



# WYOMING FY2022 ANNUAL REPORT

**Wyoming Department of Transportation**

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**Highway Safety Behavioral Grants Office**





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## Introduction



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

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

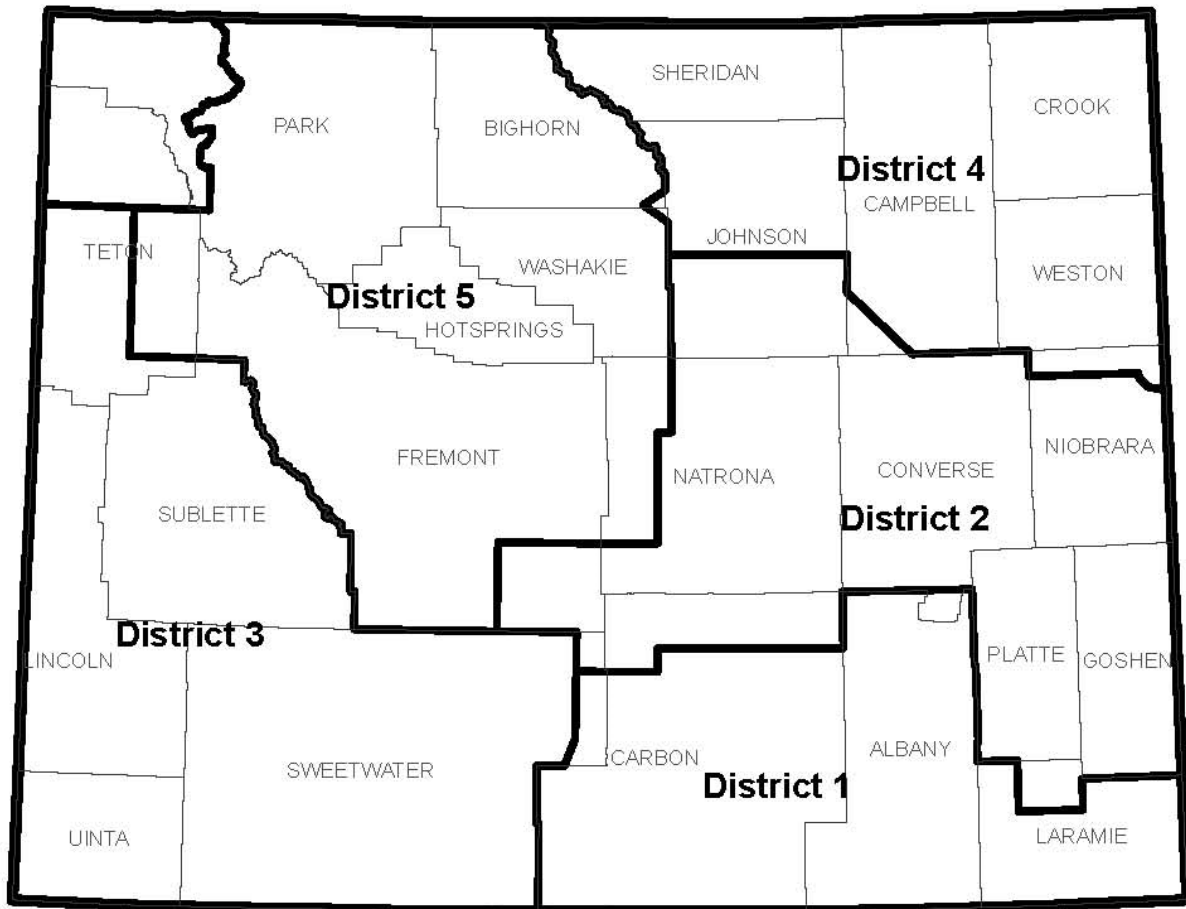
As a conservative, Governor Gordon has worked tirelessly to set Wyoming on a sustainable fiscal path. He is committed to making government more transparent, accessible, productive and efficient. He believes government is best when it is closest to the people, and is committed to giving local communities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

Governor Gordon served as Wyoming State Treasurer from October 2012 until January 2019 when he was sworn in as Governor. He was ranked 57th among the Sovereign Wealth Fund Institute's "most significant and impactful public investor executives" in 2013. During his time in office, he transformed and modernized the management of the State's financial portfolio, leading in 2016 to Wyoming earning the No. 1 ranking in the United States and No. 3 in the world among all sovereign funds by the Peterson Institute.

Elected Governor in 2018, he has successfully led Wyoming through two of its most significant challenges in decades: the COVID-19 crisis and the most significant decline in mineral revenue in the state's history. He has spearheaded efforts to diversify all sectors of Wyoming's economy, including technology, finance, agriculture, energy, including carbon capture and sequestration, research, education and tourism. He is dedicated to continuing to make the state a darn good place to raise kids.

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

## Wyoming at a Quick Glance



2021 Population – 579,475

- Persons under 5 years – 5.6%
- Persons under 18 years – 22.9%
- Persons 65 years and Over – 17.9%

2021 Population per square mile 5.8

2021 Miles of Roads in Wyoming 30,051

2021 Daily Vehicle Miles Traveled (DVMT) – 19,422,209

2021 Licensed Drivers – 474,955

2021 Total Vehicle Registrations – 957,667

2021 Impaired Driving Arrests – 32.36% of all statewide arrests (average BAC .1639)

2022 Observed Seat Belt Use Rate – 78.3%





# Wyoming Department of Transportation

## Agency Overview

The Wyoming Department of Transportation (WYDOT) is one of the largest State agencies with approximately 1,800 employees dispersed throughout the State. Employees are responsible for overseeing approximately 7,600 miles of federal-aid roadways, which includes city and county roads, and more than 900 miles of national, interstate highways. Engineering, finance, technology, aeronautics, construction, maintenance, and law enforcement are a few programs that make WYDOT a thriving department. The transportation system serves the citizens of Wyoming in addition to facilitating interstate commerce and travel.

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

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

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

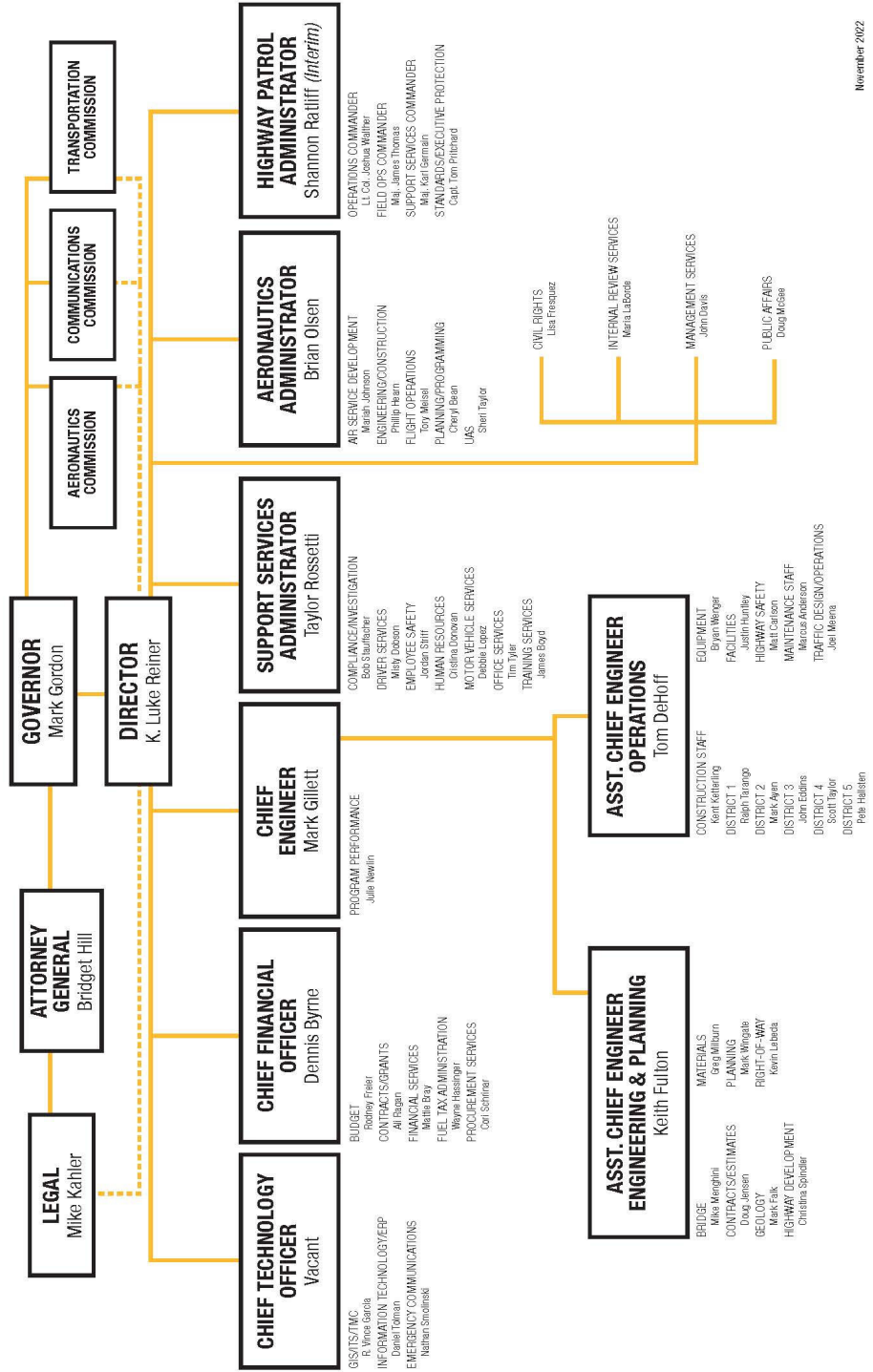
## WYDOT Purpose, Vision, Mission, Values and Goal

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

<p style="text-align: center;"><b>Vision Statement</b></p> <p>Excellence in Transportation</p>	<p style="text-align: center;"><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 style="text-align: center;"><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



November 2022





# 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

***Melissa Gribble***

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...

***Jamie Schwaiger***

Grants Manager

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

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



## Wyoming Legislative Update

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

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



## Executive Summary

The HSO is dedicated in promoting safe roads in Wyoming. Our objective is to reduce the State's traffic crashes, fatalities, and injuries through outreach, education, and enforcement. Specifically, the HSO focuses on key program areas to include Impaired Driving, Occupant Protection, Motorcycle Safety, Teen Safety, Distracted Driving, and Traffic Records.

This Annual Report summarizes project accomplishments and challenges as submitted within the FY2022 Highway Safety Plan (HSP). The HSP identifies traffic safety behavioral problems through data driven analysis to fund projects that will assist Wyoming in meeting core performance and behavioral measures.

Some objectives were not met, not from lack of effort or work, but from a new reality that impacted the work planned for the year. All sub-recipients worked with the Highway Safety Office to adapt project activities to ensure continuity of the programs and the prudent use of grant funds.

The Highway Safety Office expended \$4,245,767.86 in FY2022 federal grant funds in the areas of:

- 402 State and Community Highway Safety (\$1,652,315.03)
- 405b Occupant Protection (\$523,393.26)
- 405c Traffic Data (\$420,193.51)
- 405d Impaired Driving (\$1,213,502.38)
- 405d 24/7 (\$30,133.17)
- 405f Motorcycle Safety (\$53,845.77)
- 154al Alcohol (\$352,384.74)

The Video Camera Equipment project was the only projects that did not expend funds in FY2022. The Highway Safety Behavioral Grants Program did a comprehensive project review of the local law enforcement equipment grants and delayed the project until FY2023.

## FY2022 Highway Safety Behavioral Program Highlights

Progress towards Wyoming's goals was made through the dedication, hard-work and the efforts of Wyoming traffic safety advocates, whether it be directly or indirectly, grant-funded or not. The major program areas addressed were: Impaired Driving, Occupant Protection, Distracted Driving, Teen Drivers, Motorcycle Safety, and Traffic Records.

A Grants Training Workshop was developed and conducted on January 13, 2022 for FY2023 grant applications in which twenty-nine (29) participants attended. Grant applications received improved over previous years in all areas particularly the problem identification, project deliverables, and evaluation. The Budget Section was detailed which allowed the Highway Safety Behavioral Grants Program to be fiscally responsible with each budget line item.

There were numerous successful projects and activities this fiscal year and the following paragraphs feature the hard work of the Highway Safety Behavioral Grants Program and their sub-recipients/contractors efforts. Individual project write-ups provide more detail, successes, and/or challenges.

**Occupant Protection.** The Wyoming Highway Patrol and thirty-five (35) local law enforcement agencies participated in high visibility enforcement overtime grants. The national and local occupant protection high visibility enforcement overtime campaigns resulted in one thousand three hundred sixty-seven (1,367) seat belt citations and one hundred forty-four (144) child restraint citations.

A new Wyoming Seat Belt Coalition (WYSBC) website was built, using industry best practices that focused on improving the user experience, while increasing the amount of materials, reports and data in which users/visitors might have an interest. There are eight hundred three (803) page "followers" which is an increase of 7.5% with fifty-six (56) new page "followers," since September 30, 2021.

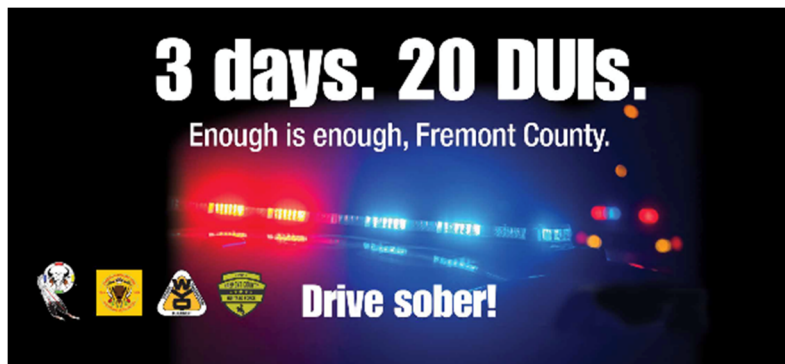
On behalf of the WYSBC, Heinrich Marketing created PSA's in numerous formats: social, print, TV, etc., to reach the different demographics from the agriculture community, sports fans, Native Americans, to the general public. A thirty second PSA featuring former PRCA rider and country music star, Jared Rogerson, was the highest performing post (ever) on WYSBC social media. Total impressions equalled 100,014. The second highest performing post was the Wyoming Stock Grower's Association "What's Your Reason?" buckle up video. Total impressions equalled 34,481.



The Child Passenger Safety Instructor and Training Program conducted two (2) full certification classes with twenty-four (24) students and four (4) Update Courses with forty-two (42) students. Wyoming has two hundred and five (205) certified technicians with fourteen (14) of those being instructors. The first full state virtual update was held with six (6) nationally recognized speakers giving updates to the thirteen (13) students. The Renewal Course can only be held in-person but the update can be held virtually which is a positive for the program. The Hybrid course has also been released and will be taught in Wyoming in the future to reach counties unable to attend an in-person Certification Course.



**Impaired Driving.** Wyoming law enforcement agencies participated in the impaired driving high visibility enforcement overtime grants supporting national campaigns and local events resulting in four hundred twenty-three (423) DUI arrests statewide. There were six (6) DUI multi-agency task force events in Albany, Fremont, and Laramie counties resulting in fifty (50) DUI arrests. Task Force operations include comprehensive media campaigns using the resources of WYDOT Public Involvement Officer's and local partners to enhance traffic safety messaging which included live radio, PSA's, VMS signs, billboards, banners, and social media.



The WHP Impaired Driving Program Manager was able to conduct eighteen (18) technical trainings to law enforcement which included certifying eleven (11) new Drug Recognition Experts. The TSRP provided technical assistance and training in the legal aspects of detecting impaired drivers and prosecuting an impaired driver.

The Governor's Council on Impaired Driving (GCID) website improvements included Search Engine Optimization by researching impaired driving-specific keyword searches by residents of Wyoming. The most common search focused on ways to reduce Blood Alcohol Concentration (BAC). This also led to a series of ads focused on common myths to reduce a person's BAC levels. These included taking a cold shower, sucking on a penny, and chewing gum.

The Law Enforcement Liaison spearheaded efforts for Driven Approaches to Crime and Traffic Safety (DDACTS) and Traffic Incident Management classes that were held in FY2022. DDACTS classes were hosted in Casper and Gillette with fifty-two (52) students attending. Traffic Incident Management Responder Training Program classes were hosted in seven (7) locations throughout the state with two-hundred one (201) students attending.

**Distracted Driving.** The WHP Safety Education, IPR Traffic Safety Education, SADD, and the Public Affairs state-wide media projects all continued education efforts through in-person, virtual, and media projects. Wyoming is a large State with a small population hence why the WHP Safety Education Program proves so valuable as sworn personnel can be available anywhere in the State to provide first-hand experience as to the consequences of traffic crashes and provide education of Wyoming’s traffic laws. The WHP also serves as a resource to assist the efforts of other traffic safety partners.

**Teen Safety Program.** WY SADD sent students to the SADD National Conference and for the first time a Wyoming student is on the SADD’s Student Leadership Council (SLC). The SLC is SADD's national board of students that help guide SADD's mission and participates in events and activities across the country. IPR conducted virtual traffic safety sessions aimed at methods of talking to teenagers about impaired and distracted driving. IPR also conducted school traffic safety events reaching nine hundred fifty-five (955) elementary and high school students. Events displayed a seat belt convincer unit and a DUI crash survivor with diminished mental and physical capabilities showing the consequences of unsafe driving behaviors.

**Motorcycle Safety.** The WYDOT Public Affairs Office delivered several media campaigns designed to target motorcyclists such as Sturgis, Look Twice, Save a Life and Share the Road. Messaging was communicated through the WYDOT Report, social media, dynamic message signs, television, newspaper ads, and radio spots.

The State Motorcycle Coordinator had a space at the annual Ham ‘n Jam Motorcycle Rally and with the assistance of WYDOT Public Affairs Office and the Wyoming Highway Patrol produced PSA’s on safe riding practices.



**Traffic Records Data Program.** The Data program had several improvements to traffic safety databases including modifying the applications and supporting data with the Safety Portal, completion of the ELRS update to the Map-based crash reporting (WIGLS), development of additional MIRE FDE (roadway fundamental data elements), progress on the new crash reporting system assessment project with WYDOT programs, Law Enforcement, and other Wyoming Traffic Records Coordinating Committee members.





## **Traffic Safety Enforcement Program.**

The Traffic Safety Enforcement Program (TSEP) is comprised of High Visibility Overtime Enforcement, Law Enforcement Liaisons (LEL), DUI Mobile Command Vehicle, Impaired Driving Training for law enforcement, and Traffic Safety Resource Prosecutor (TSRP) Projects focusing on the enforcement of Wyoming traffic laws. Impaired driving and occupant protection are the primary focus areas.

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. Thirty-five (35) state and local law enforcement agencies participated in grant-funded overtime.

In total, high visibility enforcement overtime grants produced one thousand five hundred eleven (1,511) seat belt citations, four hundred twenty-three (423) DUI arrests, five thousand one hundred thirty-seven (5,137) speeding citations, and three thousand three hundred ninety-three (3,393) other citations.

The LEL continued to foster relations with state and local law enforcement through seventy-three (73) site visits to sixty-one (61) active law enforcement agencies statewide. In addition, the LEL brought Data Driven Approaches to Crime and Traffic Safety (DDACTS) and Traffic Incident Management (TIM) classes throughout the State.

The WHP Impaired Driving Program Manager (IDPM) provided statewide education and training for law enforcement in DUI detection methods. There were forty-two (42) law enforcement agency visits to promote impaired driving enforcement and training that resulted in twenty-seven (27) trainings. 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 deployed for sixteen (16) DUI Task Force Events and two (2) educational events statewide. Three (3) of the DUI Task Force Events were conducted outside of Laramie County in Albany, Sheridan and Sweetwater Counties. The deployments centered around times for which there is a nexus to impaired driving, such as the Wyoming Brewer's Festival, Oktoberfest, Cheyenne Frontier Days, Border WAR (multi-jurisdiction and multi-state event).



## Future Plans

The HSO is dedicated to dealing with these challenges head-on by proactively evaluating, addressing, adapting and working with each sub-recipient as necessary to ensure project success. Although projects vary by area of focus, activity, and personnel the HSO will implement the following strategies as an Office:

- Work with NHTSA and GHSA on the revised uniform procedures to 23 CFR Part 1300 from Bipartisan Infrastructure Law.
- Welcome a new Grant Manager and provide adequate training to ensure a seamless transition to our sub-recipients and traffic safety partners.
- Continue to partner with safety advocates whose objectives align with the HSO's.
- Continue to work with sub-recipients in adapting to challenges of implementing programs statewide, county-by-county, or project by project at any given time.
- Continue to review verbiage included within agreements to ensure goals and deliverables project accountability and leads to success.
- Assist SADD with implementing QR codes at events for an interactive experience with students thus providing valuable information quickly.
- Review law enforcement high visibility overtime grants and update the funding formula based on data that ensures fair and equitable distribution of funds.
- Explore new ways of reaching the differing demographics through different social media platforms and partners.
- The HSO will continue to utilize a data driven approach to project selection to ensure that all Wyomingites are reached with a special emphasis on the high-risk demographics through education and enforcement. Projects include high visibility overtime enforcement, media outreach, traffic safety education projects, expansion of the 24/7 Program, and SADD's continued outreach to the teen demographic whose traffic safety numbers are on the rise.

These strategies will assist the HSO in the prudent allocation and distribution of resources.



## Core and State Performance Measures

The Highway Safety Office will continue to fund projects in FY2023 and FY2024 that have a propensity to make an impact on Wyoming's Core and State Performance Measures. The HSO is on course to meet all but three (3) of the Core Performance Measures and one (1) Behavioral Performance Measure. (Note: See Performance Measures with a grey background).

In effort to determine if HSO is on course to meet the Core Performance Measures, the HSO took into consideration the 2022 Wyoming State crash data. The State crash data reported in the following table is approximate through October 31, 2022 with final crash counts not available until mid-2023.

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

- C1 – Number of traffic fatalities (FARS)
- C2 – Number of serious injuries in traffic crashes (State crash data files)
- C3 – Fatalities/ VMT (FARS)
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
- C6 – Number of speeding-related fatalities (FARS)
- C7 – Number of motorcyclist fatalities (FARS)\*
- C8 – Number of unhelmeted motorcyclist fatalities (FARS)
- C9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)\*
- C10 – Number of pedestrian fatalities (FARS)
- C11 – Number of bicyclist fatalities (FARS)
- S1 – Number of distracted driving fatalities (State)
- S2 – Crash Reports with no errors (State)
- S3 – Roadway Integration - Linkable Mires Features (State)

\*Not on course to meet goal.

Assessment of Results in Achieving Performance Targets for FY21 and FY22										
PERFORMANCE MEASURE	FY 2022					FY 2021				
	Target Period	Target Year(s)	Target Value FY22 HSP	CY22 Progress Results January 1 to October 31, 2022 (State Data)	On Track to Meet FY22 Target	Target Value FY21 HSP	Target Year(s)	CY21 Final Results (State 2021*)	Met FY21 Target Y/N	
C-1) Total Traffic Fatalities	5 year	2018-2022	128	110	Y	128	2017-2021	111	Y	
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	450	407	Y	450	2017-2021	477	N	
C-3) Fatalities/VMT	5 year	2018-2022	1.35	1.18	Y	1.35	2017-2021	1.19	Y	
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	57	50	Y	59	2017-2021	45	Y	
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	42	39	Y	42	2017-2021	35	Y	
C-6) Speeding-Related Fatalities	5 year	2018-2022	44	51	N	44	2017-2021	48	N	
C-7) Motorcyclist Fatalities (FARS)	5 year	2018-2022	19	20	N	19	2017-2021	18	Y	
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	13	12	Y	13	2017-2021	10	Y	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	14	15	N	14	2017-2021	15	N	
C-10) Pedestrian Fatalities	5 year	2018-2022	8	7	Y	6	2017-2021	12	N	
C-11) Bicyclist Fatalities	5 year	2018-2022	1	1	Y	1	2017-2021	0	Y	
S1 - Number of Fatalities in Distracted Driving Crashes (State)	5 year	2018-2022	12	10	Y	N/A	N/A	N/A	N/A	
S2 - Number of Fatalities & Serious Injuries Involving Drugs	5 year	2018-2022	80	54	Y	N/A	N/A	N/A	N/A	
S3 - Crash Location Accuracy	3 year	2020-2022	97	97.34%	Y	96	2019-2021	97.03%	Y	
S4 - State Roadway Integration (Linkable MIRE Feature)	3 year	2020-2022	59	59	Y	N/A	N/A	N/A	N/A	
S5 - State Roadway Integration (Linkable Non-MIRE Feature)	N/A	N/A	N/A	N/A	N/A	29	2019-2021	22	N	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2018-2022	82.5%	78.30%	N	81.9%	2017-2021	80.2	N	



## Performance Report

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

Maintain the projected number of traffic fatalities of the five (5) year average (2017-2021) of one hundred twenty-eight (128) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were one hundred eleven (111) fatalities and as of approximately October 31, 2022, Wyoming is at one hundred ten (110) fatalities. The HSO will continue to review all projects to ensure goals and deliverables are on course for successful completion, otherwise, projects are adjusted throughout the year to focus on areas of improvement. Strategies include going virtual, expanding reach and traffic safety partners, offering more classes, and providing traffic safety equipment strategically located around the State.

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

Maintain the projected number of serious traffic injuries of the five (5) year average (2017-2021) of four hundred fifty (450) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were four hundred seventy-seven (477) serious injuries in traffic crashes and as of October 31, 2022, Wyoming is at four hundred seven (407) serious injuries.

### **C3 – Fatalities/ VMT (FARS).**

Maintain Wyoming's projected Fatality Rate (100 MVMT) of the five (5) year average (2017-2021) of 1.35 by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. The FARS 2020 data indicates the fatality rate at 1.30 (FARS 2021 data is not yet available). In 2021, the State data indicates the fatality rate was 1.19. As of October 31, 2022, the fatality rate stands at 1.18. Noted in C1 – Number of traffic fatalities, the HSO will continue to work with each sub-recipient to monitor, evaluate, and adapt to project challenges.

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

Reduce Wyoming's passenger vehicle fatalities, in all seating positions, to the five (5) year average (2017-2021) of fifty-seven (57) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were forty-five (45) unrestrained fatalities. As of October 31, 2022, Wyoming is at fifty (50) unrestrained fatalities.



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

Reduce Wyoming’s alcohol impaired driving fatalities to the five (5) year average (2017-2021) of forty-two (42) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were thirty-five (35) alcohol impaired driving fatalities. As of October 31, 2022, Wyoming is at thirty-nine (39) alcohol impaired driving fatalities.

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

Reduce Wyoming’s speed-related fatalities to the five (5) year average (2017-2021) of forty-four (44) by December 31, 2022.

**Progress Report:** Wyoming is not on course to meet this goal. In 2021, there were forty-eight (48) speed related fatalities. As of October 31, 2022, Wyoming is at fifty-one (51) speed related fatalities. The HSO adjusted its local law enforcement agency radar equipment grants in FY2021 and FY2022 to manage these grants directly through the HSO in addition to looking at new criteria for distribution of radar equipment.

**C7 – Number of motorcyclist fatalities.**

Maintain Wyoming’s motorcyclist fatalities from the five (5) year average (2017-2021) of nineteen (19) by December 31, 2022.


**Progress Report:** Wyoming is not on course to meet this goal. In 2021, there were eighteen (18) motorcyclist fatalities. As of October 31, 2022, Wyoming is at twenty (20) motorcyclist fatalities.

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

Maintain Wyoming’s unhelmeted motorcyclist fatalities of the five (5) year average (2017-2021) of thirteen (13) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were ten (10) unhelmeted motorcyclist fatalities. As of October 31, 2022, Wyoming is at twelve (12) unhelmeted motorcyclist fatalities.





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

Maintain Wyoming's young drivers, age 20 or younger involved in fatal crashes of the five (5) year average (2017-2021) of fourteen (14) by December 31, 2022.

**Progress Report:** Wyoming is not on course to meet this goal. In 2021, there were fifteen (15) young drivers involved in fatal crashes. As of October 31, 2022, Wyoming is at fifteen (15) young drivers involved in fatal crashes.

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

Maintain pedestrian fatalities from the five (5) year average (2017-2021) of eight (8) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were twelve (12) pedestrian fatalities. As of October 31, 2022, Wyoming is at seven (7) pedestrian fatalities. WYDOT intends to continue integrating consideration of the needs of pedestrians and bicyclists in its planning and project development processes to produce a transportation system with true modal choices. This plan also provides guidance for local governments in Wyoming for developing their own bicycle and pedestrian plans and facilities.

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

Maintain bicyclist fatalities of the five (5) year average (2017-2021) of one (1) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were zero (0) bicycle fatalities. As of October 31, 2022, Wyoming is at one (1) bicycle fatality.

## **S1 – Distracted Driving**

Maintain distracted driving fatalities of the five (5) year average (2017-2021) of twelve (12) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were seven (7) distracted driving fatalities. As of October 31, 2022, Wyoming is at ten (10) distracted driving fatalities. The HSO will continue to work with each sub-recipient to adapt projects and activities to reach and ensure engagement with distracted driving education. Strategies include going virtual, offering more classes, and evaluating projects regularly for effectiveness.



## **S2 – Number of Drug Involved Fatal & Serious Injuries**

Maintain drug involved fatal and serious injuries of the five (5) year average (2017-2021) of eighty (80) by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this goal. In 2021, there were fifty-three (53) drug involved fatal and serious injuries. As of October 31, 2022, Wyoming is at fifty-four (54) drug involved fatal and serious injuries.

## **S3 - Crash Report Accuracy (State):**

Increase the number of crash reports with no errors to the three (3) year (2019 – 2021) average of 97 percent by December 31, 2022.

**Progress Report:** Wyoming is on course to meet the target of 97.34 percent of accuracy in crash reports as of March 31, 2022.

## **S4 – State Roadway Integration Linkable MIRE Features (State):**

Increase the number of linkable Non-MIRE features to the three (3) year (2019 – 2022) average of fifty-nine (59) features by December 31, 2022.

**Progress Report:** Wyoming is on course to meet this target with fifty-nine (59) linkable MIRE features as of March 31, 2022 with the number expected to increase by the end of the 2022 year.



## 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 FY2022 was one thousand five hundred eleven (1,511) of which one thousand three hundred sixty-seven (1,367) were seat belt and one hundred forty-four (144) were child restraints.

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

**Results:** The number of DUI arrests made during the FY2022 grant-funded overtime enforcement activities was four hundred twenty-three (423).

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

**Results:** The number of speed citations issued during FY2022 was five thousand one hundred thirty-seven (5,137).

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 five (5) year average (2017-2021) of 82.5% by December 31, 2021.

The Wyoming Seat Belt Survey was conducted in June 2022. 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 two hundred eighty-nine (289) sites within seventeen (17) counties.

**Results:** Wyoming did not meet the Observed Seat Belt Use for Passenger Vehicles performance measure for 2022. The overall observed seat belt use for 2022 was 78.3 percent. The year 2022 represented a new baseline survey, which means that no comparisons with prior surveys or the results of those surveys are directly comparable with the 2022 estimates of seat belt use in Wyoming.



# Program Areas

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

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

## **405b - Occupant Protection**

405b Low Community CPS Services  
405b OP Low  
405b Low High Visibility Enforcement

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

405c Data Program

## **405d - Impaired Driving**

405d Mid Training	405d Mid Court Support
405d Mid Paid/Earned Media	405d 24/7 Sobriety Program
405d High Visibility Enforcement	

## **405f - Motorcycle Safety**

405f Motorcycle Awareness

## **154al Transfer Funds**

154 Alcohol	154 Paid Media
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## 402 State and Community Highway Safety


**Project Name:** Planning & Administration  
**Project Number:** PA-2022-FA-PA-01/PA/2022-BI-PA-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$63,453.15  
**Federal Funds Expended:** \$20,257.26

### Performance Measures Addressed:

- C-1) Number of traffic fatalities (FARS, FHWA)
- C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** The Highway Safety Office (HSO) administers highway safety program funding for the state of Wyoming. The HSO is committed to reducing deaths and injuries on Wyoming roadways through professional staff development, effective management of federal highway safety funds, data driven programs and funding, and partnerships with other traffic safety groups and organizations.

**Results:** The Highway Safety Office expended funds for operational expenses which included office supplies and program travel. The HSO personnel participated in meetings, trainings and conferences: NHTSA Regional Meetings, GHSA Annual Meeting, Lifesavers Conference, Rocky Mountain Traffic Safety Summit, sub-recipient monitorings, etc.



**Project Name:** GCID Facilitator  
**Project Number:** AL-2022-FA-AL-02/AL-2022-BI-AL-02/AL-2022-SB-AL-02  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$140,621.46  
**Federal Funds Expended:** \$80,649.43

**Performance Measures Addressed:**

- C-1) Number of traffic fatalities (FARS, FHWA)
- C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)


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

**Results:** The HSO contracted with Adriaens Consulting to facilitate the work of the GCID by conducting four (4) quarterly meetings providing GCID project updates, moving forward council initiatives, providing education and networking opportunities for the membership. Subcommittee meetings were also held to identify areas of improvement for established Council priorities (24/7 Program, DUI Supervision, and Judicial Training).

GCID successfully partnered with the Impaired Driving Program Manager to conduct The Rocky Mountain Prevention and Traffic Safety Summit which expanded the conference focus to include judicial and treatment court training. GCID also accomplished:

- Worked to expand the 24/7 Program statewide by creating a video in which Program personnel described how it has affected their work and benefited the community.
- Provided background information and data for the 24/7 Program American Civil Liberties Union (ACLU) lawsuit preventing its shutdown.
- Rebranding efforts to include search engine optimization, refreshed media and enhanced public presence.
- Presented at the Judges Conference and conducted a wet lab for Municipal court judges who see first time offenders and to provide alternative sentencing options.
- Assisted with the creation of the Fremont County DUI Task force and participated in monthly meetings and subcommittee meetings.
- Supported local task force expansion and wider use of DDACTS for enforcement.
- Expanded partnerships with those that have a stake in the impaired driving problem: Judicial groups, law enforcement, treatment courts, Wyoming Prevention Action Alliance.





**Project Name:** Wyoming Highway Patrol (WHP)  
Impaired Driving High Visibility Enforcement Overtime  
**Project Number:** AL-2022-FA-AL-01/AL-2022-BI-AL-01/AL-2022-SB-AL-01  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$251,109.75  
**Federal Funds Expended:** \$256,683.04

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** The WHP shall conduct high visibility overtime enforcement with a focus on impaired driving.

**Results:** As part of Wyoming’s Traffic Safety Enforcement Program, the WHP participated in year-round high visibility enforcement supporting national and local impaired driving campaigns. The WHP staff sent out memo’s to all sworn WHP members to ensure the focus of the overtime was dedicated to impaired driving. To accompany the overtime efforts, press releases were sent to all Wyoming media outlets in support of national and local campaigns.

WHP worked a total of two thousand nine hundred fifty-eight (2,958) grant-funded overtime high visibility enforcement hours to an outcome of:

- One hundred ninety-nine (199) DUI arrests, which is a thirty-six percent (36%) increase over FY2021

The WHP participated in DUI Taskforce events throughout the year to include Cheyenne Frontier Days, several Fremont County DUI Task Force Events, and Border Wars which is a multi-state and multi-jurisdictional effort.

**Project Name:** Traffic Safety Education  
**Project Number:** CP-2022-FA-CP-01/CP-2022-BI-CP-01/CP-2022-SB-CP-01  
**Project Sub Recipient:** Injury Prevention Resources (IPR)  
**Federal Funds Obligated:** \$202,587.35  
**Federal Funds Expended:** \$200,231.87

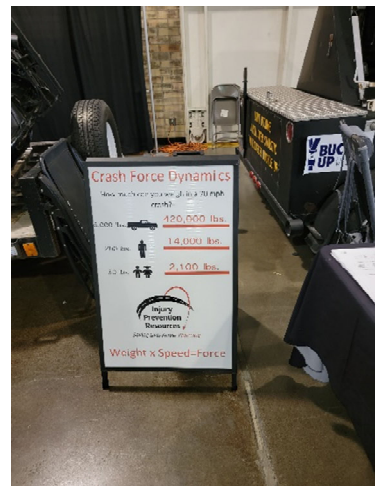
**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** IPR works in partnership with community leaders, schools, local businesses, local law enforcement, and other specialized groups to rally the community behind traffic safety education. IPR places emphasis on local and/or national high visibility enforcement operations, agency roadway safety policies, and the spread of information that challenges perceptions on one of the biggest threats facing most of our lives: roadway injuries and fatalities. In Fremont, Sweetwater, Carbon, Natrona, and Park counties, IPR will work through Virtual Traffic Safety Sessions and #RoadWarrior Traffic Safety Education Events to improve the number of unbelted and impaired driving related deaths and injuries identified as the primary target counties through recent data.

**Results:** IPR conducted fifty (50) traffic safety education events in Carbon, Fremont, Natrona, Park, and Sweetwater counties utilizing seat belt survivor cars, a seat belt convincer, rollover demonstration units encouraging event attendees to engage in the traffic safety education. Giveaways, donated by sponsors, also encourage program participation. Events included:

- Four (4) Adult Alcohol Education-Impaired Driving classes on the negative effects and dangers of drinking and driving. Nearly all course attendees were court-ordered and had been convicted of a DUI, with the exception of guests who are encouraged to attend to understand the dangers of impaired driving. The classes had one hundred thirty-one (131) attendees and two hundred sixty-two (262) people engaged via peer-to-peer interaction for a total three hundred ninety-three (393) people.
- Fourteen (14) Child Passenger Safety Education provided education on the correct installation of car seats, seat belt use for all passengers on every occasion of travel, crash force dynamics, driver distraction, and dangers of impaired driving. A total six thousand four hundred fifty-four (6,454) people attended the events.



- Thirty-two (32) #RoadWarrior TSE Events conducted focused on seat belt use, defensive driving, and distracted driving throughout the five (5) counties. Emphasis was placed on attendees experiencing real world situations through the use of seat belt simulators, roll over simulators, crash car displays from local crashes, Sidne Cars, impaired vision goggles, guest speakers, and a desktop simulator that mimics impaired and distracted driving.

Virtual traffic safety sessions were provide to five (5) counties: Carbon, Fremont, Natrona, Park, and Sweetwater counties. Virtual traffic safety sessions focused on topics ranging from Tips on Defensive Driving, How To Talk To Teens About Impaired Driving And Distracted Driving, Finding Out What A DUI Would Cost You, DUI Task Force Explanations, and seat belt persuasion, among other topics.

IPR collaborated with numerous school, non-profit, city, county and state organizations as well as DUI crash offenders and DUI crash victims. IPR utilized paid media placement via Upslope Media to accomplish media outreach for the events in support of these activities. The media reach totaled 4,641,350 Impressions and 10,645 Clicks/ Engagements. Facebook Media totaled 29,444 Impressions and 514 clicks/engagements and IPR's website totaled 18,226 Impressions and 12,664 unique visits.



**Project Name:** Wyoming Seat Belt Coalition (WYSBC) Facilitator  
**Project Number:** OP-2022-FA-OP-01/OP-2022-BI-OP-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$220,976.58  
**Federal Funds Expended:** \$220,850.03

**Performance Measures Addressed:**

- C-1 Number of traffic fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

**Description:** Retain the services of a consultant to oversee and perform the functions of a facilitator for the Wyoming Seat Belt Coalition.

**Results:** Heinrich Marketing was hired to serve as the facilitator for the WYSBC. Heinrich worked with the HSO to address occupant protection issues throughout the state while creating tactics for increasing public awareness of seat belt use. Heinrich assisted the WYSBC Chairman in four (4) quarterly WYSBC meetings and maintained the WYSBC public media presence via social media platforms. A new Coalition website was built, using industry best practices improving user experience and increasing the amount of materials, reports and data. Results of these efforts included:

- Eight hundred three (803) Facebook page "followers". This is an increase of 7.5% with fifty-six (56) new page "followers".
- PSA featuring former PRCA rider and country music star, Jared Rogerson, was the highest performing post (ever) on WYSBC social media. Total impressions equaled 100,014.
- Partnered with the UW Rodeo Team during barrel racing events and Kifaru, Intl. for a co-branded hunting occupant protection message.
- Coordinated the production of two new seat belt PSA's targeting the ranching/farming/rodeo audience.
- Managed an OOH digital media campaign, reminding residents of the importance of buckling up resulting in:
  - Markets: 75% > Statewide and 25% > Priority Counties with low seat belt use.
  - Audience: Adults, 18+ \*Impressions: 9,251,776.

Heinrich supported the Wyoming Trucking Association, WYDOT District 5, Injury Prevention Resources, Safe-Kids Laramie County, Wyoming Stock Growers Association, Wyoming Workforce Services, Wyoming Highway Patrol, and the Sublette County Sheriff's Office with content and creative.



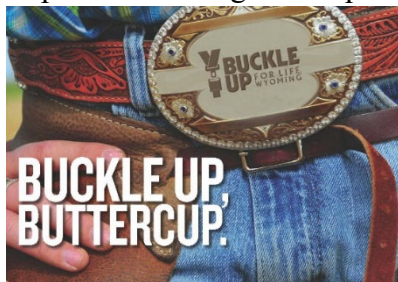
**Project Name:** Paid Media  
**Project Number:** PM-2022-FA-PM-01/PM-2022-BI-PM-01/PM-2022-SE  
**Project Sub Recipient:** WYDOT Public Affairs Office (PAO)  
**Federal Funds Obligated:** \$652,885.35  
**Federal Funds Expended:** \$441,827.57

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-3 Fatalities/VMT (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle with a BAC of .08 and above (FARS)

**Description:** PAO will identify high-risk target audiences through data driven measures and create demographic appropriate messaging and media on the topics of impaired driving, distracted driving, inclement weather (winter driving), and occupant protection.

**Results:** PAO media supported NHTSA’s national mobilization campaigns and local events. PAO’s focus for these events were impaired driving, seat belt usage, distracted driving, child passenger safety, bicycle safety, pedestrian safety, winter driving, and move over law awareness. Videos, social media posts, website advertising, print ads, and radio spots were utilized to promote traffic safety messages throughout Wyoming. In total, there were one thousand sixty-two (1,062) TV ads, seventeen thousand one hundred twenty-two (17,122) radio ads, two hundred eighty (280) print ads, ninety (90) web/mobile ads, and four (4) billboard ads purchased during the grant year. PAO continues to engage with the school systems to educate about seat belt usage through peer-to-peer advertising. A sample of the creative is below:





**Project Name:** Native American Outreach  
**Project Number:** PM-2022-FA-PM-02/ PM-2022-BI-PM-02/ PM-2022-SB-PM-02  
**Project Sub Recipient:** WYDOT District 5  
**Federal Funds Obligated:** \$100,443.90  
**Federal Funds Expended:** \$100,371.11

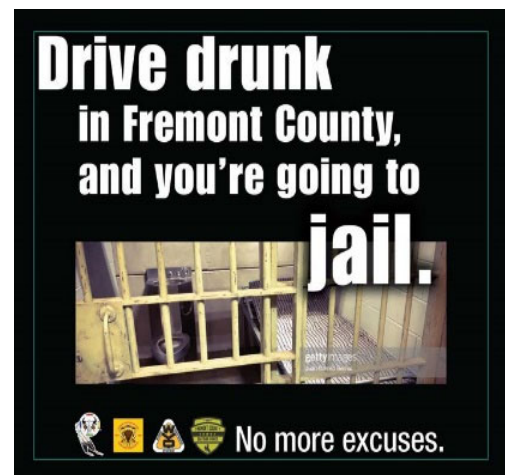
**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle with a BAC of .08 and above (FARS)
- C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

**Description:** WYDOT District 5 Public Information Officer shall design, produce, and conduct 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. Work to focus increasing seat belt use in Fremont County and the Wind River Reservation. Use the idea of positive norming to encourage reservation residents with radio, newspaper, online and billboard advertising to promote seat belt use and designate a sober driver. Furthermore, conduct outreach on the reservation by use of earned media such as newspaper articles, radio programs, and educational programs in schools.

**Results:** WYDOT District 5 Public Information Officer conducted in Fremont County to increase awareness of issues related to impaired driving, lack of seatbelt use, and pedestrian safety. Lack of proper safety restraints, as well as alcohol and abuse is so ingrained in the Fremont County culture that the social norms have to be changed through educating the public with PSA’s utilizing videos, billboards, and social media.

Pedestrian Safety has also become an issue over the last several years. This project has promoted the use of reflective clothing (as opposed to black clothing) while walking down the middle or edge of the highway through the use of this grant.



The District 5 Public Involvement Specialist will continue working with other like-minded partners in Fremont County to reduce fatalities and injuries due to dangerous driving behaviors.





**Project Name:** Radar Equipment  
**Project Number:** PT-2022-FA-PT-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$50,221.95  
**Federal Funds Expended:** \$2,310.20

**Performance Measures Addressed:**


- C-1 Number of Traffic Fatalities ((Fatality Analysis Reporting System (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

**Description:** Radar(s) will be purchased which may be used as a trigger offense in support of Wyoming Occupant Protection laws. The following criteria was utilized in determining radar distribution:

- Sub-Recipient has not received equipment in the previous three (3) WYDOT grant cycles.
- Sub-Recipient was within a top ten (10) city or county for 2019 total or fatal crashes.
- Sub-Recipient must have participated in and completed all required national campaigns for fiscal years (FY) FY2018 and FY2019.
- Sub-Recipient must have a Traffic Safety Enforcement Plan (TSEP) in place prior to purchase.

**Results:** The Casper Police Department purchased one (1) speed measuring device during this grant period to be used as one of the primary defenses to battle traffic fatalities and injuries caused by speeding and lack of seat belt use. Due to the late start of the equipment grants in FY2021, the Casper Police Department was unable to complete the purchase of radar equipment. The Casper Police Department was approved to purchase the equipment in FY2022.

The HSO did a review of the local law enforcement non-major equipment projects in FY2022 and decided to delay this project until FY2023 with the exception of the Casper Police Department.



**Project Name:** Video Camera Equipment  
**Project Number:** PT-2022-BI-PT-02  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$50,221.95  
**Federal Funds Expended:** \$0.00


**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities ((Fatality Analysis Reporting System (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** New in-car video camera(s) and accessories will be purchased based on the following criteria:

- Sub-Recipient has not received equipment in the previous three (3) WYDOT grant cycles.
- Sub-Recipient was within a top ten (10) city or county for 2020 total or fatal crashes.
- Sub-Recipient must have participated in and completed all required national campaigns for fiscal years (FY) FY2019 and FY2020.
- Sub-Recipient must have a Traffic Safety Enforcement Plan (TSEP) in place prior to purchase.

**Results:** The HSO did a review of the local law enforcement non-major equipment projects in FY2022 and decided to delay this project until FY2023. No video camera equipment was purchased during this fiscal year.



**Project Name:** Law Enforcement Liaison (LEL)  
**Project Number:** PT-2022-FA-PT-03/PT-2022-BI-PT-03  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$124,751.32  
**Federal Funds Expended:** \$124,749.70

**Performance Measures Addressed:**


- C-1 Number of traffic fatalities (FARS, FHWA)
- C-2 Number of serious injuries in traffic crashes (FARS, FHWA)
- C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** The Law Enforcement Liaison (LEL) Program serves as a link between the Highway Safety Office and local law enforcement. The Wyoming LEL Program communicates to the local law enforcement agencies that participate in high visibility enforcement overtime campaigns on behalf of the WYDOT.

**Results:** The LEL conducted seventy-three (73) official visits to sixty-one (61) active local law enforcement agencies in Wyoming. In addition, the LEL attended one hundred one (101) meetings and events of which forty-two (42) were in person and fifty-nine (59) virtually including participating as a panelist at the national GHSA Annual Meeting on Rural Road Safety. The LEL expanded agency outreach promoting traffic safety to the eighty-two (82) agencies through monthly fatality reports, agency crash reports, traffic safety media, fact sheets, officer safety information, free POST certified training opportunities and outreach specific to high visibility enforcement overtime grants.

The LEL also facilitated and coordinated traffic safety enforcement operations in Fremont County. The Fremont County DUI Task Force began on Labor Day Weekend 2021 and concluded the operations Labor Day weekend 2022. Task Force operations included media campaigns using the resources of the WYDOT Public Information Officer and local partners to enhance traffic safety messaging which included live radio, PSA's, variable messaging signs, billboards, banners and social media. These efforts resulted in one thousand six hundred fifty-two (1,652) traffic stops with six (6) DUI's, two hundred ninety-four (294) speeding citations, sixty (60) DUI arrests, fifty-four (54) seat belt citations, sixteen (16) child restraint citations, two hundred seventy-four (274) other citations and one thousand thirty-seven (1037) warnings. There were no impaired driving fatalities reported during taskforce operations.

Data Driven Approaches to Crime and Traffic Safety (DDACTS) and Traffic Incident Management (TIM) classes were hosted in FY2022. DDACTS classes were hosted in Casper and Gillette with fifty-two (52) students attending while TIM classes were hosted in Rock Springs, Cheyenne, Douglas, Gillette, Sinclair, Saratoga, and Hanna WY with two hundred one (201) students attending.



**Project Name:** WHP Safety Education  
**Project Number:** RS-2022-FA-RS-01/RS-2022-BI-RS-01  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$133,088.17  
**Federal Funds Expended:** \$138,540.71

**Performance Measures Addressed:**


- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)
- C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)  
FY2021 Target: Fourteen (14)

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

**Results:** The WHP partnered with numerous organizations to promote traffic safety. The WHP is represented at all Wyoming Seat Belt Coalition and Governor’s Council on Impaired Driving meetings and participates in as many local events as possible to promote traffic safety.

There were one hundred eight-seven (187) traffic safety education classes and presentations conducted on the dangers of not buckling up, distracted driving, impaired driving, speeding, etc. on grant overtime. Certified law enforcement personnel provide a unique perspective to traffic safety by sharing their experience working on Wyoming roadways and the real effects of crashes. Fifty-seven (57) troopers worked one thousand two hundred seventy-seven (1,277) overtime hours covering all areas of the State.

The various traffic safety events included the Kids Safety Roundup, National Night Out Event, Junior ROTC Programs, Car Seat Inspection Events, Fairs, etc. The WHP ensures, when possible, the seat belt convincer, roll over machines, driving simulators, crash cars and other tools are utilized to engage the public. The WHP utilizes other funding sources to provide program enhancement materials at these events to attract more members of the public.




**Project Name:** Comprehensive Traffic Safety  
**Project Number:** RS-2022-FA-RS-02/RS-2022-BI-RS-02  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$30,133.17  
**Federal Funds Expended:** \$24,416.87

**Performance Measures Addressed:**

- C-1 Number of traffic fatalities (FARS, FHWA)
- C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** The Highway Safety Behavioral Grants Program shall partner with the many traffic safety advocates to reduce death and injury due to impaired driving, occupant protection, or motorcycle riding. This project will augment planned highway safety activities at local, state, and national events.

**Results:** The Highway Safety Behavioral Grants Program expended funds for operational expenses which included developing and conducting a Grant Writing Workshop encouraging and innovative projects and to improve grant applications. This project also assisted with the Rocky Mountain Traffic Safety Summit expenditures and travel associated with multi-state campaigns and traffic safety awards.




**Project Name:** Traffic Incident Management  
**Project Number:** RS-2022-FA-RS-03  
**Project Sub Recipient:** Story Volunteer Fire and Rescue  
**Federal Funds Obligated:** \$2,359.13  
**Federal Funds Expended:** \$2,359.12

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)

**Description:** The focus of the Story Volunteer Fire Department will be to purchase equipment and provide department training to meet MUTDC TIM requirements, comply with NIOSH Fire Fighter Fatality Investigation and Prevention Program Motor Vehicle Safety recommendations, and NFPA 1500 Chapter 9 Standards.

**Results:** The Story Volunteer Fire Department purchased all equipment approved for purchase (LED road flares, traffic cones, and advanced warning signs). The overage (increase in material and shipping) to the grant was absorbed by the Story Volunteer Fire Department. Due to vendor supply issues the delivery dates were delayed. All vendors accepted tax exemption status and applied first responder discounts when applicable.



**Project Name:** Peer to Peer Prevention WY  
**Project Number:** TSP-2022-FA-TS-01/TSP-2022-BI-TS-01/TSP-2022-SB-TS-01  
**Project Sub Recipient:** Students Against Destruct Decisions (SADD)  
**Federal Funds Obligated:** \$73,237.34  
**Federal Funds Expended:** \$30,444.50

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

**Description:** Programming efforts and activities will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use, and speeding. To provide the most impact, SADD will focus on educational events in schools and around the communities with the highest teen crashes in Wyoming.


**Results:** SADD experienced staffing challenges in Wyoming over the last few years. A part-time Coordinator was hired but only lasted for a few months. In those few months, several activities took place in May and June but with a lack of a consistent Coordinator it was difficult to implement activities throughout the State. Individual chapters conducted activities in their own communities. SADD worked with advisors through the MySADD app and via email to ensure they were getting programmatic ideas that chapters could implement in their schools and communities. Local Chapter activities included PSA announcements around seatbelts and impaired driving, hosting an impaired driving pledge, conducting a seatbelt survey, and the ‘Chalk the Walk’ to spread traffic safety messaging.

SADD completed thirty-seven (37) activities with an approximate reach of one thousand five hundred forty-three (1,543) at events such as the Sweetwater County Fair, Fremont County Fair, Newcastle, Moorcroft, and Lusk. SADD partnered with numerous organizations to include: Wyoming Highway Patrol, ENDD, Safe2Tell, Injury Prevention Resources, and the WY Seat Belt Coalition to educate and expand their program.

SADD built a new partnership with the Rocky Mountain Traffic Safety Summit and was invited to join the planning committee. SADD National recently started a partnership with Shifting Gears, a marijuana impaired driving program which trains students and adults on the dangers of driving under the influence of marijuana. The program will be implemented in Wyoming in FY2023

Three (3) students and an advisor were sent to the SADD National Conference and participated in the Mobilization Station sharing ideas they conducted in their community or would like to and won ‘Honorable Mention’. A student from Wyoming applied and was accepted to be on the national SADD's Student Leadership Council (SLC). This is the first time a student from Wyoming will be on the SLC. The SLC is SADD's national board of students that help guide SADD's mission and participates in events and activities across the country.





**Project Name:** Teen Safety  
**Project Number:** TSP-2022-FA-TS-02  
**Project Sub Recipient:** The Road Ahead, Inc.  
**Federal Funds Obligated:** \$58,303.57  
**Federal Funds Expended:** \$8,623.62

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FT-TWA)
- C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

**Description:** The Road Ahead, Inc. will implement projects for the teen population within Wyoming while focusing on the provisions of traffic safety. This would include rodeo safety events within schools and traffic safety meetings for individuals who cannot supply a full day for training. The work provided will help reduce the number of drivers age 20 or younger involved in fatal crashes by educating teens and parents-of-teens of the risks of distracted driving, driving impaired and the importance of wearing seatbelts.

**Results:** The project was to partner with the schools throughout Wyoming working with the school's schedule. During the 2021/2022 school year several schools still limited the number of outside events and visitors within the schools due to the pandemic. The Road Ahead Inc. spent the initial months working on program development and outreach to schools and/or youth programs in Laramie, Platte, Converse, Natrona, Fremont, Sublette, Lincoln, Sweetwater, and Carbon counties. Four (4) Teen Driving ROADeo events were scheduled for the spring of 2022 in Converse, Sublette, and Fremont counties, however, due to the challenges of scheduling the events with schools, no events were held.

## 405b – Occupant Protection

**Project Name:** Child Passenger Safety Technician Training  
**Project Number:** M2CPS-2022-FA-CP-01/M2CPS-2022-BI-CP-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$99,960.76  
**Federal Funds Expended:** \$87,756.59

### Performance Measures Addressed:


- C-1 Number of traffic fatalities (FARS)
- C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

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

**Results:** The Child Passenger Safety Instructor and Training Program conducted two (2) full certification classes with twenty-one (21) students, four (4) Update Courses with forty-two (42) students, and two (2) Renewal Courses with three (3) students. Due to lack of interest and participation, the third and fourth Renewal Courses were cancelled. Wyoming currently has two hundred five (205) certified technicians with fourteen (14) of those being instructors (an Instructor candidate completed his candidacy in December 2021). The first full state virtual Update Course was held with six (6) nationally recognized speakers giving updates to thirteen (13) students. The Hybrid course released in FY2022 will be incorporated into the CPS Program in FY2023 to reach counties unable to attend an in-person Certification Course. Two (2) instructors for Wyoming have already completed the instructor training for Hybrid and two (2) others have reviewed and started the twelve-hour virtual training.

The FY2022 recertification report shows Wyoming at a 57.1% recertification rate compared to national rate at 52%. Wyoming conducted two hundred eighty-one (281) total car seat checks with a total misuse rate of 57.65%.

The CPS Program partnered with vehicle dealerships following the CPS certification courses to utilize their vehicles for the practical sections of the course. The facilities were donated to hold the courses and partners hosting the events.



**Project Name:** Wyoming Seat Belt Survey  
**Project Number:** M2X-2022-FA-MX-01/M2X-2022-MX-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$153,679.17  
**Federal Funds Expended:** \$133,502.83

**Performance Measures Addressed:**

- C-1 Number of traffic fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)


**Description:** The Highway Safety Behavioral Grants Program will retain the services of a consultant to conduct the annual seat belt observation survey. This entails observer-training, field monitoring training, software upgrades, and all administrative tasks necessary to accomplish this survey providing a final report utilizing NHTSA approved methodology.

**Results:** The 2022 observed survey sample first created in 2017 reached its expiration date and required a new sampling for the current data collection period. Therefore, 2022 represents a new baseline survey, which means that no comparisons with prior surveys or the results of those surveys are directly comparable with the 2022 estimates of seat belt use in Wyoming.

At each of the fifteen (15) selected counties, observers collected county data at nineteen (19) sites for a total of two hundred eighty-five (285) individual sites. Before the data collection period, observers attended an in-person comprehensive training session that covered the procedural components using audio, visual, and "hands-on" instruction. The survey observation period began on June 6, 2022 and concluded on June 12, 2022. There were observations for seventeen thousand two hundred ninety-two (17,292) drivers and six thousand ninety-five (6,095) passengers, totaling twenty three thousand three hundred eighty-seven (23,387) vehicle occupants.

Wyoming's 2022 Observed Seat Belt Usage rate was calculated at 78.3% with notable findings:

- Eight (8) counties have seat belt use rates above the statewide average, and seven (7) of the fifteen (15) counties have rates below the state average. Among those seven (7) counties below the state average, four (4) have rates under 70.0 percent belted. Three (3) counties have rates of 90.0 percent or more belted.
- 57.6 percent of the vehicle occupants were observed in vehicles registered in Wyoming; 41.4 percent were in out-of-state vehicles. 74.4 percent of occupants in Wyoming vehicles wore seat belts and for those in out-of-state vehicles was 88.1 percent, a difference of 13.7 points higher in out-of-state vehicles.
- Males outnumber females in the sample by 15.2 percent, but females have a higher seat belt use rate: 84.8 percent for females and 73.5 percent for males, a difference of 11.3 percentage points.



**Project Name:** Local Law Enforcement Occupant Protection  
High Visibility Enforcement Overtime  
**Project Number:** M2HVE-2022-FA-HV-01/M2HVE-2022-BI-HV-01/  
M2HVE-2022-SB-HV-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$199,901.15  
**Federal Funds Expended:** \$153,877.29

**Performance Measures Addressed:**


- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting impaired driving. This project will provide yearlong sustained impaired driving overtime enforcement opportunities to local law enforcement agencies.

**Results:** As a component of Wyoming’s Traffic Safety Enforcement Program, local law enforcement agencies conducted high visibility overtime enforcement with a primary focus on occupant protection. In FY2022, there were two thousand eight hundred seventeen (2,817) grant-funded overtime hours resulting in:

- Eight hundred twenty-seven (827) Seat Belt citations
- Twenty-five (25) Child Restraint citations
- One thousand seven hundred fifty-one (1,751) Speeding citations
- One thousand nine hundred forty-eight (1,948) Other arrests/citations

In total, thirty-five (35) agencies applied for the HSO grant this year and completed agreements. Two (2) agencies signed the agreements but did not participate and they are not part of the FY2023 HVE Projects. Six (6) agencies did not participate in the mandatory May Mobilization 2022 “Click It or Ticket” Campaign that was conducted May 16th to June 5th. Staffing for the overtime grants across the state remains a challenge and the main reason for lack of participation. The Highway Safety Behavioral Grants Program is continually reviewing the enforcement program to ensure the project is assisting with meeting core performance measures, compliance with agreement requirements and modifications to enhance the program.



**Project Name:** WHP Occupant Protection High Visibility Enforcement Overtime  
**Project Number:** M2HVE-2022-FA-HV-02/M2HVE-2022-BI-HV-02  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$150,665.85  
**Federal Funds Expended:** \$148,256.55

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

**Description:** The Wyoming Highway Patrol shall conduct high visibility overtime enforcement with emphasis on NHTSA national occupant protection campaigns.

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

The WHP participated in the mandatory May Mobilization “Click It or Ticket” Campaign that was conducted between May 16 to June 5, 2022. During the one thousand seven hundred thirty-two (1,732) grant-funded overtime hours the WHP wrote:

- Two hundred fifty-six (256) seat belt citations,
- Sixty-five (65) child restraint citations
- One thousand five hundred seventy-seven (1,577) speeding citations

To accompany the overtime efforts, press releases were sent to all Wyoming media outlets supporting national and local campaigns.

## 405c – Traffic Records

**Project Name:** Apportioned Plates  
**Project Number:** M3DA-2022-FA-DA-02  
**Project Sub Recipient:** Office of the Wyoming Attorney General,  
Division of Criminal Investigation (DCI)  
**Federal Funds Obligated:** \$56,851.25  
**Federal Funds Expended:** \$56,851.25


### Performance Measures Addressed:

- S-2 State Roadway Integration (Linkable MIRE Features)

**Description:** Retain services of an IT professional/contractor to develop computer code to integrate Wyoming apportioned and temporary registration data with NLETS for use by Wyoming and other state's law enforcement.

**Results:** DCI successfully integrated apportioned and temporary vehicle registration data with NLETS database. The software program was put through a rigorous testing environment in which issues were addressed and then pushed to the production environment thus allowing all agencies nationwide the ability to search for apportioned plates registered in Wyoming. This improves timely vehicle registration data access to Wyoming and other state's law enforcement.

Temporary tags were not completed due to timelines and will be completed at a later date. DCI will continue to maintain a Contract with CPI for service and maintenance of all services that it provides, which now includes apportioned plates.



**Project Name:** Traffic Records Project Manager  
**Project Number:** M3DA-2022-FA-DA-04  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$150,665.85  
**Federal Funds Expended:** \$142,365.68

**Performance Measures Addressed:**


- S-2 State Roadway Integration (Linkable MIRE Features)
- S-3 Crash Report Accuracy

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

**Results:** The Highway Safety Behavioral Grants Program hired JDI Consulting to perform duties associated with Wyoming's successful Traffic Records Program to include:

- Managing the completion of the ELRS update to the Map-based crash reporting (WIGLS)
- Managing the development of additional MIRE FDE (roadway fundamental data elements) of super elevation and interchanges.
- Managing the ELRS/ALRS Transition project with ITIS
- Managing the second portion of the new crash reporting system assessment project with WYDOT programs, Law Enforcement, and other WYTRCC stakeholders:
  - Consolidated the Data Model, and incorporated initial feedback.
  - Identified an alternative (two-phase) plan to deal with delays in funding.
  - Updated and expanded the requirements to cover the two phase project structure.
  - Initiated survey of law enforcement regarding the interfaces that they have in place (with their RMS).





**Project Name:** Traffic Records Data Improvements  
**Project Number:** M3DA-2022-FA-DA-05/M3DA-2022-SB-DA-05/  
M3DA-2022-BI-DA-05  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$220,976.58  
**Federal Funds Expended:** \$220,976.58

**Performance Measures Addressed:**

- S-2 State Roadway Integration (Linkable MIRE Features)
- S-3 Crash Report Accuracy

**Description:** This project will ensure consistency and accuracy of data elements of the State's crash reports, by utilizing hired expertise to implement improvements and upgrades to the Crash Records and Safety Data System.

**Results:** WYDOT requested a quotation from ITIS Corporation regarding the effort, timing, and cost to migrate the Safety Portal framework and applications from the current version of the WYDOT Linear Referencing System (referred to as the ELRS) to the emerging new version (referred to as the ALRS). The Core LRS and Intersections Processing with the Safety Portal to support the ALRS system was modified. The modification(s) to support ALRS consisted of modifying the applications and supporting data with the Safety Portal. These steps modernized the LRS input to Safety Portal using the new ALRS system. Tasks completed are as follows:

- Built a Safety Portal Interface
- Core Processing Modifications
- Applications Migration
- Documentation
- Procured/Configured/Tested ArcGIS Online
- Completed Pre-ALRS processing tasks/planning, design and construction
- 70 percent of new applications were completed for alcohol related businesses, schools, roadside hazard ratings, etc.



## 405d – Impaired Driving

**Project Name:** Wyoming State Impaired Driving Program (DRE)  
**Project Number:** M5TR-2022-FA-TR-01/M5TR-2022-BI-TR-01  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$251,109.75  
**Federal Funds Expended:** \$275,223.09

### Performance Measures Addressed:

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)


**Description:** An Impaired Driving Coordinator shall lead the efforts for statewide-impaired driving trainings for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training. Impaired driving education will be offered to judicial officials and traffic safety advocates working to combat impaired driving.

**Results:** The WHP Impaired Driving Program Manager (IDPM) provided statewide education and training for law enforcement in DUI detection methods. There were forty-two (42) law enforcement agency visits to promote impaired driving enforcement and training resulting in twenty-seven (27) trainings in every district allowing opportunities for all law enforcement to attend. Trainings consisted of Standardized Field Sobriety Testing (SFST), SFST Refresher, Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training which included certifying eleven (11) new DRE's. In addition, there were three (3) drug impairment educational trainings held around the state for public and private organizations. In total, there were six hundred thirty-one (631) individuals trained or educated by this Program.

A Rocky Mountain Prevention and Traffic Safety Summit was conducted with over two hundred (200) attendees. The Summit expanded in focus areas and to include more stakeholders, namely, Treatment Courts and Judges to combat impaired driving challenges throughout the State by breaking down barriers for all aspects of DUI enforcement. The pre-conference activities include DRE recertification.

The IDPM was instrumental in organizing six (6) DUI multi-agency task force events in Albany, Fremont, and Laramie counties resulting in fifty (50) DUI arrests. Work continues to expand and hold more of these DUI task force events.

In additional to the administrative duties, the IDPM is preparing for the future by mentoring troopers to take over responsibilities of the position to ensure a seamless and successful transition of duties when appropriate.



**Project Name:** GCID Media  
**Project Number:** M5PEM-2022-FA-PM-01/M5PEM-2022-SB-PM-01/  
M5PEM-2022-BI-PM-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$602,663.40  
**Federal Funds Expended:** \$575,327.84

**Performance Measures Addressed:**


- C-1 Number of traffic fatalities (FARS, FHWA)
- C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Description:** Statewide Coalitions' strategies will affect impaired driving through data driven analysis of the impaired driver, legislation, education for the public, and other evidenced based activities. Impaired driving public education and awareness media campaigns are a tried and true strategy that influences positive behavior change when partnered with high visibility enforcement. The media campaign will focus on impaired driving through multi-media communication outreach utilizing social media, TV, radio, billboards, newspapers, and other print media.

**Results:** Heinrich Marketing provided design messaging and marketing that worked to modify the behaviours of targeted demographics primarily men ages 21-44 and women ages 21+.

The impaired driving media campaign delivered 45,407,367 total impressions through video, radio, display, social media and out-of-home marketing. Several PSA's were developed most notably Heinrich filmed the last two thirty second videos of the "Don't Go Down That Road" series working with WYDOT District 5 Public Involvement Specialist/Tribal Liaison featuring respected Wind River Tribal members. Heinrich also partnered and coordinated with the University of Wyoming on the production of a fifteen second PSA featuring Pistol Pete delivering a designated sober driver message which ran during home football and basketball games and on pre-game social media. The Wyoming Highway Patrol was provided support with DUI banners for messaging during the Cheyenne Frontier Days DUI Task Force Event. Heinrich also ensured the Wyoming Brewer's Festival had banners onsite along with a social media post during the two-day festival, encouraging attendees to designate a sober driver.

Heinrich improved Search Engine Optimization for wygid.org by researching the most common impaired driving-specific keyword searches by residents of Wyoming on ways to reduce Blood Alcohol Concentration (BAC). The Heinrich creative team developed a series of ads focused on common myths to reduce a person's BAC levels. These included taking a cold shower, sucking on a penny and chewing gum. Heinrich successfully partnered with the Law Enforcement Liaison and various law enforcement agencies throughout the State, gave media updates to the Governor's Council, worked with the Media Advisory Committee, and provided a comprehensive media report at all GCID meetings.



**Project Name:** Traffic Safety Resource Prosecutor  
**Project Number:** M5CS-2022-FA-CS-01/M5CS-2022-BI-CS-01  
**Project Sub Recipient:** City of Laramie  
**Federal Funds Obligated:** \$180,799.02  
**Federal Funds Expended:** \$176,119.01

**Performance Measures Addressed:**


- C-1 Number of Traffic Fatalities (FARS, FHWA),
- C-2 Number of Serious Injuries in Traffic Crashes {FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** The Traffic Safety Resource Prosecutor (TSRP) Program is designed to address the needs of stakeholders who contend with traffic safety problems in Wyoming. The TSRP provides local law enforcement and prosecutors with a veteran prosecutor, specializing in traffic safety issues with an emphasis in impaired driving, to support their efforts through training, education, legal research, and technical assistance. The goals of the TSRP are to develop strategies and tactics aimed at reducing impaired driving, and to improve the quality of the investigations and prosecutions around the state. The focus of this position is on solving the many problems associated with violation of Wyoming traffic laws.

**Results:** The TSRP continued to serve as a liaison between various agencies, prosecutors, courts, law enforcement and other traffic safety professionals to aid in the enforcement and prosecution of impaired driving cases.

The TSRP conducted fifty-two (52) trainings with eighteen (18) specific to judges/prosecutors, nineteen (19) specific to law enforcement, and the remaining fifteen (15) to other traffic safety professionals. The TSRP also presented at various regional and national trainings/conferences. In total, there were two thousand fifteen (2,015) trained individuals in Wyoming which consisted of three hundred forty-three (343) prosecutors, thirty-three (33) judges and one thousand six hundred thirty-nine (1,639) law enforcement and other traffic safety personnel. The TSRP also completed two hundred sixty-six (266) technical assistance inquiries and ten (10) case reviews.

A survey was conducted to gauge the needs and wants of both the prosecutors and law enforcement. The survey indicated the TSRP Program provided the services and technical assistance needed, however, provided few suggestions on changes. The survey indicated the TSRP was a beneficial and valuable resource to both law enforcement and prosecutors.



**Project Name:** Local Law Enforcement Impaired Driving  
High Visibility Enforcement Overtime  
**Project Number:** M5HVE-2022-FA-HV-01/M5HVE-2022-BI-HV-01  
**Project Sub Recipient:** Highway Safety Behavioral Grants Program  
**Federal Funds Obligated:** \$296,252.41  
**Federal Funds Expended:** \$166,802.02

**Performance Measures Addressed:**


- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting impaired driving. This project will provide yearlong sustained impaired driving overtime enforcement opportunities to local law enforcement agencies.

**Results:** As a component of Wyoming’s Traffic Safety Enforcement Program, local law enforcement agencies conducted high visibility overtime enforcement with a primary focus on impaired driving. There were one thousand five hundred five (1,505) arrests/citations during FY2022 which included:

- One hundred eighty (180) DUI arrests
- Four hundred twenty-seven (427) Speed citations
- Eight hundred ninety-eight (898) Other arrests/citations

There were thirty-five (35) agencies that applied for the HSO grant this year and completed agreements. Two (2) agencies signed the agreements but did not participate and they are not part of the FY2023 HVE Projects. Five (5) agencies did not participate in the mandatory Holiday Campaign that was conducted between December 16<sup>th</sup> and January 1<sup>st</sup> and seven (7) agencies did not participate in the mandatory National Campaign conducted between August 17<sup>th</sup> and September 5<sup>th</sup>. Staffing challenges remains the main reason for lack of participation. The Highway Safety Behavioral Grants Program is continually reviewing the enforcement program to ensure the project is assisting with meeting performance measures, compliance with agreement requirements and modifications to enhance the program.



**Project Name:** DCI Toxicology  
**Project Number:** FDMDATR-2022-FA-FD-01/FDMDATR-2022-BI-FD-01  
**Project Sub Recipient:** Office of the Wyoming Attorney General,  
Division of Criminal Investigation (DCI)  
**Federal Funds Obligated:** \$20,088.78  
**Federal Funds Expended:** \$20,030.42

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes {FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)


**Description:** Division of Criminal Investigation (DCI) shall send five (5) toxicology analysts to training for continued education in toxicology methods and technology, purchase one (1) Beckman Avanti J-15 centrifuge to complete the full scope confirmatory drug analysis for Wyoming.

**Results:** DCI continued to improve service through the expansion of confirmatory drug methods in the toxicology unit. Training investments for the toxicology staff included the Borkenstein Alcohol Courses, CSFRE Pharmacology for Forensic Toxicologists, Lessons Learned from Toxicology Errors, and the Society of Forensic Toxicologists Meeting.

Significant progress was made on finalizing benzodiazepine methods, however, staffing shortages and additional studies necessitated from technical reviews of the methods were significant setbacks to the testing. Based on the current status of the unit, the benzodiazepine confirmation method will be available for agencies in 2023.

DCI staff provided quarterly data and updates to the Wyoming Governor's Council on Impaired Driving (GCID).





**Project Name:** 24/7 Program  
**Project Number:** F24SP-2022-FA-SP-01  
**Project Sub Recipient:** Office of the Wyoming Attorney General  
**Federal Funds Obligated:** \$30,133.17  
**Federal Funds Expended:** \$30,133.17

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities ((Fatality Analysis Reporting System (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** Facilitate all aspects of implementing new and current 24/7 Programs statewide as outlined in Wyo. Stat. §7-13-1702 through Wyo. Stat. §7-13-1711.

**Results:** The Governor’s Council on Impaired Driving (GCID) is working to expand the 24/7 Program statewide through education, outreach, and training. The positive impacts continued to be reduced fiscal burden, reduced overall jail population, and the benefit of anyone not having to go to jail. Four (4) counties currently participate in the 24/7 Program and have shown overwhelming success. There were five hundred fifty-eight (558) participants enrolled with an average of two hundred sixty-four (264) participants monthly with Campbell County averaging the most participants with ninety-three (93). These counties report 78,343 PBT tests performed with a success rate of 99.87% and a compliance rate of 99.52%. Total Program violations (no show or failure) were three hundred seventy-five (375).

A PSA was developed to encourage program participation by presenting the benefits of the 24/7 Program from counties who currently implement the Program. Different perspectives are discussed through the lens of the courts, law enforcement, technicians, and testers. New and resourceful channels are being explored to encourage participation in the program for reluctant counties.

## 405f - Motorcycle Awareness

**Project Name:** Motorcycle Awareness Media Campaign  
**Project Number:** M11MA-2022-FA-MX-01  
**Project Sub Recipient:** WYDOT Public Affairs Office (PAO)  
**Federal Funds Obligated:** \$54,294.00  
**Federal Funds Expended:** \$53,845.77

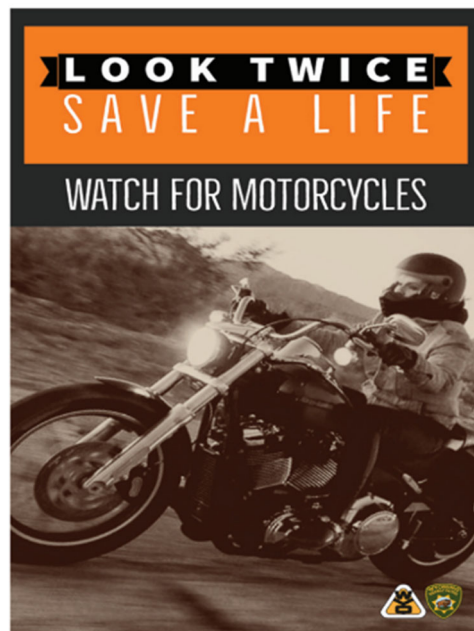
### Performance Measures Addressed:

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-7 Number of Motorcycle Fatalities (FARS)
- C-8 Number of Unhelmeted Motorcycle Fatalities (FARS)

**Description:** The WYDOT Public Affairs Office shall support traditional and modern forms of mass marketing communication with traffic safety messages geared toward motorcyclist awareness. Media creative will go beyond the presentation of factual information to explore the significance of driver action and influence driver behavior. The WYDOT Public Affairs Office shall work collaboratively with traffic safety partners to educate drivers to watch for motorcycles.

**Results:** PAO served the entire State of Wyoming with motorcyclist awareness safety messages. The PAO created a thorough communications plan, which consisted of radio, social media spots, and WYDOT dynamic message signs focused around “Look twice, Save a Life” and “Share the Road” campaign messages. The bulk of the motorcycle messaging is dedicated during the summer months of May through August 2022. During this time period motorcycles were more likely to be present, with an extra focus on the weeks leading up to and during the Ham ‘n Jam and Sturgis Motorcycle Rally. PAO focused more on digital media in FY2022 with 703,616 web/mobile ads with an additional 5,547 TV ads, 3,396 radio ads, and 50 print ads.

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





## 154 Alcohol Penalty Transfer Funds

**Project Name:** Mobile DUI Command Vehicle  
**Project Number:** 154AL-2022-FA-AL-01  
**Project Sub Recipient:** Cheyenne Police Department  
**Federal Funds Obligated:** \$55,500.00  
**Federal Funds Expended:** \$52,424.95

### Performance Measures Addressed:

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

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

The DUI Mobile Command Vehicle will also be utilized by conducting education events that will provide the thought process to have alternatives to drinking and driving, using information made available from the Wyoming Governor’s Council on Impaired Driving and other pertinent sources.

**Results:** The DUI Mobile Command Vehicle was utilized for sixteen (16) DUI Task Force Events and two (2) educational events. Three (3) of the DUI Task Force Events were conducted outside of Laramie County in Albany, Sheridan and Sweetwater Counties. The deployments centered around times for which there was a nexus to impaired driving, such as the Wyoming Brewer’s Festival, Oktoberfest, and Cheyenne Frontier Days.

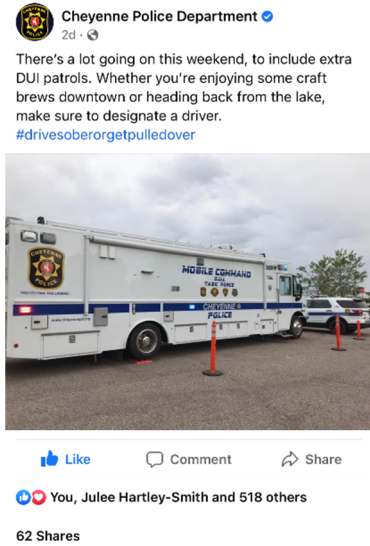
During the thirteen (13) events in Laramie County there were a total of thirty (30) individual deployments, which are coordinated with extra DUI focused patrols. Twenty-one (21) arrests were processed through the vehicle. Arrests were made and documented during deployments but were not able to be processed through the DUI Command Vehicle for reasons such as the arrestee being combative or being involved in a crash.

The deployments included multi-agency task force events for the WYO Rodeo, the Sweetwater County Fair, and the Border War (which is a multi-state and multi-jurisdictional operation). For these three (3) events, there were a total of seven (7) deployments and six (6) arrests processed through the DUI Command Vehicle.

The DUI Command Vehicle was used as an educational piece in the Cheyenne Christmas Parade during Thanksgiving weekend and Cheyenne Super Day in June 2022. The DUI Command Vehicle was scheduled to be used as an educational piece at other events but was unable due to scheduling conflicts or cancelled events.

The Cheyenne Police Department utilized social media to promote responsible driving behaviors and noting the staff and DUI Mobile Command Vehicle would be out in force looking for impaired drivers. There were nearly 200,000 social media impressions with these posts garnering active comments and discussion from community members, “shares”, and media attention, in which media outlets also provide information to the public about the media campaign. Further, there was an increase of more than thirty-three percent (33%) in social media impressions made year over the prior year.

There continues to be staffing challenges which affect the ability of the program to provide greater service to outside agencies. To operate the DUI Mobile Command Vehicle personnel must attend a mandatory training on the operation of the unit.



**Cheyenne Police Department** 2d · 🌐

There's a lot going on this weekend, to include extra DUI patrols. Whether you're enjoying some craft brews downtown or heading back from the lake, make sure to designate a driver. [#drivesoberorgetpulledover](#)

Like Comment Share

You, Julee Hartley-Smith and 518 others

62 Shares



**Project Name:** DUI Supervised Probation and DUI Monitoring  
**Project Number:** 154AL-2022-FA-AL-02  
**Project Sub Recipient:** Injury Prevention Resources (IPR)  
**Federal Funds Obligated:** \$166,974.86  
**Federal Funds Expended:** \$161,045.15

**Performance Measures Addressed:**


- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** DUI Supervised Probation (DSP) manages persons ordered via local courts that are convicted of DUI charges. DSP core components include two times the daily blood alcohol content testing, transdermal alcohol content monitoring, observance of ignition interlock, random drug & alcohol testing, regular meetings, referrals for services, and assuring court orders are followed.

**Results:** IPR’s DUI Supervised Probation Program supervised one hundred thirty-two (132) offenders with a successful completion rate of 92.7% and a 2% recidivism rate. DSP Agents had four thousand one hundred nine (4,109) official contacts with offenders and spent three hundred seventeen (317) hours in court during the fiscal year. IPR’s DUI Monitoring Program managed a caseload of one hundred fifty-eight (158) offenders with a 91% Daily Compliance Rate, a 97% Successful Completion Rate, and a 4% recidivism rate.

IPR continues to struggle with a lack of accountability through incarceration due to the Fremont County Detention Center over population. IPR staff continued outreach to various organizations who are impacted by the impaired driving problem in Fremont County to include city officials, district and county courts, drug and alcohol treatment courts, juvenile treatment courts, counseling centers, etc. Presentations are directed towards the impaired driving problem, as well as the logistical and fiscal challenges in one of the poorest counties in Wyoming. The statistics below documents the problem in this small rural community:

<b>DSP and DUIM Program Combined Numbers FY2022</b>			
Month	Total Participants Per Month	New Participants	Participants Completed
Oct-21	125	15	10
Nov-21	125	10	11
Dec-21	123	16	13
Jan-22	130	13	11
Feb-22	136	19	10
Mar-22	137	10	8
Apr-22	133	13	11
May-22	125	9	17
Jun-22	125	13	17
Jul-22	105	7	7
Aug-22	114	15	6
Sep-22	119	11	12
<b>Totals</b>	<b>1,497</b>	<b>151</b>	<b>133</b>
<b>Averages</b>	<b>124.75</b>	<b>12.58</b>	<b>11.08</b>
<b>Unduplicated Number of Participants</b>	<b>290</b>		



**Project Name:** Alcohol Factors  
**Project Number:** 154AL-2022-FA-AL-03  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$43,956.00  
**Federal Funds Expended:** \$28,980.14

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-2 Number of Serious Injuries in Traffic Crashes (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)

**Description:** The Wyoming Association of Sheriffs and Chiefs of Police shall collect and analyze alcohol related data for all custodial arrests from January 1 through December 31, 2021. Reports will be 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 - 2021 Main Report, Supplemental Report, and Executive Summary were completed, printed, and distributed to law enforcement, traffic safety advocates, and community leaders statewide. The data collected from the seven thousand one hundred thirty-five (7,135) persons who were arrested and subsequently detained in a county detention facility statewide increased awareness about the impaired driving problem in Wyoming. Per the report, Driving Under the Influence (DUI) accounted for 32.36% of all arrests. The average reported blood alcohol content for DUI arrests statewide was 0.1639

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:** Statewide Paid Media – Alcohol Only  
**Project Number:** 154PM-2022-FA-PM-01  
**Project Sub Recipient:** WYDOT Public Affairs Office  
**Federal Funds Obligated:** \$111,000.00  
**Federal Funds Expended:** \$109,934.50

**Performance Measures Addressed:**

- C-1 Number of Traffic Fatalities (FARS, FHWA)
- C-3 Fatalities/VMT (FARS, FHWA)
- C-5 Number of fatalities in crashes involving a driver or motorcycle with a BAC of .08 and above (FARS)

**Description:** The WYDOT Public Affairs Office shall help to reduce the number of traffic fatalities, fatalities in crashes involving a driver or motorcycle operator with a blood alcohol level of .08 or above, and reduce distracted driving through the use of paid media.

**Results:** The WYDOT Public Affairs Office supported NHTSA’s national impaired driving mobilization campaigns including the Holiday Campaign, August Crackdown, 4th of July, Sturgis Motorcycle Rally, St. Patrick’s Day, March Madness, and NFL games. Videos, social media posts, website advertising, print ads, and radio spots were utilized to get traffic safety messages throughout Wyoming. In total, there were four hundred twenty-two (422) TV ads, seven thousand eight hundred ninety-five (7,895) radio ads, thirty-seven (37) print ads, and 1,186,551 web/mobile ads purchased during the grant year.

