffic Safety Resource Prosecutor (TSRP)  
Project Number: M5CS-2019-M5-CS-01  
Project Sub Recipient: City of Laramie Attorney General's Office  
Federal Funds Obligated: \$142,080.00  
Federal Funds Expended: \$125,072.80

### 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 TSRP provided the network of law enforcement agencies, prosecutors, judges, and other traffic safety professionals with a veteran prosecutor, specializing in impaired driving, to support their efforts through training, education legal research, and technical assistance. The program developed strategies and tactics aimed at reducing impaired driving, and improve the quality of the investigations and prosecutions around the state.

**Results:** The TSRP actively participated in impaired traffic safety related meetings and trainings, providing consultation on impaired traffic safety issues while serving as a liaison between traffic safety stakeholders. The TSRP continued work on traffic safety reference materials, programs, and trainings to increase successful enforcement and prosecution of impaired driving cases. The TSRP assisted the Impaired Driving Program Manager to complete the Standardized Field Sobriety Test course (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and refresher courses. The TSRP participated in the national cannabis impaired driving committee to develop national training and written materials for utilizing current science and research in prosecuting cannabis impaired driving which also included presenting at various regional and national trainings and conferences.

The TSRP continued serving as a liaison between various agencies, prosecutors, courts, law enforcement, and other traffic safety professionals providing information and working on traffic safety issues. The TSRP attended various meetings to include, Governor's Council on Impaired Driving and related subcommittee meetings, Wyoming Legislative Committee Meetings, UW AWARE/A-Team meetings, SafeRide Advisory, Prevention Action Alliance, CoPSA, and other meetings as appropriate. There were regional and national trainings and webinars that were attended throughout the year to remain current on the latest knowledge and issues in traffic safety.



## 405d Mid BAC Testing/Reporting

Project Name: Wyoming State Crime Lab Set up and Training  
Project Number: M5BAC-2019-M5-BA-00  
Project Sub Recipient: Wyoming Attorney General  
Federal Funds Obligated: \$26,507.20  
Federal Funds Expended: \$26,506.80

### 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 Wyoming Division of Criminal Investigation Crime Laboratory (WSCL) is the only accredited crime laboratory in Wyoming and has established a chemical toxicological unit within the WSCL to address the impaired driving problems throughout Wyoming. This unit was established to detect limit thresholds for a multitude of substances which are consistent with the national average. The WSCL is in the process of setting up confirmatory drug analysis and providing expert testimony for the law enforcement and prosecutors throughout the State of Wyoming, working in conjunction with other States toxicological labs, the WSCL is establishing methods to more effectively and efficiently provide improved drug analysis.

**Results:** The DCI Toxicology Unit was approved for competency tests and required training by the Colorado Bureau of Investigation Toxicology Lab. The Toxicology Unit is now operational for confirmatory analysis for Alcohol, THC, and Basic Drugs, which includes Methamphetamine, Amphetamine, Diphenhydramine, Ketamine, LSD, MDA, MDMA, Meschline, and Phentermine. The Toxicology Unit is fully functional for the presumptive drug analysis with the ELISA, which includes a 15 drug class panel.

The Toxicology Unit continued work to fast track Liquid Chromatography Mass Spectrometer (LCMS) set up and validation processes for confirmatory drug analysis. The process involved the writing of standard operating procedures, methods, and validation for each individual drug classes for a confirmatory analysis. Delays were experienced due to malfunctions in the LCMS which affected workflow.

The WSCL is working toward increasing the expertise of the Toxicology Unit but has experienced unexpected manpower losses. The unit is focused on training as well as decreasing the current backlog for drug analysis.



## 405d Mid Paid/Earned Media

Project Name: GCID Media  
Project Number: M5PEM-2019-M5-PM-01  
Project Sub Recipient: Highway Safety Office  
Federal Funds Obligated: \$799,200.00  
Federal Funds Expended: \$751,907.98

### 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:** A consultant was retained to furnish media services to make the public aware of traffic safety issues through multi-media communication and outreach with alcohol and drugged driving are the top traffic safety priorities to be addressed. The consultant worked collaboratively with traffic safety partners to develop, produce, and purchase messaging that modifies behaviors of targeted demographics and provided media updates to the Governor’s Council.

**Results:** The existing campaign messaging "Don't Go Down That Road," was refreshed by recruiting community members throughout the state of Wyoming to help communicate the message. The consultant focused on developing, producing, purchasing, and distributing media messaging to address priority traffic safety programs state-wide. The consultant delivered an extensive media campaign through radio, out-of-home, social media, and digital banners.

A comprehensive media report was provided at four (4) quarterly GCID meetings, by the consultant’s director and account executive. Working closely with the GCID Media Advisory Committee and the Facilitator, ensured that law enforcement and other supporting organizations had the materials they needed for local outreach and messaging.





## 405d Mid Training

Project Name: Laramie County DUI Court Team Training  
Project Number: M5TR-2019-M5-TR-01  
Project Sub Recipient: Laramie County DUI Court  
Federal Funds Obligated: \$7,104.00  
Federal Funds Expended: \$6,016.45

### 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 project provided training for the Laramie County DUI Court Team (LCDCT) members to attend the 2019 National Association of Drug Court Professionals (NADCP).

**Results:** The LCDCT members who attended gained new insight from subject matter experts on new tactics that will be incorporated into their day-to-day operations. The LCDCT members were able to sit in on team role specific training, as well as get cross training in other areas. Each LCDCT member was able to earn a minimum of six hours of continuing education, which is required of every LCDCT member.

LCDCT members attended training sessions on topics including, “High in Plain Sight: The Climate of Rapidly Evolving Drug Trends and Concealment,” “Marijuana-Impaired Driving: A Report to Congress,” “How being trauma informed improves judicial decision-making” among many other sessions. Sessions were presented by subject-matter experts such as Paul Carey, Independent Forensic Toxicology Consultant, Dr. Doug Marlowe, Dr. Cary Heck, and experts from NHTSA.

LCDCT members were exposed to a litany of new technological advancements that assist in tracking and monitoring DUI offenders, provide treatment services (such as tele-health), and other products and features that are designed to reduce to risk of impaired driving.



Project Name: Wyoming Highway Patrol Impaired Driving Conference  
Project Number: M5TR-2019-M5-TR-02  
Project Sub Recipient: Wyoming Highway Patrol  
Federal Funds Obligated: \$41,793.97  
Federal Funds Expended: \$16,403.25

**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)
- 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 Highway Patrol conducted an impaired driving conference to support law enforcement and prosecution efforts in detection, arrest, and prosecution of impaired drivers on Wyoming roadways.

**Results:** The Wyoming Highway Patrol conducted an Impaired Driving Conference in Laramie, Wyoming on May 7-9, 2019, with over 160 attendees. The attendees included law enforcement, prosecutors, and various other traffic safety advocates from seven different states. A special law enforcement training was conducted to recertify 93 DRE’s.

The conference provided training to prosecutors and traffic safety advocates in the emerging trends of drugs, drugged driving, alcohol abuse, trial preparation, courtroom testimony, and high visibility enforcement.

There were four session tracks: Law Enforcement, Prosecutors, Prevention and DRE. The sessions included Wyoming drug trends, DRE recertification and updates, DUI defenses, GDL laws, NHTSA Updates, and social media. An awards banquet was held to recognize those that excelled in efforts to reduce impaired driving.



Project Name: DRE/ARIDE/SFST Program  
Project Number: M5TR-2019-M5-TR-03  
Project Sub Recipient: Wyoming Highway Patrol  
Federal Funds Obligated: \$204,240.00  
Federal Funds Expended: \$184,477.92

**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:** This 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 DRE, ARIDE, and SFST programs.

**Results:** DRE, ARIDE, and SFST trainings were conducted around the State and a three day Impaired Driving Conference was conducted in Laramie, WY. The project successes included:

- Impaired Driving Conference with over 160 attendees from seven different states and 93 DRE’s recertified with another 17 certified throughout the year.
- Six (6) ARIDE Classes with 102 officers trained.
- Three (3) SFST Refresher Classes with 36 officers trained.
- Three (3) SFST classes with 100 trained.
- Five (5) Cannabis: The Colorado Experience Classes with over 100 officers, Probation & Parole, and prosecutors in attendance.

The demand for Standardized Field Sobriety Test (SFST) refreshers declined around the State, the Impaired Driving Program Manager implemented enforcement training with SFST refreshers to increase interest and attendance. The Impaired Driving Program Manager continued to bring the trainings directly to the local agencies or in close vicinity, which provided agencies an opportunity to send officers to training without the cost of travel.

The Impaired Driving Program Manager attended trainings and conferences to remain up-to-date on current impaired driving issues and trends to provide the most effective training possible.



## 405d Mid 24/7 Sobriety Program

Project Name: 24/7  
Project Number: F24SP-2019-F2-SP-01  
Project Sub Recipient: Attorney General of Wyoming  
Federal Funds Obligated: \$27,995.02  
Federal Funds Expended: \$27,241.42

### 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 24/7 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 24/7 Sobriety Program expanded to five counties in FY2019 with the addition of the Sheridan County Sheriff’s Office. The other four agencies administering the Program are the Lander Detention Center, Natrona County Detention Center, Riverton Justice Center, and Sweetwater County DSP. The counties have found the program to be successful as demonstrated in the 99.77% participant pass rate. Additional statistics indicate there were 64,258 PBT tests administered with only 151 failed PBT’s.

Monetary concerns by local law enforcement agencies were addressed by the Wyoming Attorney General’s Office through assistance of the PBT testing.





## 405f Motorcyclist Awareness

Project Name: Motorcycle Awareness  
Project Number: M9MA-2019-M9-MA-01  
Project Sub Recipient: WYDOT- Public Affairs Office  
Federal Funds Obligated: \$77,187.49  
Federal Funds Expended: \$18,615.14

### 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:** WYDOT Public Affairs Office (PAO) provided mass marketing communication with traffic safety message geared toward motorcyclist awareness.

**Results:** The PAO served the entire state of Wyoming with motorcyclist awareness safety messages throughout the year. Dynamic Messaging Signs (DMS) and radio buys were used for the “Look twice, Save a Life” messages as a way to reach Wyoming residents. The DMS messages, social media, and website advertisement were used in conjunction with the radio buys to reach the motoring public.



## 154 Alcohol (Penalty Transfer Funds)

Project Name: IPR DUI Monitoring and Probation  
Project Number: 154AL-2019-TF-AL-01  
Project Sub Recipient: Injury Prevention Resources  
Federal Funds Obligated: \$155,586.66  
Federal Funds Expended: \$154,224.05

### 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 173 clients with first time and subsequent DUI's. DSP Agents had 3,986 contacts with clients and spent 200 hours in court during the specified grant period.

Clients had an 87.28 % compliance rate and a 91.1% successful completion rate. Compliance is determined as the percentage of people that the monitories do not have to request revocation of their probation. DSP had a 5% recidivism rate in regards to clients who complete successfully.

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. Overall 54.3 % percent of clients served were Native American, 42.7 % were Caucasian, and 3% were Hispanic.



Project Name: WASCOP Alcohol Factors  
Project Number: 154AL-2019-TF-AL-04  
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police  
Federal Funds Obligated: \$55,119.82  
Federal Funds Expended: \$33,477.02

**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 project collected and analyzed the alcohol/drug-related data for all custodial arrests from January 1st through December 31, 2018. 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 - 2018 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 increased awareness about the impaired driving problem in Wyoming. 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.



Project Name: DUI Mobile Command Vehicle  
Project Number: 154AL-2019-TF-AL-03  
Project Sub Recipient: Cheyenne Police Department  
Federal Funds Obligated: \$70,989.76  
Federal Funds Expended: \$44,381.54

**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 DUI Command Vehicle provided support to Law Enforcement Officers that work 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 blood draws. The DUI Command Vehicle provided a visible deterrent to impaired driving while deployed during DUI Task Force Events. Educational events provide information on having alternatives to drinking and driving.

**Results:** The DUI Mobile Command Vehicle was used for a total of 45 DUI Task Force Deployments over 12 months, with 42 held within Laramie County and three (3) events held outside the county. The DUI Mobile Command Vehicle was used for four (4) educational events which saw approximately 170 attendees who received information on the goals of the program.

Successes included the Wyoming Brewer’s Festival and Cheyenne Frontier Days. The DUI Mobile Command Vehicle was placed in areas of high traffic volume which allowed the community to readily see and recognize the presence of enhanced enforcement efforts. It served as a deterrent for impaired driving. By using the DUI Mobile Command Vehicle the Cheyenne Police Department saw a 36% decrease in impaired driving arrests in FY2019 (178) compared to FY2018 (279).

The Cheyenne Police Department provided social and traditional media prior to deployment for task force events. There were approximately 90,000+ social media impressions made to Facebook users. The social media posts often garnered earned media attention, media outlets ran stories about the use of the DUI Mobile Command Vehicle and involved dozens of additional social media attention and comments.



State: Wyoming

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

Reimbursement Info: Total: \$:00

2019-FINAL  
For Approval

Report Date: 12/19/2019  
Claim Period: 10/01/2018 - 09/30/2019  
Not Posted In DELPHI

| Program Area                       | Project                                  | Description                              | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|------------------------------------|--|--|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>NHTSA</b>                       |  |  |                             |                        |                            |                        |                             |                               |
| <b>154 Transfer Funds</b>          |  |  |                             |                        |                            |                        |                             |                               |
| <b>154 Alcohol</b>                 |  |  |                             |                        |                            |                        |                             |                               |
|                                    | 154AL-2019-TF-AL-01                      | ID02c - DUI Supervised Probation & Monit | \$154,224.05                | \$154,224.05           | \$154,224.05               | \$154,224.05           | \$154,224.05                | \$ .00                        |
|                                    | 154AL-2019-TF-AL-03                      | ID01 - DUI Mobile Command Vehicle (City  | \$44,381.54                 | \$44,381.54            | \$44,381.54                | \$44,381.54            | \$44,381.54                 | \$ .00                        |
|                                    | 154AL-2019-TF-AL-04                      | ID05d - Alcohol Factors (WASCOP)         | \$33,477.02                 | \$33,477.02            | \$33,477.02                | \$33,477.02            | \$33,477.02                 | \$ .00                        |
|                                    | <b>154 Alcohol Total</b>                 |  | <b>\$232,082.61</b>         | <b>\$232,082.61</b>    | <b>\$232,082.61</b>        | <b>\$232,082.61</b>    | <b>\$232,082.61</b>         | <b>\$ .00</b>                 |
|                                    | <b>154 Transfer Funds Total</b>          |  | <b>\$232,082.61</b>         | <b>\$232,082.61</b>    | <b>\$232,082.61</b>        | <b>\$232,082.61</b>    | <b>\$232,082.61</b>         | <b>\$ .00</b>                 |
|                                    | <b>FAST Act NHTSA 402</b>                |  |                             |                        |                            |                        |                             |                               |
| <b>Planning and Administration</b> |  |  |                             |                        |                            |                        |                             |                               |
|                                    | PA-2019-FA-PA-01                         | P&A01 - Planing and Administration (HSO) | \$21,561.87                 | \$ .00                 | \$28,288.99                | \$21,561.87            | \$21,561.87                 | \$ .00                        |
|                                    | <b>Planning and Administration Total</b> |  | <b>\$21,561.87</b>          | <b>\$ .00</b>          | <b>\$28,288.99</b>         | <b>\$21,561.87</b>     | <b>\$21,561.87</b>          | <b>\$ .00</b>                 |
| <b>Alcohol</b>                     |  |  |                             |                        |                            |                        |                             |                               |
|                                    | AL-2019-FA-AL-01                         | ID01 - WHP DUI OT (WHP)                  | \$238,963.26                | \$ .00                 | \$264,076.98               | \$238,963.26           | \$238,963.26                | \$ .00                        |
|                                    | <b>Alcohol Total</b>                     |  | <b>\$238,963.26</b>         | <b>\$ .00</b>          | <b>\$264,076.98</b>        | <b>\$238,963.26</b>    | <b>\$238,963.26</b>         | <b>\$ .00</b>                 |
| <b>Occupant Protection</b>         |  |  |                             |                        |                            |                        |                             |                               |
|                                    | OP-2019-FA-OP-01                         | OP04 - Observed Seat Belt Survey (HSO)   | \$122,118.80                | \$ .00                 | \$134,952.81               | \$122,118.80           | \$122,118.80                | \$ .00                        |
|                                    | OP-2019-FA-OP-02                         | OP03 - OP Assessment (HSO)               | \$21,874.95                 | \$ .00                 | \$24,173.89                | \$21,874.95            | \$21,874.95                 | \$ .00                        |
|                                    | OP-2019-FA-OP-03                         | OP08 - WY Seatbelt Coalition Facilitator | \$110,230.19                | \$ .00                 | \$121,814.78               | \$110,230.19           | \$110,230.19                | \$ .00                        |
|                                    | OP-2019-FA-OP-04                         | OP01 - WHP OP OT (WHP)                   | \$165,203.48                | \$ .00                 | \$182,565.46               | \$165,203.48           | \$165,203.48                | \$ .00                        |
|                                    | <b>Occupant Protection Total</b>         |  | <b>\$419,427.42</b>         | <b>\$ .00</b>          | <b>\$463,506.94</b>        | <b>\$419,427.42</b>    | <b>\$419,427.42</b>         | <b>\$ .00</b>                 |
| <b>Police Traffic Services</b>     |  |  |                             |                        |                            |                        |                             |                               |
|                                    | PT-2019-FA-PT-01                         | ID06/OP10 - LEL South (HSO)              | \$104,313.43                | \$ .00                 | \$115,276.17               | \$104,313.43           | \$104,313.43                | \$ .00                        |
|                                    | PT-2019-FA-PT-02                         | ID06/OP10 - LEL North (HSO)              | \$90,204.34                 | \$ .00                 | \$99,684.34                | \$90,204.34            | \$90,204.34                 | \$ .00                        |

State: Wyoming

U.S. Department of Transportation National Highway Traffic Safety Administration

Federal Reimbursement Voucher

2019-FINAL

For Approval

Page: 2

Report Date: 12/19/2019

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Not Posted In DELPHI

| Program Area | Project                                       | Description                              | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|--------------|---|--|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
|              | PT-2019-FA-PT-03                              | OP01 - Radars (WASCOPI)                  | \$60,688.12                 | \$60,688.12            | \$67,066.11                | \$60,688.12            | \$60,688.12                 | \$0.00                        |
|              | PT-2019-FA-PT-04                              | ID01 - Video Cameras (WASCOPI)           | \$77,929.02                 | \$77,929.02            | \$86,118.93                | \$77,929.02            | \$77,929.02                 | \$0.00                        |
|              | <b>Police Traffic Services Total</b>          |  | <b>\$333,134.91</b>         | <b>\$138,617.14</b>    | <b>\$368,145.55</b>        | <b>\$333,134.91</b>    | <b>\$333,134.91</b>         | <b>\$0.00</b>                 |
|              | <b>Traffic Records</b>                        |  |                             |                        |                            |                        |                             |                               |
|              | TR-2019-FA-TR-01                              | TR04 - Traffic Records Project Manager ( | \$113,054.82                | \$0.00                 | \$124,936.26               | \$113,054.82           | \$113,054.82                | \$0.00                        |
|              | <b>Traffic Records Total</b>                  |  | <b>\$113,054.82</b>         | <b>\$0.00</b>          | <b>\$124,936.26</b>        | <b>\$113,054.82</b>    | <b>\$113,054.82</b>         | <b>\$0.00</b>                 |
|              | <b>Community Traffic Safety Project</b>       |  |                             |                        |                            |                        |                             |                               |
|              | CP-2019-FA-CP-01                              | ID05a/OP05 - Traffic Safety Program(Chey | \$136,155.72                | \$136,155.72           | \$150,464.94               | \$136,155.72           | \$136,155.72                | \$0.00                        |
|              | CP-2019-FA-CP-02                              | ID05a/OP05 - Traffic Safety Program (Wyo | \$15,167.02                 | \$15,167.02            | \$16,761.00                | \$15,167.02            | \$15,167.02                 | \$0.00                        |
|              | CP-2019-FA-CP-03                              | ID05a/OP05 - Traffic Safety Program (Inj | \$197,372.27                | \$197,372.27           | \$218,115.00               | \$197,372.27           | \$197,372.27                | \$0.00                        |
|              | CP-2019-FA-CP-04                              | ID05a/OP05 - Injury Prevention Program ( | \$23,254.27                 | \$0.00                 | \$25,698.17                | \$23,254.27            | \$23,254.27                 | \$0.00                        |
|              | CP-2019-FA-CP-05                              | ID05a/OP05 - Traffic Safety for Wyoming  | \$34,854.04                 | \$34,854.04            | \$38,517.00                | \$34,854.04            | \$34,854.04                 | \$0.00                        |
|              | <b>Community Traffic Safety Project Total</b> |  | <b>\$406,803.32</b>         | <b>\$383,549.05</b>    | <b>\$449,556.11</b>        | <b>\$406,803.32</b>    | <b>\$406,803.32</b>         | <b>\$0.00</b>                 |
|              | <b>Roadway Safety</b>                         |  |                             |                        |                            |                        |                             |                               |
|              | RS-2019-FA-RS-01                              | ID05c/OP06 - Comprehensive ID & OP (HSO) | \$9,630.67                  | \$0.00                 | \$10,642.80                | \$9,630.67             | \$9,630.67                  | \$0.00                        |
|              | RS-2019-FA-RS-02                              | ID05b/OP07 - Traffic Safety Education (W | \$142,749.45                | \$0.00                 | \$157,751.63               | \$142,749.45           | \$142,749.45                | \$0.00                        |
|              | <b>Roadway Safety Total</b>                   |  | <b>\$152,380.12</b>         | <b>\$0.00</b>          | <b>\$168,394.43</b>        | <b>\$152,380.12</b>    | <b>\$152,380.12</b>         | <b>\$0.00</b>                 |
|              | <b>Child Restraint</b>                        |  |                             |                        |                            |                        |                             |                               |
|              | CR-2019-FA-CR-01                              | OP09 - Child Passenger Safety (WHP)      | \$58,888.82                 | \$58,888.82            | \$65,077.71                | \$58,888.82            | \$58,888.82                 | \$0.00                        |
|              | <b>Child Restraint Total</b>                  |  | <b>\$58,888.82</b>          | <b>\$58,888.82</b>     | <b>\$65,077.71</b>         | <b>\$58,888.82</b>     | <b>\$58,888.82</b>          | <b>\$0.00</b>                 |
|              | <b>Paid Advertising</b>                       |  |                             |                        |                            |                        |                             |                               |
|              | PM-2019-FA-PM-01                              | OP02a - Statewide Media (WYDOT PAO)      | \$575,306.58                | \$272,815.35           | \$635,768.13               | \$575,306.58           | \$575,306.58                | \$0.00                        |
|              | PM-2019-FA-PM-02                              | ID03b/OP02b - Native American Outreach I | \$77,933.23                 | \$77,933.23            | \$86,123.58                | \$77,933.23            | \$77,933.23                 | \$0.00                        |
|              | <b>Paid Advertising Total</b>                 |  | <b>\$653,239.81</b>         | <b>\$350,748.58</b>    | <b>\$721,891.71</b>        | <b>\$653,239.81</b>    | <b>\$653,239.81</b>         | <b>\$0.00</b>                 |



**U.S. Department of Transportation National Highway Traffic Safety Administration  
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|---|---------------------|--|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>Teen Safety Program</b>                |                     |  |                             |                        |                            |                        |                             |                               |
|   | TSP-2019-FA-TS-01   | TN01 - SADD (SADD)                       | \$131,889.01                | \$131,889.01           | \$145,749.82               | \$131,889.01           | \$131,889.01                | \$0.00                        |
| <b>Teen Safety Program Total</b>          |                     |  | <b>\$131,889.01</b>         | <b>\$131,889.01</b>    | <b>\$145,749.82</b>        | <b>\$131,889.01</b>    | <b>\$131,889.01</b>         | <b>\$0.00</b>                 |
| <b>FAST Act NHTSA 402 Total</b>           |                     |  | <b>\$2,529,343.36</b>       | <b>\$1,063,692.60</b>  | <b>\$2,799,624.50</b>      | <b>\$2,529,343.36</b>  | <b>\$2,529,343.36</b>       | <b>\$0.00</b>                 |
| <b>FAST Act 405b OP Low</b>               |                     |  |                             |                        |                            |                        |                             |                               |
| <b>405b Low HVE</b>                       |                     |  |                             |                        |                            |                        |                             |                               |
|   | M2HVE-2019-M2-HV-02 | OP01 - Local Law Enforcement OP OT & LEC | \$266,931.66                | \$0.00                 | \$333,664.58               | \$266,931.66           | \$266,931.66                | \$0.00                        |
| <b>405b Low HVE Total</b>                 |                     |  | <b>\$266,931.66</b>         | <b>\$0.00</b>          | <b>\$333,664.58</b>        | <b>\$266,931.66</b>    | <b>\$266,931.66</b>         | <b>\$0.00</b>                 |
| <b>FAST Act 405c DP Low Total</b>         |                     |  |                             |                        |                            |                        |                             |                               |
| <b>FAST Act 405c Data Program</b>         |                     |  |                             |                        |                            |                        |                             |                               |
| <b>405c Data Program</b>                  |                     |  |                             |                        |                            |                        |                             |                               |
|   | M3DA-2019-M3-DA-01  | TR01 - TR Portal (HSO)                   | \$85,887.36                 | \$0.00                 | \$107,359.20               | \$85,887.36            | \$85,887.36                 | \$0.00                        |
|   | M3DA-2019-M3-DA-02  | TR02 - TR IT Services (HSO)              | \$100,779.34                | \$0.00                 | \$125,974.18               | \$100,779.34           | \$100,779.34                | \$0.00                        |
|   | M3DA-2019-M3-DA-03  | TR03 - TR QAQC (HSO)                     | \$51,239.38                 | \$0.00                 | \$64,049.22                | \$51,239.38            | \$51,239.38                 | \$0.00                        |
| <b>405c Data Program Total</b>            |                     |  | <b>\$237,906.08</b>         | <b>\$0.00</b>          | <b>\$297,382.60</b>        | <b>\$237,906.08</b>    | <b>\$237,906.08</b>         | <b>\$0.00</b>                 |
| <b>FAST Act 405c Data Program Total</b>   |                     |  | <b>\$237,906.08</b>         | <b>\$0.00</b>          | <b>\$297,382.60</b>        | <b>\$237,906.08</b>    | <b>\$237,906.08</b>         | <b>\$0.00</b>                 |
| <b>FAST Act 405d Impaired Driving Mid</b> |                     |  |                             |                        |                            |                        |                             |                               |
| <b>405d Mid HVE</b>                       |                     |  |                             |                        |                            |                        |                             |                               |
|   | M5HVE-2019-M5-HV-01 | ID01 - Local Law Enforcement ID OT & LEC | \$393,059.46                | \$0.00                 | \$491,324.32               | \$393,059.46           | \$393,059.46                | \$0.00                        |
| <b>405d Mid HVE Total</b>                 |                     |  | <b>\$393,059.46</b>         | <b>\$0.00</b>          | <b>\$491,324.32</b>        | <b>\$393,059.46</b>    | <b>\$393,059.46</b>         | <b>\$0.00</b>                 |
| <b>405d Mid ID Coordinator</b>            |                     |  |                             |                        |                            |                        |                             |                               |
|   | M5IDC-2019-M5-ID-01 | ID07 - GCID Facilitator (HSO)            | \$78,449.47                 | \$0.00                 | \$98,061.84                | \$78,449.47            | \$78,449.47                 | \$0.00                        |
| <b>405d Mid ID Coordinator Total</b>      |                     |  | <b>\$78,449.47</b>          | <b>\$0.00</b>          | <b>\$98,061.84</b>         | <b>\$78,449.47</b>     | <b>\$78,449.47</b>          | <b>\$0.00</b>                 |
| <b>405d Mid Court Support</b>             |                     |  |                             |                        |                            |                        |                             |                               |
|   | M5CS-2019-M5-CS-01  | ID02b - Traffic Safety Resource Prosecut | \$125,072.80                | \$0.00                 | \$156,341.00               | \$125,072.80           | \$125,072.80                | \$0.00                        |

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Page: 4

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| <b>405d Mid Court Support Total</b>             |                     |  | <b>\$125,072.80</b>         | <b>\$0.00</b>          | <b>\$156,341.00</b>        | <b>\$125,072.80</b>    | <b>\$125,072.80</b>         | <b>\$0.00</b>                 |
| <b>405d Mid BAC Testing/Reporting</b>           |                     |  |                             |                        |                            |                        |                             |                               |
|   | M5BAC-2019-M5-BA-00 | ID08 - WSCL Setup and Training           | \$26,506.80                 | \$0.00                 | \$33,133.50                | \$26,506.80            | \$26,506.80                 | \$0.00                        |
| <b>405d Mid BAC Testing/Reporting Total</b>     |                     |  | <b>\$26,506.80</b>          | <b>\$0.00</b>          | <b>\$33,133.50</b>         | <b>\$26,506.80</b>     | <b>\$26,506.80</b>          | <b>\$0.00</b>                 |
| <b>405d Mid Paid/Earned Media</b>               |                     |  |                             |                        |                            |                        |                             |                               |
|   | M5PEM-2019-M5-PM-01 | ID03a - GCID Media (HSO)                 | \$751,907.98                | \$0.00                 | \$939,884.98               | \$751,907.98           | \$751,907.98                | \$0.00                        |
| <b>405d Mid Paid/Earned Media Total</b>         |                     |  | <b>\$751,907.98</b>         | <b>\$0.00</b>          | <b>\$939,884.98</b>        | <b>\$751,907.98</b>    | <b>\$751,907.98</b>         | <b>\$0.00</b>                 |
| <b>405d Mid Training</b>                        |                     |  |                             |                        |                            |                        |                             |                               |
|   | M5TR-2019-M5-TR-01  | ID02a - DUI Court Training (Laramie Coun | \$6,016.45                  | \$0.00                 | \$7,520.56                 | \$6,016.45             | \$6,016.45                  | \$0.00                        |
|   | M5TR-2019-M5-TR-02  | ID04a - ID Conference (WHP)              | \$16,403.25                 | \$0.00                 | \$20,504.06                | \$16,403.25            | \$16,403.25                 | \$0.00                        |
|   | M5TR-2019-M5-TR-03  | ID04b - DRE/ARIDE/SFST Program (WHP)     | \$184,477.92                | \$0.00                 | \$230,597.40               | \$184,477.92           | \$184,477.92                | \$0.00                        |
| <b>405d Mid Training Total</b>                  |                     |  | <b>\$206,897.62</b>         | <b>\$0.00</b>          | <b>\$258,622.02</b>        | <b>\$206,897.62</b>    | <b>\$206,897.62</b>         | <b>\$0.00</b>                 |
| <b>FAST Act 405d Impaired Driving Mid Total</b> |                     |  | <b>\$1,581,894.13</b>       | <b>\$0.00</b>          | <b>\$1,977,367.66</b>      | <b>\$1,581,894.13</b>  | <b>\$1,581,894.13</b>       | <b>\$0.00</b>                 |
| <b>FAST Act 405d 24-7 Sobriety</b>              |                     |  |                             |                        |                            |                        |                             |                               |
| <b>405d 24-7 24-7 Sobriety Program</b>          |                     |  |                             |                        |                            |                        |                             |                               |
|   | F24SP-2019-F2-SP-01 | ID02d - 24/7 Sobriety Program (WY Attorn | \$27,241.42                 | \$0.00                 | \$34,051.77                | \$27,241.42            | \$27,241.42                 | \$0.00                        |
| <b>405d 24-7 24-7 Sobriety Program Total</b>    |                     |  | <b>\$27,241.42</b>          | <b>\$0.00</b>          | <b>\$34,051.77</b>         | <b>\$27,241.42</b>     | <b>\$27,241.42</b>          | <b>\$0.00</b>                 |
| <b>FAST Act 405d 24-7 Sobriety Total</b>        |                     |  | <b>\$27,241.42</b>          | <b>\$0.00</b>          | <b>\$34,051.77</b>         | <b>\$27,241.42</b>     | <b>\$27,241.42</b>          | <b>\$0.00</b>                 |
| <b>FAST Act 405f Motorcycle Programs</b>        |                     |  |                             |                        |                            |                        |                             |                               |
| <b>405f Motorcyclist Awareness</b>              |                     |  |                             |                        |                            |                        |                             |                               |
|   | M9MA-2019-M9-MA-01  | MC01 - Motorcyclist Awareness (WYDOT PAO | \$18,615.14                 | \$0.00                 | \$23,268.93                | \$18,615.14            | \$18,615.14                 | \$0.00                        |
| <b>405f Motorcyclist Awareness Total</b>        |                     |  | <b>\$18,615.14</b>          | <b>\$0.00</b>          | <b>\$23,268.93</b>         | <b>\$18,615.14</b>     | <b>\$18,615.14</b>          | <b>\$0.00</b>                 |
| <b>FAST Act 405f Motorcycle Programs Total</b>  |                     |  | <b>\$18,615.14</b>          | <b>\$0.00</b>          | <b>\$23,268.93</b>         | <b>\$18,615.14</b>     | <b>\$18,615.14</b>          | <b>\$0.00</b>                 |
| <b>NHTSA Total</b>                              |                     |  | <b>\$4,894,014.40</b>       | <b>\$1,295,775.21</b>  | <b>\$5,697,442.65</b>      | <b>\$4,894,014.40</b>  | <b>\$4,894,014.40</b>       | <b>\$0.00</b>                 |



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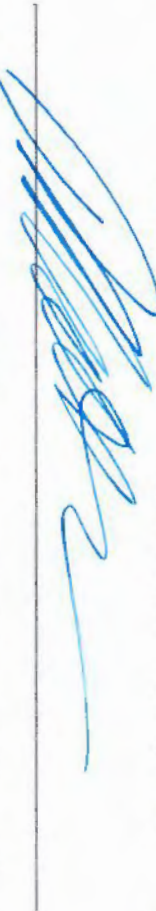
Page: 5

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|--------------|---------|-------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>Total</b> |         |             | \$4,894,014.40              | \$1,295,775.21         | \$5,697,442.65             | \$4,894,014.40         | \$4,894,014.40              | \$ .00                        |



I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment. (APPROVAL AND PAYMENT ARE SUBJECT TO ADJUSTMENT, YEAR-END AUDIT OR OTHER APPROPRIATE REVIEW)  
State Official: