

# FY2017 Wyoming Highway Safety Behavioral Program Annual Report



Individual driver awareness is the key to preventing crashes. Drivers and passengers should always remember to buckle up, observe posted speed limits and other traffic laws, and  
**NEVER**  
drive distracted, fatigued or when impaired by drugs or alcohol.

## INTRODUCTION



Matt Mead, Wyoming's 32nd Governor, took office in January 2011 and is serving his second term. He was born and raised in Jackson. After earning a law degree from the University of Wyoming, he served as a prosecutor, practiced in a private firm, and served as U.S. Attorney. He maintains a farm and ranch business with his wife Carol in southeast Wyoming.

Governor Mead initiated a comprehensive state energy strategy released in 2013 and updated in 2016. He initiated an innovative state water strategy released in 2015. He moved the entire state to a 100 gigabit broadband network. His rules initiative has resulted in fewer regulations and improved public access to rules. His focus on increasing state competitiveness, for example, through technology, innovation and expansion of business opportunities in numerous economic sectors, has brought national recognition.

Wyoming's accolades include: most business friendly tax climate, third best for new business startup activity, best state to start a business, first in Mountain Region workforce development, best state to make a living, second highest rate of confidence in state government, first in nation in terms of state funding for higher education and many more.

Governor Mead is currently Chair, and has also served as Vice Chair, of the Natural Resources Committee of the National Governors Association. He serves as Co-chair of the State and Federal Sage Grouse Task Force. He is past Chairman (2015-16) of the Western Governors' Association where his Chairman's Initiative, a continuing one, was Species Conservation and the Endangered Species Act.

Matt and Carol have been married 26 years and have two teenage children.



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## AGENCY OVERVIEW



*Mountains of Wyoming*

The Wyoming Department of Transportation (WYDOT) is the largest state agency, with more than 2,000 employees dispersed throughout the state. Employees are responsible for overseeing 6,800 miles of highways, of which more than 900 miles are interstate. Job functions vary from construction, maintenance, law enforcement, regulatory, and air service. The transportation system serves all the citizens of Wyoming in addition to facilitating interstate commerce and travel.

Within the Wyoming Department of Transportation is the Highway Safety Program that houses Highway Safety Data, Crash Data Management, Motorcycle Safety, and the Behavioral Grants offices.

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

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

The Wyoming Department of Transportation's current budget can be viewed at <http://www.dot.state.wy.us/home/administration/budget.html>

## FUNCTIONS

The department's primary functions include the following:

### *Construction*

Planning, designing, and building transportation projects.

### *Maintenance*

Keeping existing pavements (chiefly highways and airport runways) and roadside features (such as bridges, drainage, fences, guardrail, and rest areas) in as good a condition as possible.

### *Law Enforcement*

Enforcing Wyoming's motor vehicle traffic laws, providing crash response and investigation, facilitating safety education and collecting user fees.

### *Administration/Regulatory*

Issuing and regulating driver's licenses, regulating commercial vehicles, administering vehicle title and registration, and collecting and distributing state fuel taxes. Also, communicating with and educating the traveling public, including providing road and travel information.

### *Aeronautics*

Managing the state's Airport Improvement Program, operating the state's aircraft, enhancing commercial air service, and administering federal-aid funds related to aeronautics.

## SHARED VISION, MISSION & VALUES

**The following are the shared vision, mission, and values for WYDOT:**

### **Vision**

Excellence in Transportation

### **Mission**

Provide a safe, high quality, and efficient transportation system

### **Values**

The Wyoming Department of Transportation has five values that serve as a code of conduct for its employees:

- 1) Honesty
- 2) Accountability
- 3) Commitment
- 4) Respect
- 5) Innovation

- We are committed to achieving our mission.
- We are honest in all our dealings with each other and the public.
- We consistently and responsibly fulfill our duties as public servants.
- We respectfully consider the opinions and values of others.
- We seek excellence through innovation and creativity.

# OVERALL GOALS & STRATEGIES

## **The six overall goals:**

- 1) Improve Safety on the State Transportation System
- 2) Serve Our Customers
- 3) Improve Agency Efficiency and Effectiveness
- 4) Take Care of All Physical Aspects of the State Transportation System
- 5) Develop and Care for our People
- 6) Exercise Good Stewardship of Our Resources

## **The six overall Strategies:**

To assist WYDOT in achieving its six goals, the following strategic performance measures have been established.

- 1) Improve Safety on the State Transportation System through education, engineering, enforcement, and other innovative methods.
- 2) Serve our customers by gathering feedback to anticipate and meet their needs. Also, by telling our story better to help our customers know what our role is in the State of Wyoming.
- 3) Improve agency efficiency and effectiveness by identifying opportunities to improve processes and reduce redundancy. Emphasize and promote accountability throughout the organization by getting better at Performance Management Initiative (PMI), coaching, and clearly explaining agency expectations to all employees.
- 4) Take care of all physical aspects of the State Transportation System.
- 5) Develop and care for our people by:
  - a. Providing our employees with opportunities for personal and professional growth in a safe and creative environment.
  - b. Providing an adequate work environment.
  - c. Providing supervisory and leadership training.
  - d. Improving personnel processes.
  - e. Having Programs continue to offer each employee an Individual Development Plan (IDP).
- 6) Exercise Good Stewardship of our resources by:
  - a. Wisely caring for the resources with which we have been entrusted.
  - b. Using Asset Management and the Long-Range Plan to support a pavement preservation strategy with MAP-21 requirements.
  - c. Ensuring Department grants are fully expended in accordance with requirements.
  - d. Ensuring all projects stay on or under budget.
  - e. Better communicating the stewardship and accomplishments of the Department.

## SAFETY STATEMENT FROM DIRECTOR PANOS

All,

It is important that every employee perform all functions of their jobs in a safe manner. This is especially critical when operating a department vehicle.

It is my expectation that all employees wear seat belts and not use cell phones when operating department vehicles. This is without exception. It is your further responsibility to ensure every person is belted before the vehicle moves.

New Operating Policy 36-3 states that an employee and all passengers are required to wear seat belts when operating a department vehicle. It is important to have such a policy to help employees clearly understand expectations.

A policy alone won't ensure a safe working environment that is up to you. Employee actions and decisions ensure safe practices are followed. I strongly encourage you to place the safety of yourself and that of your colleagues in the fore front of everything you do for WYDOT.

Thank you for maintaining a work environment where safety is the first and last thing we think about. You are important to us and we appreciate all that you do for the State of Wyoming.

Sincerely,

Bill Panos  
Director



## Wyoming Legislative Update

Governor: Matthew H. Mead (R) (Second Term)

U.S. Congressional Delegation  
 Senators: John Barrasso, M.D. (R)  
 Michael B. Enzi (R)  
 Representative: Liz Cheney (R)

Governor's Representative: Matthew D. Carlson, P.E.  
 Highway Safety Program  
 Department of Transportation

Highway Safety Behavioral Grants Manager: Vacant  
 Highway Safety Behavioral Grant Program  
 Department of Transportation

| <b>Seat Belt</b>                             |                                                                             |
|----------------------------------------------|-----------------------------------------------------------------------------|
| Safety Belt Law                              | Yes, secondary enforcement                                                  |
| Child Safety Seat Law                        | Yes                                                                         |
| Booster Seat Law                             | Yes (Until 9 <sup>th</sup> birthday)                                        |
| <b>GDL</b>                                   |                                                                             |
| Graduated licensing (GDL)                    | Yes                                                                         |
| <b>Impaired Driving</b>                      |                                                                             |
| 0.08 BAC <i>per se</i> law (Section 163)     | Yes                                                                         |
| Zero tolerance for drivers < age 21          | Yes (0.02)                                                                  |
| Open Container (Section 154)                 | Yes (Note: Not compliant with Section 154)                                  |
| Repeat Intoxicated Driver Laws (Section 164) | Partial (Note: Not compliant with Section 164)                              |
| 24/7                                         | Yes (Note: FY2017 Implemented Program)                                      |
| Ignition Interlock                           | Yes                                                                         |
| Administrative license revocation            | Yes                                                                         |
| <b>Texting</b>                               |                                                                             |
| Texting While Driving                        | Yes                                                                         |
| <b>Cell Phone</b>                            |                                                                             |
| Cell Phone Use While Driving                 | Partial (Note: No statewide ban but select municipalities have enacted law) |

# Highway Safety Program

## Office Structure

The Highway Safety Program houses the Behavioral Grants Program, Wyoming's Crash Records Program, and Motorcycle Safety Program within the Department of Transportation.

The Highway Safety Behavioral Grants Office consists of four staff members that report to the Governor's Representative. Together, with the insight of skilled veterans, all are focused on refinements in problem identification, project expectations, evaluation and the communications of each. Listed below are the members of the Highway Safety Behavioral Grants Office:

Governor's Representative:

Matthew D. Carlson, P.E.  
Governor's Representative for Highway Safety  
State Highway Safety Engineer

Highway Safety Behavioral Grants Office Staff:

Vacant  
Highway Safety Behavioral Grants Program Manager

Karson James  
Senior Financial Analyst

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

Stephanie Lucero  
Senior Grants Manager

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

Meghan Connor  
Grants Manager

Areas: Safe Communities, Impaired Driving, Teen Drivers, Motorcycle Safety, Traffic Safety Resource Prosecutor, Distractive Driving, Media, etc...

Each employee goes 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.

## Executive Summary

The Highway Safety Behavioral Grants Office (HSO) is dedicated to promoting safe use of all Wyoming roads with the goal to reduce the State's traffic crashes, fatalities and injuries through education, outreach, partnerships and enforcement. Specifically, the HSO focuses on key program areas to include Occupant Protection, Impaired Driving, Traffic Records, Motorcycle Safety, Teen Safety, and Distracted Driving.

In 2016, Wyoming met its goal for performance measure C1 to reduce fatalities from the 5 year average (2009-2013) of 126.8 to 125.5 by December 31, 2017. Wyoming experienced 100 fatal crashes with 112 fatalities, with 32 alcohol involved and 48 unbelted fatalities. The Highway Safety Office expended \$4,491,395.22 in FY2017 federal grant funds in the areas of:

- 402 State and Community Highway Safety (\$1,725,627.37)
- 405 OP SAFETEA-LU (\$43,491.63)
- 405b Occupant Protection (\$564,341.11)
- 405c Traffic Data (\$451,283.15)
- 405d Impaired Driving (\$1,268,479.46)
- 405f Motorcycle Safety (\$20,923.95)
- 154 Alcohol (\$417,248.55)

### **Program highlights:**

Occupant Protection – Seat belt survey conducted in June 2017 showed tremendous success with an increase of 4.3% in Wyoming's 84.8% seat belt usage rate from the 2016 rate of 80.5%.

Impaired Driving – Region 2 Safe Communities conducted their first press conference to kick-off the National August Crackdown high visibility overtime enforcement campaign.

Motorcycle Safety – Two press conferences at the Wyoming/Colorado and Wyoming/South Dakota borders kicked off the #Safe2Sturgis motorcycle campaign. Statewide high visibility overtime enforcement supported these efforts.

Teen Safety Program - In its first operational year, SADD started 15 chapters across the state, reaching almost 10,000 middle and high schoolers.

Data Program– A web service to validate users, provide a map based crash locator, and update the host computer with accurate location information with final implementation anticipated in March 2018.

## **Occupant Protection**

Wyoming met and exceeded its goal for performance measure C4 to reduce unrestrained passenger vehicle occupant fatalities, in all seating positions, from the 2009-2013 average of 60 to 59 by December 31, 2017. Wyoming experienced 48 fatalities in 2016 and is at 51 through October 2017.

Continuous efforts by both state and local programs supported projects and activities that targeted occupant protection issues that included participation by law enforcement agencies in NHTSA enforcement campaigns and localized events. Results in high visibility overtime enforcement included 1,119 seat belt citations and 201 child restraint citations. Additional projects focused on public awareness through continued engagement with various media mediums, growing teen to teen highway safety education programs statewide, maintaining the statewide Child Passenger Safety Instructor Program, conducting the required seatbelt observation survey, enhancing the presence and reach of the Wyoming Seatbelt Coalition.

## **Impaired Driving**

Wyoming met and exceeded its goal for performance measure C5 to reduce alcohol impaired driving fatalities from the 2009-2013 average of 41 to 39 by December 31, 2017. Wyoming experienced 32 alcohol impaired driving fatalities in 2016 and is at 31 through October 2017.

State and local law enforcement participated in high visibility overtime grants in both NHTSA required impaired driving enforcement campaigns and localized events which resulted in 409 DUI arrests. Support for these campaigns was provided by the WYDOT Public Affairs Office, Governor's Council on Impaired Driving, Safe Communities, and Law Enforcement Liaisons through media and logistical support for traffic safety events. A press conference to kick off the National August Crackdown was conducted at the Wyoming Medical Center in Casper.

The Traffic Safety Resource Prosecutor (TSRP) assisted the State's prosecution efforts of impaired drivers through assistance to prosecutors and training of law enforcement officers on the legal aspects of prosecution and strategies used by defense attorneys. The 24/7 Project implemented a court-based management program designed for repeat DUI offenders in Campbell, Natrona, and Sweetwater Counties. The Wyoming Governor's Council on Impaired Driving continued work through conducting Policy Makers Forums, coordinating DUI task forces, and educating the public through media outlets.

## **Motorcycle Safety**

Wyoming did not meet its goal for performance measure C7 to reduce motorcyclist fatalities from the 2009-2013 average of 17 to 16. Wyoming experienced 24 motorcycle fatalities in 2016 and is at 13 through October 2017.

In 2016, motorcycle crashes accounted for 1.7% of all motor vehicle crashes but 24% of the state's total fatalities.

The Highway Safety Office continued to work towards lowering crashes, particularly fatal crashes, through efforts focused on motorcyclist awareness for the traveling public and high visibility overtime enforcement focused on impaired riding during high motorcycle traffic months.

Additional efforts and activities that addressed motorcyclist awareness and impaired riding included working directly with Wyoming's Motorcycle Safety Program Coordinator on projects that go beyond standard motorcycle training courses.

### **Teen Safety**

Wyoming met its goal for performance measure C9 to reduce young drivers, age 20 or younger, involved in fatal crashes from the 2009-2013 average of 17 to 16 by December 31, 2017. Wyoming experienced 15 young driver fatalities in 2016 and is at 10 through October 2017.

There were two dedicated teen programs in the State of Wyoming, SADD and Click. The first year for SADD included 15 chapters formed across the state and creation of a SADD Facebook page reaching 4,365 people. Click focused on peer to peer influence on seatbelt use through classroom presentations at all six active schools in Laramie County School District #1.

### **Data Program**

The Wyoming data program is comprised of various dynamic databases not all of which are linked and are in need of updates and quality assurance. The Wyoming Traffic Records Coordinating Committee (WYTRCC) traffic records improvement projects implemented to meet the goals established in the Traffic Records Strategic Plan included:

Improved crash accuracy with location errors (94.2% compared to the 2015 baseline of 64.0%);  
Integration of roadway systems that can be linked with crash and other data (54% compared to 2015 at 45%).

## Traffic Safety Enforcement Program

The Traffic Safety Enforcement Program (TSEP) is comprised of Overtime High Visibility Enforcement, Law Enforcement Liaison, DUI Mobile Command Vehicle and Drug Recognition Expert projects. These projects are focused on occupant protection and impaired driving. During FY2017, the HSO monitored these programs for effectiveness and made adjustments when warranted. These adjustments include transitioning the Drug Recognition Expert project from a private contractor to the Wyoming Highway Patrol and the WASCOP data driven reallocation of unexpended funds for overtime high visibility enforcement.

Wyoming conducts sustained seat belt and impaired driving overtime enforcement through statewide and local law enforcement year round. In addition to the national events, the WHP and local agencies used high visibility overtime enforcement during local celebrations with higher volume of roadway traffic within their jurisdictions. There were 56 local law enforcement agencies that participated in grant funded overtime.

The mandatory impaired driving Holiday Campaign resulted in 66 DUI arrests, 25 seat belt citations, 144 speeding citations during the 1,407 overtime hours worked. A press conference to kick-off the National August Crackdown was conducted in August 2017 at Wyoming Medical Center. The National August Crackdown campaign garnered 64 DUI arrests during the 1,791 overtime hours worked along with numerous other citations and arrests.

The May Mobilization Click It or Ticket campaign kick-off included a press conference at the Cheyenne Regional Medical Center with Governor Mead as the main speaker. This overtime enforcement campaign resulted in 327 seat belt citations, 32 child restraint citations, and 3,123 speeding citations during the 2,160 overtime hours worked.

In totality, high visibility overtime enforcement produced 1,320 seat belt citations, 409 DUI arrests, and 9,003 speeding citations during the 18,089 overtime hours worked.

The DRE/ARIDE/SFST Training Program conducted an Impaired Driving Conference, trained and recertified 240 Wyoming law enforcement officers on impaired driving detection methods.

The LELs conducted 101 site visits to 66 law enforcement agencies across the state and assisted with 15 traffic operations in 6 different locations to include multi-state operations with Colorado and Utah. These combined enforcement operations yielded 5,117 traffic stops, 1,590 speeding citations, 109 DUI arrests, 192 seat belt citations, 28 child restraint citations, 945 other citations and 2,525 warnings. A Data-Driven Approaches to Crime and Traffic Safety (DDACTS) training was conducted with 29 Colorado and Wyoming law enforcement officers in attendance.

The DUI Command Vehicle participated in 13 DUI Task Force and six educational events. Media was purchased covering Southeast Wyoming region advertising the high profile vehicle, in addition, high visibility of the vehicle during operations generated social media buzz and assisted in putting out the message that law enforcement enforces Wyoming's Impaired Driving laws. There were 31 DUI arrests processed through the DUI Mobile Command Vehicle during the fiscal year.

## CORE, ACTIVITY & BEHAVIOR PERFORMANCE MEASURES

|      |                                                                                             | 2010 | 2011 | 2012  | 2013  | FARS<br>2014 | State<br>2015 | FARS/<br>State*<br>2016 | Target | Target<br>Met |
|------|---------------------------------------------------------------------------------------------|------|------|-------|-------|--------------|---------------|-------------------------|--------|---------------|
| C-1  | Traffic Fatalities (FARS)                                                                   | 155  | 135  | 123   | 87    | 150          | 145           | 112                     | 125.5  | Yes           |
| C-2  | Serious Injuries in Traffic Crashes (State Data)                                            | 571  | 491  | 458   | 467   | 476          | 460           | 386*                    | 516.0  | Yes           |
| C-2a | Serious Injuries/VMT (State Data)                                                           | 6.12 | 5.31 | 4.95  | 4.99  | 5.05         | 4.85          | 4.15*                   | 5.54   | Yes           |
| C-3  | Fatalities / VMT (FARS)                                                                     | 1.66 | 1.46 | 1.33  | 0.93  | 1.59         | 1.53          | 1.2*                    | 1.49   | Yes           |
| C-3a | Urban Fatalities / VMT (FARS)                                                               | 0.80 | 1.39 | 0.77  | 0.52  | 0.99         |               | 0.73*                   | 0.84   | Yes           |
| C-3b | Rural Fatalities / VMT (FARS)                                                               | 2.01 | 1.49 | 1.57  | 1.12  | 1.85         |               | 1.41*                   | 1.57   | Yes           |
| C-4  | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat                                | 69   | 63   | 50    | 41    | 67           | 81            | 48                      | 59     | Yes           |
| C-5  | Alcohol-Impaired Driving Fatalities (FARS)                                                  | 53   | 38   | 41    | 24    | 48           | 45            | 32                      | 39     | Yes           |
| C-6  | Speeding-Related Fatalities (FARS)                                                          | 57   | 51   | 41    | 40    | 48           | 56            | 25                      | 47     | Yes           |
| C-7  | Motorcycle Fatalities (FARS)                                                                | 33   | 16   | 12    | 9     | 16           | 24            | 24                      | 16     | No            |
| C-8  | Unhelmeted Motorcycle Fatalities                                                            | 25   | 13   | 10    | 5     | 10           | 18            | 16                      | 12     | No            |
| C-9  | Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)                                  | 15   | 17   | 12    | 14    | 14           | 13            | 15                      | 16     | Yes           |
| C-10 | Pedestrian Fatalities (FARS)                                                                | 3    | 6    | 6     | 4     | 5            | 5             | 5                       | 3      | No            |
| C10a | Pedestrian Serious Injuries (State Data)                                                    | 20   | 15   | 14    | 12    | 18           | 13            | 24*                     | 15.2   | No            |
| C-11 | Bicycle Fatalities (FARS)                                                                   | 0    | 1    | 0     | 0     | 5            | 0             | 1                       | 1      | Yes           |
| C11a | Bicycle Serious Injuries (State Data)                                                       | 8    | 12   | 8     | 5     | 10           | 7             | 6*                      | 8      | Yes           |
| S-1  | Distracted Driving (State Data)                                                             | 13   | 11   | 9     | 6     | 8            | 10            | 10*                     | 8      | No            |
| S-2  | Non-Motorized Fatal & Serious Injuries (State Data)                                         | 31   | 34   | 28    | 21    | 38           | 25            | 36*                     | 27.7   | No            |
| S-T1 | Crash Timeliness                                                                            | n/a  | 16.2 | 10.4  | 13.9  | 10.4         | 9.9           | 7.4                     | 8.9    | Yes           |
| S-T2 | EMS Timeliness                                                                              | n/a  | 100  | 51.5  | 55    | 12           | 2.5           | 0.57                    | 1.7    | Yes           |
| S-T3 | LRS                                                                                         | n/a  | 6894 | 12719 | 12839 | 12857        | 16211         | 16832                   | 17832  | No            |
| S-T4 | Roadway Integration                                                                         | n/a  | n/a  | 29    | 33    | 42           | 42            | 54                      | 46.2   | Yes           |
| S-T5 | Roadway Integration & Safety Analysis System                                                | n/a  | 18   | 19    | 20    | 20           | 20            | 21                      | 21     | Yes           |
| S-T5 | Number of Additional Data Sets Available for Safety Analysis                                | n/a  | 4    | 6     | 10    | 10           | 10            | 12                      | 12     | Yes           |
| S-T6 | Crash Quality Assurance                                                                     | n/a  | n/a  | n/a   | n/a   | n/a          | 64.1          | 94.2                    | 70.4   | Yes           |
| B-1* | Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | n/a  | n/a  | 77.0% | 81.9% | 79.2%        | 79.8%         | 80.5%                   | 81.0%  | Yes           |
| A-1  | Seat Belt Citations                                                                         | 1001 | 891  | 701   | 1109  | 1202         | 961           | 1373                    | n/a    | n/a           |
| A-2  | Impaired Driving Arrests                                                                    | 332  | 466  | 395   | 583   | 529          | 377           | 389                     | n/a    | n/a           |
| A-3  | Speeding Citations                                                                          | 6034 | 6852 | 5727  | 6789  | 7040         | 8099          | 8132                    | n/a    | n/a           |

B-1\* 2017 Observed Data is 84.8%

**C-1 - Number of traffic fatalities (FARS)**

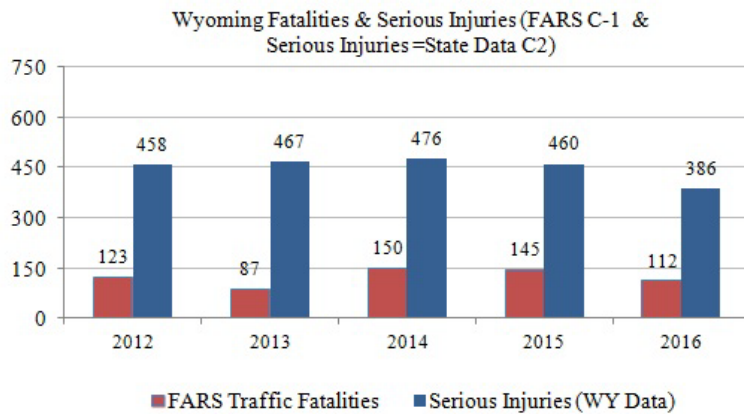
**Goal:** To reduce fatalities from the 5 year average (2009-2013) of 126.8 to 125.5 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

**Progress Report:** Wyoming has met this goal.

**C-2 Number of serious injuries in traffic crashes (State crash data files)**

**Goal:** To reduce serious traffic injuries (State Data) from the 2009-2013 calendar base year average of 525.4 serious injuries to 516.0 serious injuries by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

**Progress Report:** Wyoming has met this goal.





### C-3 - Fatalities/VMT (FARS)

**Goal:** To reduce Wyoming's fatality rate (100 MVMT) from the 2008-2012 average of 1.51 to 1.49 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

**Progress Report:** Wyoming has met this goal.

#### C3a - Urban fatality rate (100 MVMT)

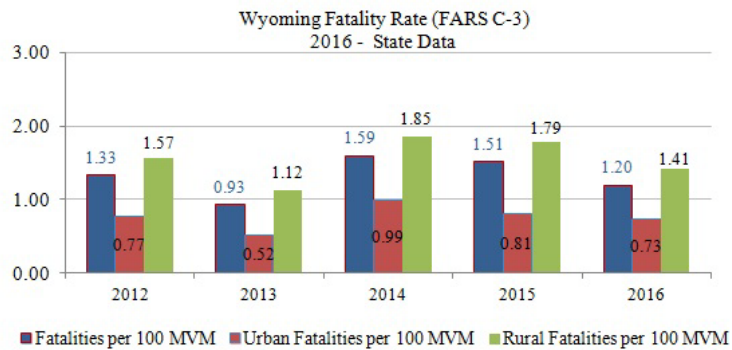
**Goal:** To reduce the urban fatality rate (100 MVMT) from the 2008-2012 average of 1.14 to 1.13 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

**Progress Report:** Wyoming has not met this goal.

#### C3b - Rural fatality rate (100 MVMT)

**Goal:** To reduce rural fatality rate (100 MVMT) from the 2008-2012 average of 1.57 to 1.55 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

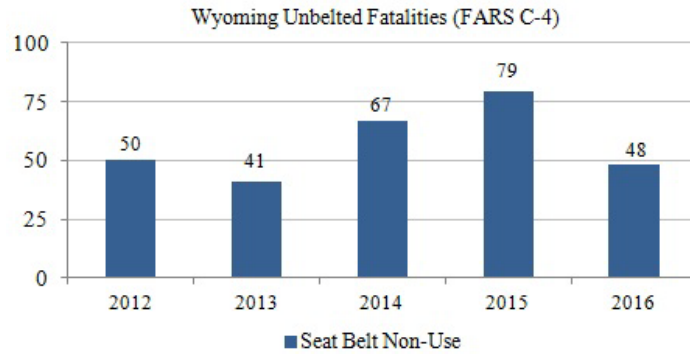
**Progress Report:** Wyoming has met this goal.



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

**Goal:** To reduce unrestrained passenger vehicle occupant fatalities, in all seating positions, from the 2009-2013 average of 60 to 59 by December 31, 2017.

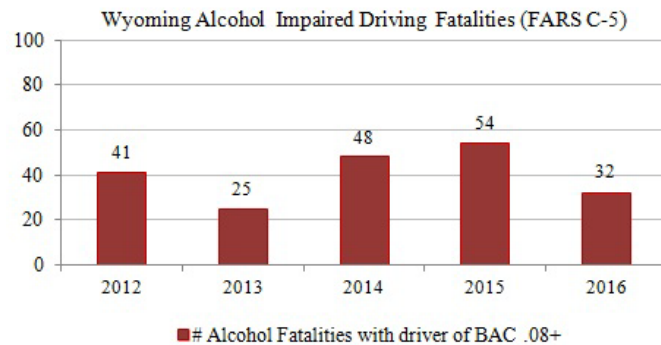
**Progress Report:** Wyoming has met this goal.



**C-5 - Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

**Goal:** To reduce alcohol impaired driving fatalities from the 2009-2013 average of 41 to 39 by December 31, 2017.

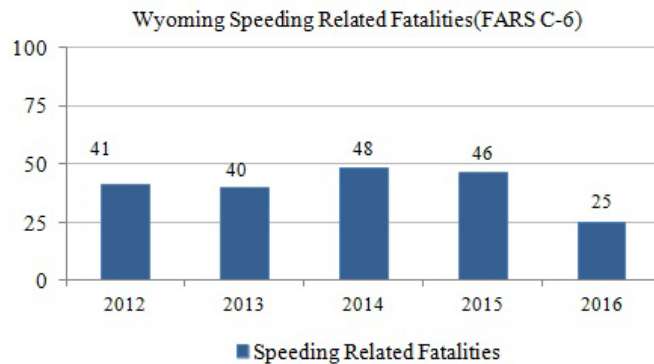
**Progress Report:** Wyoming has met this goal.



### C-6 - Number of speeding-related fatalities (FARS)

**Goal:** To reduce speed-related fatalities from 2009-2013 average of 49 to 47 by December 31, 2017. NOTE: Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.

**Progress Report:** Wyoming has met this goal.



### C-7 - Number of motorcyclist fatalities (FARS)

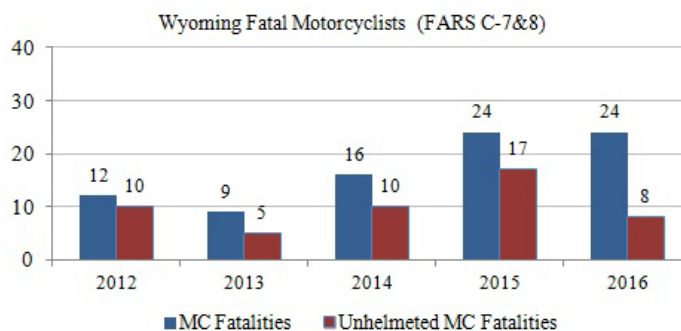
**Goal:** To reduce motorcyclist fatalities from the 2009-2013 average of 17 to 16.

**Progress Report:** Wyoming did not meet this goal.

### C8 - Number of unhelmeted motorcyclist fatalities (FARS)

**Goal:** To reduce unhelmeted motorcyclist fatalities from the 2009-2013 average was 13 to 12.

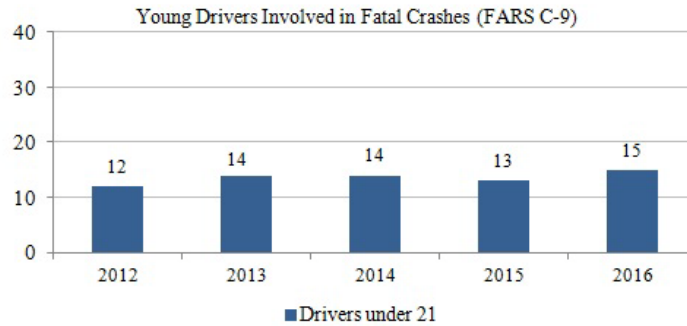
**Progress Report:** Wyoming has met this goal.



### C-9 - Number of drivers age 20 or younger involved in fatal crashes (FARS)

**Goal:** To reduce young drivers, age 20 or younger, involved in fatal crashes from the 2009-2013 average of 17 to 16 by December 31, 2017.

**Progress Report:** Wyoming has met this goal.



### C10 - Number of pedestrian fatalities (FARS)

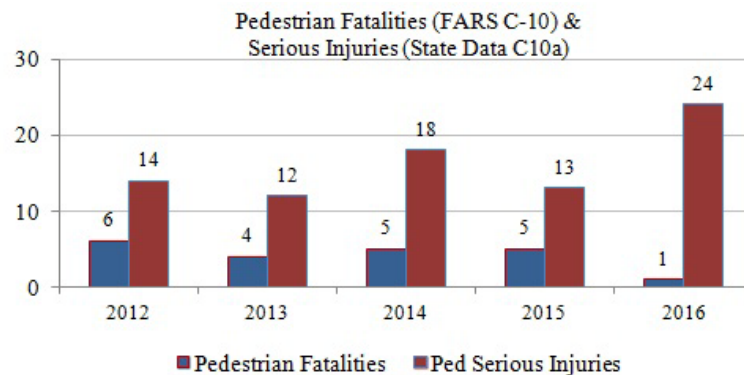
**Goal:** To reduce pedestrian fatalities from the 2009-2013 average of 4 to 3 by December 31, 2017.

**Progress Report:** Wyoming did not meet this goal.

### C10a – Number of pedestrian serious injuries (State Data)

**Goal:** To reduce pedestrian serious injuries from the 2009-2013 average of 15.4 to 15.2 by December 31, 2017.

**Progress Report:** Wyoming did not meet this goal.



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

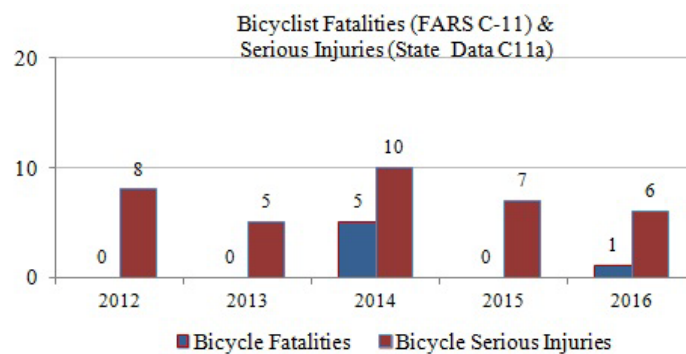
**Goal:** To reduce bicyclist fatalities from the 2009-2013 average of 1 to 0 by December 31, 2017.

**Progress Report:** Wyoming did not meet this goal.

### C11a – Number of bicycle serious injuries (State Data)

**Goal:** To reduce bicycle serious injuries from the 2009-2013 average of 7.8 to 7.7 by December 31, 2017.

**Progress Report:** Wyoming met this goal.

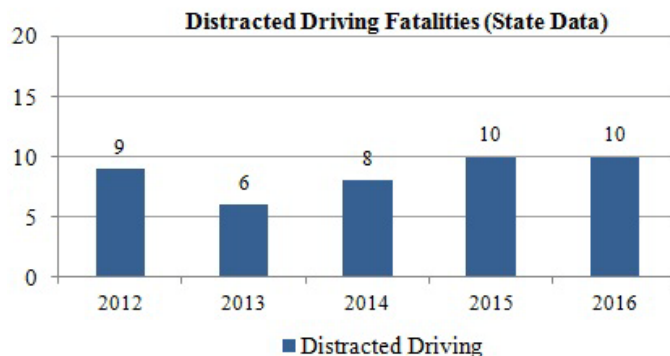


The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. The Bicycle/Pedestrian Coordinator works closely with the Highway Safety Office and all traffic safety partners as applicable.

### S1 – Distracted driving fatalities (State Data)

**Goal:** To reduce distracted driving fatalities from the 2009-2013 average of 9 to 8 by December 31, 2017.

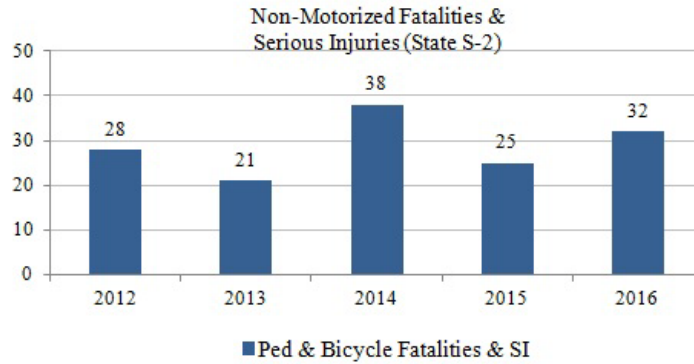
**Progress Report:** Wyoming did not meet this goal.



## S2 – Non-Motorized Fatal & Serious Injuries (State Data)

**Goal:** To reduce non-motorized fatalities and serious injuries from the 2009-2013 average of 28.0 to 27.7 by December 31, 2017.

**Progress Report:** Wyoming did not meet this goal.



## Activity Measures

A-1 Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting)

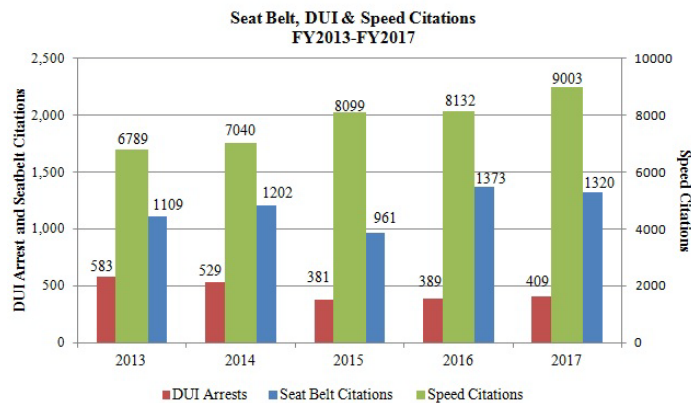
Number of seat belt citations issued: 1320

A-2 Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting)

Number of impaired driving arrests made: 409

A-3 Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting):

Number of speeding citations issued: 9003

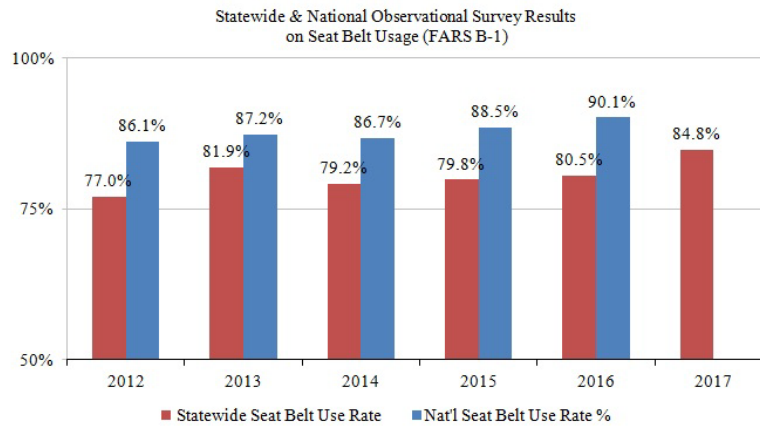


## Core Behavior Measure

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Goal: Wyoming's goal is to increase seat belt usage by 81 percent by FY2017.

Progress Report: Wyoming met and exceeded its goal with an observed seat belt usage rate of 84.8 percent.



## **PROGRAM AREAS**

- **402 PLANNING & ADMINISTRATION**
- **402 ALCOHOL**
- **402 POLICE TRAFFIC SERVICES**
- **402 TRAFFIC RECORDS**
- **402 ROADWAY SAFETY**
- **402 SAFE COMMUNITIES**
- **402 PAID ADVERTISING**
- **402 TEEN SAFETY PROGRAM**

## **405b SAFETEA-LU**

- **405 OCCUPANT PROTECTION**

## **154 Transfer Funds**

- **154 Alcohol**

## **MAP 21 & FAST ACT**

- **405b LOW HVE**
- **405b LOW PUBLIC EDUCATION**
- **405c DATA PROGRAM**
- **405d MID HVE**
- **405d MID ID COORDINATOR**
- **405d MID PAID/EARNED MEDIA**
- **405d MID TRAINING**
- **405d MID INFORMATION SYSTEM**
- **405d MID OTHER BASED ON PROBLEM ID**
- **405d 24-7 HVE**
- **405f MOTORCYCLE AWARENESS**



## 402 PLANNING & ADMINISTRATION

**Project Name:** Planning & Administration  
**Project Number:** PA-2017-17-PA-01/PA-2017-FA-PA-01  
**Project Sub Recipient:** Highway Safety Behavioral Program  
**Federal Funds Obligated:** \$33,288.47/\$100,000.00  
**Federal Funds Expended:** \$31,706.77/\$0.00

### **Description:**

The Planning and Administration program area provided funding for employee travel and training, invitational travel, vehicle, vehicle operation expenses, Highway Safety Office equipment, and other elements contributing to the overall management of the HSO's Highway Safety Plan.

### **Results:**

The Highway Safety Office expended funds for office supplies, travel, and the HSO Project Site fees.

Training was a critical component in educating staff. The HSO personnel attended meetings, trainings and conferences: TSI Managing Federal Funds, TSI Program Management, NHTSA Regional Meetings, GHSA Annual Meeting, Lifesavers Conference, Campbell County DUI Task Force, PMO Impaired Driving Conference, sub-recipient monitorings, etc.

## 402 ALCOHOL

**Project Name:** Comprehensive Alcohol Program  
**Project Number:** AL-2017-FA-AL-01  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$19,587.47  
**Federal Funds Expended:** \$8,928.22

### **Description:**

The Highway Safety Program partnered with the many traffic safety advocates to reduce death and injury due to impaired driving or motorcycle riding.

### **Results:**

The project successfully supported the efforts of Wyoming's safety partners and got information out to the public in support of those partners. The Highway Safety Office supported Public Affairs media purchases, meeting costs for the Governor's Council on Impaired Driving and half the cost to print highway safety calendars to disseminate safety messages and information to the public and highway safety partners.

**Project Name:** IPR DUI Monitoring and Program  
**Project Number:** AL-2017-17-AL-02/AL-2017-FA-AL-02  
**Project Sub Recipient:** Injury Prevention Resources  
**Federal Funds Obligated:** \$27,485.76/\$121,265.02  
**Federal Funds Expended:** \$27,485.76/\$90,094.23

**Description:**

DUI Supervised Probation (DSP) managed persons convicted of DUI charges dubbed as “hard core drunk drivers” and impaired drivers. These clients are accountable for consumption of alcohol, drug use, and legal vehicle operation while on probation with Injury Prevention Resources (IPR). Accountability is accomplished by implementing twice daily BAC testing, transdermal alcohol content monitoring, observance of ignition interlock, random drug and alcohol testing, regular meetings, appropriate referrals for services and following court orders. IPR’s DUI Supervised Probation and DUI Monitoring programs are organized to provide services to and partner with: law enforcement, local courts, drug court programs, juvenile probation, juvenile detention alternatives, Fremont County Detention Center, Fremont County Attorney’s Office, and mental health and substance abuse treatment providers.

**Results:**

IPR supervised 163 clients in FY2017 while maintaining an intra-agency recidivism rate of less than 2% for all offenders who completed the program. Monitoring played a pivotal role in assuring that hard core impaired drivers were not risking lives on the roads at any point in the process of a DUI conviction and included 2,788 contacts and 149.5 hours spent in court with offenders in addition to twice daily BAC monitoring. In FY2017, 56% of clients were Native American, 43% were Caucasian, and 1% were Hispanic. Prior to the implementation of IPRs DUI supervised probation program, 50% of offenders placed on unsupervised probation for a DUI would reoffend within 90 days; for those completing the program the recidivism rate is less than 2%. Long term impact of this program in Fremont County can be seen by:

- -147% drop in DUI arrests from 2010 (453 arrests) to 2016 (183 arrests), with a steady decline each year
- From 2011-2015 there was a 46% decrease in alcohol related traffic fatalities compared to the previous 5 years, 2005-2010
- From 2011-2015 there was 29% decrease in alcohol related traffic injuries compared to the previous 5 years, 2005-2010.

**Project Name:** 24/7 Sobriety Program  
**Project Number:** AL-2017-17-AL-03  
**Project Sub Recipient:** Attorney General of Wyoming  
**Federal Funds Obligated:** \$32,896.49  
**Federal Funds Expended:** \$32,896.49

**Description:**

The Attorney General, with assistance from the Governor’s Council on Impaired Driving, implemented a court-based management program designed for repeat DUI offenders. The 24/7 Program sets the standard abstaining from alcohol as a condition of continuing to drive under probation and remaining in the community, rather than being incarcerated.

The standard was enforced by intensive monitoring by law enforcement agencies with alcohol and drug testing mandated for each participant. This combination of strict monitoring and a no-use standard with swift, certain, and meaningful, but usually not severe, consequences has been extremely successful.

**Results:**

A team approach was taken to implement the 24/7 Sobriety Program with involvement by judiciary, law enforcement, probation and parole, and the participants. Three of the top counties in the state are now actively participating in the 24/7 Sobriety Program: Sweetwater County, Campbell County, and Natrona County. Equipment was purchased for Campbell and Natrona Counties to start their program. Officials from Fremont, Albany, Laramie, Sheridan, and Teton Counties toured an established 24/7 program in South Dakota and are interested in implementing the program within their communities in FY2018.

Two of the three counties had participants enrolled in the program for two weeks or less, therefore, it was too early to evaluate the outcomes. All participants involved with the program, thus far, are enthusiastic to work within the guidelines of the program to remain in the community and continue their employment.

Due to the late start-up date in FY2017, baseline data will not be available until FY2018.

## 402 Police Traffic Services

**Project Name:** Law Enforcement Liaison - South  
**Project Number:** PT-2017-17-PT-01/ PT-2017-FA-PT-01  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$36,797.61/\$108,416.62  
**Federal Funds Expended:** \$36,797.61/\$70,263.49

### Description:

This project retained the services of a Law Enforcement Liaison (LEL). The Law Enforcement Liaison Program is an outreach program of the Highway Safety Office and a bridge between HSO and the Wyoming Law Enforcement community. Law Enforcement Liaison's work directly with the Law Enforcement agencies participating in traffic safety grant programs to encourage aggressive enforcement and education strategies that may be effective during national, state, and local traffic safety campaigns, and throughout the year.

### Results:

Through combined efforts of both Wyoming's LELs, there were 101 site visits to 66 law enforcement agencies across the state. LEL's initiated a media assistance program to coincide with occupant protection and impaired driving enforcement activities. The LEL's provided program updates to local agencies along with a yearly activity report that compared an agencies crash and citation activity to the state wide average. A media assistance program was developed to coincide with occupant protection and impaired driving high visibility enforcement campaigns.

The LEL's conducted a total of 15 traffic operations in 6 different locations to include multi state operations with Colorado and Utah. These combined enforcement operations yielded 5,117 traffic stops, 1,590 speeding citations, 109 DUI arrests, 192 seat belt citations, 28 child restraint citations, 945 other citations and 2,525 warnings. During the hours of operations of these enforcement operations there were a total of two traffic fatalities.

Individual LEL South highlights include:

- Participated and provided expertise in numerous meetings to include WYTRCC, WIGILS, Safe Communities, etc.
- Attended TSI Law Enforcement Liaison training and the National LEL Conference.
- Assisted NHTSA Region 8 and the Highway Safety Office with the Safe-2-Sturgis media campaign

**Project Name:** Law Enforcement Liaison - North  
**Project Number:** PT-2017-17-PT-02/ PT-2017-FA-PT-02  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$31,300.17/\$108,416.62  
**Federal Funds Expended:** \$31,300.17/\$58,360.26

**Description:**

This project retained the services of a Law Enforcement Liaison (LEL) – South. The Law Enforcement Liaison Program is an outreach program of the Highway Safety Office and a bridge between HSO and the Wyoming Law Enforcement community. Law Enforcement Liaison's work directly with the Law Enforcement agencies participating in traffic safety grant programs to encourage aggressive enforcement and education strategies that may be effective during national, state, and local traffic safety campaigns, and throughout the year.

**Results:**

Through combined efforts of both Wyoming's LELs, there were 101 site visits to 66 law enforcement agencies across the state. LEL's initiated a media assistance program to coincide with occupant protection and impaired driving enforcement activities. The LEL's provided program updates to local agencies along with a yearly activity report that compared an agencies crash and citation activity to the state wide average. A media assistance program was developed to coincide with occupant protection and impaired driving high visibility enforcement campaigns.

The LEL's conducted a total of 15 traffic operations in 6 different locations to include multi state operations with Colorado and Utah. These combined enforcement operations yielded 5,117 traffic stops, 1,590 speeding citations, 109 DUI arrests, 192 seat belt citations, 28 child restraint citations, 945 other citations and 2,525 warnings. During the hours of operations of these enforcement operations there were a total of two traffic fatalities.

Individual LEL North highlights include:

- Conducted a Data Driven Approach to Crime and Traffic Safety (DDACTS) training with 29 attendees from Wyoming and Colorado law enforcement;
- Facilitated a breakout session at the National Law Enforcement Liaison Program training;
- Assisted NHTSA Region 8 and the Highway Safety Office with the Safe-2-Sturgis media campaign and escorted reporters to the Wyoming and South Dakota I-90 Media event;
- Attended 19 meetings with traffic safety partners (Safe Kids/ Communities, Casper Alcohol Task Force - Safe Ride, Natrona County Holiday DUI Campaign, and the Natrona County Prevention Coalition, etc.);
- Prepared pre and post media releases for multi-agency task for events;
- Appeared on radio to promote traffic safety and operations 8 times;
- Spoke at the August Crackdown Press Conference in Casper;
- Sent emails regularly to law enforcement state wide that included monthly state fatality reports, customized graphs and information, fact sheets, officer traffic safety information.

**Project Name:** WASCOP LEC - Occupant Protection  
**Project Number:** PT-2017-FA-PT-03  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$81,055.38  
**Federal Funds Expended:** \$61,808.35

**Description:**

WASCOP oversees the administration of the Selective Traffic Enforcement Program grants by coordinating the local law enforcement enhanced Occupant Protection and Impaired Driving Enforcement Initiatives. This consolidated approach resulted in effective and coordinated grant funded enforcement activities associated with national, state, local and targeted events.

**Results:**

The overtime enforcement activities conducted throughout the year provided the backbone for Wyoming's strategy to increase occupant protection statewide. A total of 56 Wyoming law enforcement agencies participated in grant-funded overtime occupant protection enforcement activities. Agencies participated in the required May Mobilization event, as well as other national and strategically selected local events which focused on occupant protection enforcement. All grant applications were processed in accordance with Highway Safety Office procedures and requirements and consistent with WASCOP's Traffic Safety Committee directives. All grant-funded overtime enforcement activities and agency reimbursement requests were reviewed, reimbursed, recorded and reported – complete with all fiscal documents necessary.

Local law enforcement agencies are familiar with the grant administration process and make every effort to be compliant with all grant requirements. Turnover of agency personnel and ensuring that all new agency administrators and project managers are properly oriented to the grants process and requirements continues to be a challenge. The coordination and communication between the Highway Safety Office, WASCOP's Traffic Safety Committee continues to be critical to continued, effective and efficient management of this grant program.

The enhanced enforcement, combined with the messaging and four events conducted by Safe Communities in Wyoming resulted in a reduced percentage of unrestrained fatalities in Wyoming this year as compared to 2016. A comparison of 2016 and 2017 Wyoming seatbelt usage for fatality statistics in vehicles for January – September:

- ✓ 2016: 62 fatalities 16 restrained - 25.8% 41 not restrained - 66.1%
- ✓ 2017: 74 fatalities 27 restrained - 36.5% 43 not restrained - 58.1%

Safe Communities personnel in the state have been partnering with local law enforcement to increase seatbelt usage in their communities by providing messaging and conducting public awareness events. Efforts are underway to expand and enhance these collaborative efforts statewide. Grantee agencies were encouraged to become more involved in earned media efforts to educate the public on seatbelt usage and of the enhanced local enforcement efforts.

**Project Name:** WASCOP Radars  
**Project Number:** PT-2017-FA-PT-04  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$30,291.47  
**Federal Funds Expended:** \$27,073.58

**Description:**

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) funded radar units that are a proven tool for law enforcement agencies to reduce crash injuries and fatalities. Radar units purchased were to use as a trigger mechanism to enforce occupant protection seat belt enforcement.

**Results:**

Based on authorization from the Highway Safety Office the following agencies purchased radars: Casper PD, Diamondville PD, Greybull PD, Lusk PD, Mills PD, Moorcroft PD and Natrona County SO. These radars were used as a primary defense to battle traffic fatalities and injuries caused by speeding and lack of seat belt use. There were 5,601 speed citations and 784 seat belt citations and 71 child restraint citations issued on grant funded occupant protection high visibility overtime enforcement.



**Project Name:** Video Cameras  
**Project Number:** PT-2017-FA-PT-05  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$45,596.35  
**Federal Funds Expended:** \$37,445.44

**Description:**

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) requested funds for video camera purchases that are a proven tool for law enforcement agencies to reduce crash injuries and fatalities.

Camera placement was based on high DUI fatality locations, high alcohol involved crash locations, and high DUI arrest areas.

**Results:**

Based on authorization from the Highway Safety Office the following agencies purchased video cameras - Basin PD, Byron PD, Greybull PD, Frannie PD, Moorcroft PD, Sundance PD, and Wheatland PD.

Basin PD did not receive funding based on non-performance of their FY2017 contract and Frannie PD declined funding based on a change in personnel and dissolution of their police department.

There were 321 DUI arrests made during local law enforcement grant funded impaired driving high visibility overtime.

## 402 Roadway Safety

**Project Name:** DUI Policy Advisor  
**Project Number:** RS-2017-FA-RS-01  
**Project Sub Recipient:** Governor's Office  
**Federal Funds Obligated:** \$78,349.86  
**Federal Funds Expended:** \$0.00

### **Description:**

This position results in the coordination of state efforts with local initiatives which ensures the efforts compliment and reinforce each other. This position is within the Governor's Office, has the authority to effectively deliver the Governor's policy directives on impaired driving and continues to work closely on impaired driving countermeasures to leverage each agency's budget more effectively. The best defense against an impaired driver is a seat belt. This countermeasure is another tool for the DUI Policy Coordinator, serving as the Governor's Liaison, to utilize when working with traffic safety professionals to partner with and provide expertise.

### **Results:**

This project was not implemented in FY2017. The position was vacated and hiring proved to be a challenge due to several factors including timing and candidate availability.

**Project Name:** WHP – Highway Safety Education  
**Project Number:** RS-2017-17-RS-02/ RS-2017-FA-RS-02  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$40,547.04/\$132,215.39  
**Federal Funds Expended:** \$40,547.04/\$85,887.92

**Description:**

This project will educate the public on seatbelt/child restraint usage, distracted driving, speed and impaired driving through the Alive @ 25 Program, fairs, schools and public events by providing troopers overtime to educate the public. Preparedness and training is a vital component of this program. Through in and out-of-state safety trainings, WHP personnel will stay informed on current trends, best practices and communication strategies. Another element comes from producing and purchasing media through various mediums, to include but not limited to radio, social media platforms, and print. The WHP will purchase a static crash car display trailer to display at statewide events educating the public on the importance of seat belts and impaired driving.

**Results:**

During FY2017 troopers logged 752 grant funded overtime hours at 190 safety events educating people on occupant protection, distracted, and impaired driving. Over 26,292 people were reached during these events. Troopers instructed 85 Alive@25 classes with over 1,207 students attending utilizing 14 certified Alive@25 instructors.

The WHP promoted occupant protection and impaired driving education throughout Wyoming through radio, theater, print, and newspaper advertising. Public service announcements were provided to each WHP division to perform on local radio broadcasts to support national safety campaigns such as May Mobilization and August Crack Down.

Training was a key factor in the success of this grant sending troopers to safety education workshops. Six troopers became certified Child Passenger Safety Seat Technicians (CPS) and troopers who were already technicians attended CPS updates and training.

The WHP partnered with traffic safety advocates statewide allowing for a stronger impact on local communities. Tools such as the seat belt convincers, Little Convincer, golf car, driving simulators, crash cars, and rollover machines made a strong showing around the state. A crash car display trailer was purchased and used as a mobile billboard throughout the State.

## 402 Safe Communities

**Project Name:** WDH Injury Prevention Program  
**Project Number:** SA-2017-17-SA-01/SA-2017-FA-SA-01  
**Project Sub Recipient:** Wyoming Department of Health Injury Prevention Program  
**Federal Funds Obligated:** \$36,892.85  
**Federal Funds Expended:** \$19,567.20

### **Description:**

In collaboration with the Wyoming Department of Transportation (WYDOT), Safe Communities, the Wyoming Highway Safety Program (WHSP), and the Wyoming Students Against Destructive Decisions (SADD), the Wyoming Injury Prevention Program (WIPP) will assist with the development and facilitation of a statewide highway safety summit, expand Safe Communities, and assist with establishing 10 SADD chapters. In addition, the WIPP will continue to support projects, programs, and activities conducted by stakeholders and organizations; disseminate motor vehicle-related data and resources; provide technical support and the public health perspective to stakeholders and organizations; and foster new partners and stakeholders to assist with the reduction of motor vehicle-related fatalities and injuries.

### **Results:**

This project provided technical assistance and resources to motor vehicle stakeholders by assisting Safe Communities with strategic planning through re-thinking and re-aligning activities that better serve the goals of the Highway Safety Plan. Technical assistance was provided to each current Safe Community through strategic planning and goal setting. A Strengths, Weakness, Opportunities and Threats (SWOT) was completed (vision, mission, and core values were established; and goals and objectives were delineated). An alignment of goals, objectives, and activities was encouraged to perpetuate collective impact of motor vehicle traffic safety activities and messaging to build on each Safe Communities strengths. The coordinator met with SADD and assisted Safe Communities with identifying how they could assist SADD in chapter development statewide.

The Injury Prevention Program disseminated over 3,000 motor vehicle related resources throughout Wyoming. Resources were disseminated either through direct mail or electronically via e-mail and/or newsletter. Direct feedback from stakeholders and partners has been positive. The IPP electronic newsletter subscriptions sustained current subscription rates.

A new partnership was developed with the public health nursing (PHN) offices. The PHN has assisted in disseminating motor vehicle safety messages and is willing to distribute helmets not only for bicycles but also for motorized recreational vehicles. This new partnership provides opportunities for higher message saturation rates of motor vehicle safety messaging.

**Project Name:** Safe Communities Region 1 Occupant Protection  
**Project Number:** SA-2017-17-SA-02/ SA-2017-FA-SA-02  
**Project Sub Recipient:** Cheyenne Regional Medical Center Foundation  
**Federal Funds Obligated:** \$76,849.57/\$105,551.95  
**Federal Funds Expended:** \$76,849.57/\$0.00

**Description:**

Safe Communities Region 1 is a partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, county and community leaders, and others interested in improving seatbelt use and distracted driving in the community. Region 1 will use data to drive targeted occupant protection and distracted driving efforts.

**Results:**

Safe Communities Region 1 provided occupant protection education at three seatbelt survivor events, one Partners and Prosperity event, one 4th of July event, one Safe Kids event, 3 UW football game events, Superday, and 2 car seat inspection stations. For the seatbelt survivor events, Safe Communities partnered with Wyoming Highway Patrol and presented seatbelt survivor awards during intermission at University of Wyoming basketball games. All events were supported through data driven occupant protection messaging that included display boards at events, social media, cinema ads, banners, local news appearances, billboards, and radio ads. Media impression for Facebook were 40,000, seatbelt cinema ads averaged 15,000 impressions per month, and the Hometown magazine reaches over 38,000 homes in Laramie County.

To kickoff May Mobilization, Safe Communities Region 1 partnered with Cheyenne Regional Medical Center to gain local media attention for occupant protection through a major press conference. Special guests in attendance included the Governor, heads of all local law enforcement, the CEO of CRMC, and the head of the Trauma Department.

Safe Communities Region 1 continues to expand and gain support from community partnerships. Traditional partnerships include law enforcement with the Wyoming Highway Patrol, the Click program, PMO, the University of Wyoming, Safe Kids, and State Farm. Newer partnerships include the Chamber of Commerce, which has allowed Safe Communities to provide traffic safety education at most events they sponsor, and Community Action of Laramie County which allows Safe Communities to provide occupant protection messaging at nontraditional events like the local Farmers Market. There are plans to expand these partnerships in the future.

**Project Name:** Safe Communities Region 2 Occupant Protection  
**Project Number:** SA-2017-17-SA-03/ SA-2017-FA-SA-03  
**Project Sub Recipient:** Wyoming Medical Center  
**Federal Funds Obligated:** \$93,184.47/\$96,007.43  
**Federal Funds Expended:** \$93,184.47/\$0.00

**Description:**

Safe Communities Region 2 is a partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, community leaders and others interested in improving seat belt usage, speed compliance, distracted driving, and other data driven program areas through evidence based countermeasures. Through partnership campaigns, community educational events, and media support, Region 2 will work to improve the number of unbelted related deaths and injuries in data driven areas by modifying behaviors and perceptions toward occupant protection through evidence based countermeasures.

**Results:**

Safe Communities Region 2 certified both staff members as CPS technicians which allowed them to conduct 3 CPS events throughout the year and participate in Child Passenger Safety Week. They also attended NHTSA Child Passenger Safety Restraint System on School Buses training in Colorado.

To support the May Mobilization kickoff, Wyoming Medical Center staff attended the May Mobilization Press conference hosted by Cheyenne Regional Medical Center. Other events attended and participated in for occupant protection include the Wyoming Women's Expo, the Community Baby Shower, Safe Kids Day, the Big Show, and the Casper College Welcome Back BBQ.

Occupant protection messaging in support of local events was conducted through the local movie theaters, on the radio, in the Casper Events Center, and through social media. The main events promoted were May Mobilization and CPS week.

**Project Name:** Safe Communities Region 5 Occupant Protection  
**Project Number:** SA-2017-17-SA-04/SA-2017-FA-SA-04  
**Project Sub Recipient:** Injury Prevention Resources  
**Federal Funds Obligated:** \$94,843.40/\$98,679.65  
**Federal Funds Expended:** \$94,843.40/\$1,581.70

**Description:**

Safe Communities Region 5 is a partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, community leaders and others interested in improving seatbelt usage, speed compliance, distracted driving, and other data driven program areas through evidence based countermeasures. Through partnership campaigns, community educational events, and media support, Region 5 will work to improve the number of unbelted related deaths and injuries in data driven areas by modifying behaviors and perceptions toward occupant protection through evidence based countermeasures.

**Results:**

Safe Communities Region 5 was pivotal in the multiagency Click It or Ticket enforcement operation providing advertisement and education around the 4 day seat belt enforcement event that made 660 traffic stops. As part of Teen Driver Safety week, IPR conducted events like 5 to drive that reached over 4,000 teens and 300 staff. High schools in Hot Springs, Park, and Fremont Counties also participated in the annual “Battle of the Belts” to increase focus on teen seatbelt use. Central Wyoming College was added as a seat belt partner through outreach and educational events. IPR also participated in Child Passenger Safety week and throughout the year held 123 car seat inspections and gave 101 car seats to families in need.

Media was used to reinforce educational events with local radio stations, internet news, social media, newspapers, school announcements, internet news, and billboards that had more than 3.6 million impressions throughout the year. There was a total of 38 occupant protection events that brought in various community partners including Guaridan Flight, Wyoming Highway Patrol, BIA, local municipal and county law enforcement, State Farm, Sage West hospitals, Wind River Casino, Fremont Motor companies, Conoco Phillips, Wind River Job Corps, and other tribal programs.

The end of the grant year brought about the concept of “Road Warriors” where Injury Prevention Resources will shift focus away from small scale events and move toward large scale, highly visible traffic safety events that will bring the community together through partnerships around the issue of occupant protection.

**Project Name:** Attitude and Awareness Survey  
**Project Number:** SA-2017-FA-SA-05  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$39,174.93  
**Federal Funds Expended:** \$0.00

**Description:**

A basic set of survey questions regarding seat belt use, impaired driving, distracted driving and speeding will be used in regular telephone or similar surveys to track driver attitudes, campaign awareness, communication activities and self-reported driving behavior. The survey will select a representative sample of all drivers throughout the State.

In collaboration with the Strategic Highway Safety Plan, the Highway Safety Office will oversee the work associated with conducting the survey. The data will be provided to sub-recipients to better target outreach and to establish/evaluate projects for Highway Safety projects.

**Results:**

This project was not implemented this fiscal year. The Highway Safety Office reevaluated the yearly benefit and cost of the survey.



## 402 Paid Advertising

**Project Name:** Highway Safety Statewide Media  
**Project Number:** PM-2017-17-PM-01/PM-2017-FA-PM-01  
**Project Sub Recipient:** WYDOT Public Affairs Office  
**Federal Funds Obligated:** \$496,264.15/\$569,467.26  
**Federal Funds Expended:** \$496,264.15/\$94,615.25

### **Description:**

The PAO will make data driven populations aware of traffic safety issues through multi-media communication and outreach. At a minimum, alcohol, distracted driving, and seat belt usage are the top traffic safety priorities to be addressed. The PAO will work collaboratively with traffic safety partners such as the Highway Safety Office, WYDOT District Public Involvement Specialists, the Governor's Council on Impaired Driving, Drive Safe Wyoming, and Safe Communities.

### **Results:**

WYDOT PAO worked to make the public aware of identified traffic safety issues related in an effort to reduce the number of fatalities and serious injuries. PAO identified alcohol, seat belt, motorcycle, and distracted driving as safety issues that needed more public awareness.

During the past year, PAO developed a comprehensive communications plan to draw more attention to the issues. The plan included TV, print, radio, web, social media and other forms of communications designed to reach as many stakeholders in different age and demographic categories. PAO continued to incorporate both traditional and non-traditional elements into safety campaigns by creating numerous billboards that were cutting edge and designed to capture the attention of drivers regarding alcohol, seat belt, and distracted driving issues. Non-traditional creative was designed for digital ads that appeared on websites and social media. On average, people spent about 1 to 3 minutes viewing the campaigns. The information posted is brief but comprehensive, which shows that people are taking the time to view the information.

The non-traditional forms of communication are helping to reach younger audiences. PAO will continue to explore more non-traditional forms of communication and try different social media channels as these areas are constantly evolving. For example, PAO produced a couple of Snap Chat campaigns in September that focused on seat belt safety. People were able to wear fun virtual items, take a picture of themselves and then send it to someone else with a seat belt safety message. Results were encouraging: Natrona County vs. Kelly Walsh Football Game - 3,500 people saw the campaign and 1,000 people used the Snap Chat app with those people sending it to 34,500 other people; University of Wyoming vs. Oregon Football Game - 6,400 people saw the campaign and 2,100 used the Snap Chat app with those people sending it to 88,500 other people. The Snap Chat campaigns show that not only did people have a little fun by "wearing" special high school or UW gear in their Snap Chat but they also saw the safety-related message.

**Project Name:** Native American Media Outreach  
**Project Number:** PM-2017-FA-PM-02  
**Project Sub Recipient:** WYDOT District 5  
**Federal Funds Obligated:** \$78,349.86  
**Federal Funds Expended:** \$78,349.85

**Description:**

This project will design, produce, and conduct a comprehensive year long region and audience relevant media/marketing campaign to address the top safety issues of drinking and driving and occupant protection in WYDOT District 5 with an emphasis on the Wind River Indian Reservation.

**Results:**

WYDOT Public Involvement Specialist (PIO) provided public education and awareness on occupant protection and impaired driving issues throughout District 5. This project utilized billboards, posters, radio, and print media strategically placed throughout the community. The Native American outreach campaigns were designed by Heinrich Marketing and have contributed to the increased seat belt use and fewer alcohol-involved deaths.

In addition to paid media, the PIO elevated public awareness by utilizing earned media by the way of newspaper articles, radio programs, social media posts and with presentations to groups on and off the reservation. The PIO and Injury Prevention Resources conducted child-safety seat clinics in conjunction with reservation events. The PIO's time is paid out of State funds to support this project.

The PIO is continuously working towards enlisting the support of the Northern Arapaho and Eastern Shoshone Tribal Councils to partner with unconventional messaging, including prayer circles, sweat lodges, and tribal gatherings to have a greater impact on this targeted demographic.

## 402 Traffic Records

**Project Name:** POST Computer Software Upgrade  
**Project Number:** TR-2017-FA-TR-01  
**Project Sub Recipient:** Attorney General of Wyoming  
**Federal Funds Obligated:** \$37,216.18  
**Federal Funds Expended:** \$13,533.16

### **Description:**

This project will enable POST (Peace Officer Standards and Training) to upload, store and retrieve vital training documents related to officers, curriculum and compliance documentation. Acadis will maintain these documents historically thus eliminating the need for paper storage and ensuring that documents are available for easy access by the agency, officers and training personnel when needed.

### **Results:**

POST serves approximately 130 agencies and 4,000 individual officers across the state that now have access to their training records and certificates.

Agency administrators have rights to update personnel and training records to maintain up-to-date certification of law enforcement officers. A software module assisted with course transition from accreditation to roster completion submissions. Administrators are able to see expiration dates on certificates and are able to keep officers current with their training.

POST had been working with paper files for over 30 years and is now predominately paperless. POST is updating protocols to reflect the changes in operating practices.

## 402 Teen Safety Program

**Project Name:** Students Against Destructive Decision (SADD)  
**Project Number:** TSP-2017-17-TS-01/TSP-2017-FA-TS-01  
**Project Sub Recipient:** SADD  
**Federal Funds Obligated:** \$45,421.85/\$132,161.02  
**Federal Funds Expended:** \$45,421.85/\$70,821.44

### **Description:**

SADD will implement a comprehensive, data driven approach to address teen traffic safety. The programming will focus on the leading causes of teen crashes in Wyoming- distractions, impairment, seat belt use, and speeding. To have the highest impact SADD will focus on the counties with the top ten fatality rates which according to NHTSA's "Traffic Safety Facts Wyoming 2010-2014" those counties are: Niobrara, Platte, Big Horn, Carbon, Converse, Johnson, Hot Springs, Sublette, Campbell, and Fremont County. SADD will evaluate programs and success based on numerous factors to ensure that programs are effective in saving lives and reducing injuries.

### **Results:**

In its first operational year, SADD started 15 chapters across the state, reaching almost 10,000 middle and high schoolers. 19 additional schools have expressed interest in beginning chapters. The SADD coordinator conducted hundreds of meetings across the state with principals, school counselors, teachers, law enforcement agencies, and allied groups to promote SADD and SADD programming creating 34 active partnerships across the state. Key partners include WASCOP, GCID, MADD, FCCLA Wyoming, and the Wyoming Student Council Association.

Six current SADD chapters were given NHTSA U R the Key Pilot Program to conduct and six schools were given Rock the Belt materials with plans to conduct the program in the upcoming school year. The Best Practices in Teen Traffic Safety training was held on December 8, 2016 to help students, advisors, and parents understand the dangers of distracted, impaired, drowsy, and drugged driving as the issues relate to teens.

SADD currently has five youth participating in the SADD State Student Leadership Council. As the program continues to grow, this will grow to a full 10 leadership council and they will help plan SADD activities across the state. Over the course of the year 4,365 people were reached through the SADD Wyoming Facebook page. There were 510 people that commented on SADD Facebook posts and 345 people clicked on relevant links.

## 405 OP SAFETEA-LU

**Project Name:** CPS Instructor Training  
**Project Number:** K2-2017-17-K2-01  
**Project Sub Recipient:** Cheyenne Regional Medical Center Foundation  
**Federal Funds Obligated:** \$33,334.84  
**Federal Funds Expended:** \$21,474.79

### **Description:**

The CPS/Instructor Training Program works through a partnership with Safe Kids Worldwide, Injury Prevention Resources, Wyoming Department of Health, Safe Kids Wyoming, and Cheyenne Regional Medical Center to train and certify volunteer personnel in child safety seat checks and to provide child safety restraint education in their local communities.

### **Results:**

A significant decrease in the gross misuse of car seats in the state was realized. The current misuse rate for child restraints is 76.65% compared to FY2016 at 91.94%. The large gap in misuse rate was due to new methodology which now excludes recline and tether usage. The current booster seat misuse is 67.61% as compared to FY2016 at 62.78%.

Wyoming's technician recertification rate was 49.4%. Statewide there are 199 certified technicians with 16 of those being instructors and seven being proxies. The program added three instructors during the grant period which included one from Fremont County serving the Native American population.

Training was provided to instructors and technicians through an instructor meeting and the KIM pre-conference School Bus training.

The following classes were completed for this grant period:

- Full Certification Classes: 3 classes with 51 students
- Update Classes: 6 classes with 29 students
- Renewal Classes: 3 classes with 4 students
- Extra Course: Operation Kids CPS Basic Awareness with 3 students
- CRMC Nurses held an educational CPS 2 hour workshop for basic education

Numerous check up events were held at vehicle dealerships, WIC offices, County Health Departments, local fairs, etc. State Farm has also been a strong supporter and allows the program to purchase items for the events.

A quarterly newsletter titled "Buckle Up Express" was sent to over 300 technicians and advocates. The program also publishes the Safe Kids Wyoming Newsletter and Laramie County Newsletter quarterly.

**Project Name:** Comprehensive Occupant Protection  
**Project Number:** K2-2017-17-K2-02  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$13,961.83  
**Federal Funds Expended:** \$1,959.63

**Description:**

The Highway Safety Office partnered with the traffic safety advocates to reduce fatalities and injuries to unrestrained individuals in crashes.

**Results:**

The Highway Safety Office through the comprehensive occupant protection project was able to supplement the costs to the primary media grantee, WYDOT Public Affairs Office. Funds were used to purchase media, supplies specific to printing occupant protection banners and posters, and half the cost to print highway safety calendars to disseminate safety messages and information to the public and highway safety partners. The project successfully supported the efforts of Wyoming's safety partners and got information out to the public in support of those partners.

**Project Name:** CLICK  
**Project Number:** K2-2017-17-K2-03  
**Project Sub Recipient:** Laramie County School District #1  
**Federal Funds Obligated:** \$20,057.21  
**Federal Funds Expended:** \$20,057.21

**Description:**

The CLICK program funded a facilitator to design, approve, and implement a comprehensive occupant protection program in Laramie County School District. All students were targeted through large group and classroom presentations with an emphasis on seat belt usage among teen drivers. Observational surveys conducted measured student seatbelt use at the beginning of the school year, and seat belt use at the end of the school year. Surveys were provided to teachers, immediate supervisors in schools, and students after all presentations to gage the effectiveness of presentations.

**Results:**

Click focused on peer to peer influence on seatbelt use through classroom presentations at all 6 active schools in Laramie County School District #1; East High School, South High School, Central High School, McCormick Jr. High School, Johnson Jr. High School, and Carey Jr. High School. Students joined the Click program to help conduct awareness booths and present what they learned about wearing seatbelts to their peers in a structured classroom setting.

This year the Click program partnered with Cheyenne Regional Medical Center's trauma department for the students to film a simulation where a student had been involved in a car accident and was not wearing a seatbelt. The story revolved around the students journey on Flight for Life, what would happen once admitted to the hospital, and the effects on the student's friends and parents once they were notified. Students from all participating Click schools were involved and the final video was shown on school announcements to raise seatbelt awareness across all schools.

Seatbelt surveys were conducted at the end of the year in the target high schools in conjunction with Safe Communities Region 1. Samples of 100 vehicles were taken at each school with driver seatbelt usage showing 76% seatbelt use at Central High, 82% seatbelt use at East High, and 78.8% seatbelt use at South High. Passengers showed a significantly lower seatbelt use rate in all of the high schools. These numbers will be use as a baseline to conduct a Battle of the Belt's program across Laramie County School District #1.

## 154 Transfer Funds

**Project Name:** WASCOP DUI Overtime  
**Project Number:** 154AL-2017-17-AL-01/F24HVE-2017-17-24-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$476,612.51/\$33,448.66  
**Federal Funds Expended:** \$417,248.55/\$0.00

### **Description:**

High Visibility Enforcement of traffic laws is a critical component of Wyoming's strategy for reducing injuries and fatalities from alcohol-involved traffic crashes in Wyoming. Providing local law enforcement agencies with overtime funding will make available enhanced enforcement for impaired driving in all participating communities.

The grants were event based and included the National Crackdown (August) and Holidays (December) Alcohol campaign as mandatory events. The focus of enforcement was on impaired driving/riding. During the year, the Traffic Safety Committee worked with the Highway Safety Office to use and distribute funds based on traffic safety data.

### **Results:**

As a component of Wyoming's evidence based enforcement program, WASCOP provided grant funded DUI overtime opportunities to all local law enforcement agencies within the State. There were 55 agencies that participated in grant funded overtime. In the 8,006 hours in DUI Overtime High Visibility Enforcement grant, there were 280 DUI arrests, 9,048 traffic stops and numerous other citations.



## MAP21/FAST ACT 405b Occupant Protection

**Project Name:** WASCOP – Occupant Protection Overtime  
**Project Number:** M2HVE-2017-17-HV-01/M2HVE-2017-FA-HV-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$4,800.07/\$281,835.93  
**Federal Funds Expended:** \$4,800.07/\$281,835.93

### **Description:**

WASCOP coordinated with local law enforcement agencies to provide overtime occupant protection enforcement of Wyoming's Seat Belt Law.

WASCOP provided overtime opportunities to all local law enforcement agencies in the State. The grants were event based and included the May Mobilization Occupant Protection campaign as a mandatory event.

The focus of enforcement will be on occupant protection using Wyoming's other traffic safety laws as the trigger offense. During the year, the Traffic Safety Committee worked with the Highway Safety Office to use and distribute funds based on traffic safety data.

### **Results:**

As a component of Wyoming's evidence based enforcement program, WASCOP provided grant funded occupant protection overtime opportunities to all local law enforcement agencies within the State. There were 55 agencies that participated in grant funded overtime. In the 6,622 overtime hours worked, there were 653 seat belt and 48 child restraint citations, 4,283 speed citations 2,111 other citations/arrests and 10,731 traffic stops.

**Project Name:** WHP – Occupant Protection Overtime  
**Project Number:** M2HVE-2017-HV-02  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$108,230.00  
**Federal Funds Expended:** \$106,009.94

**Description:**

WHP provided overtime occupant protection enforcement of Wyoming's Seatbelt Law using other traffic safety laws as the trigger offense. The focus of enforcement was on occupant protection.

**Results:**

In FY2017, there were 220 seat belt citations, 27 were child restraint citations and 1,955 speed citations issued during the 1,489 grant funded overtime hours. To accompany the overtime efforts, press releases were released to all Wyoming media outlets.

**Project Name:** Observed Seat Belt Survey  
**Project Number:** M2PE-2017-17-PE-01  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$128,249.87  
**Federal Funds Expended:** \$107,019.87

**Description:**

This project retained the services of a consultant to oversee and perform the functions to produce the Wyoming's Annual Observed Seat Belt Usage Survey.

**Results:**

The Wyoming Seat Belt Survey was conducted June 5-11, 2017. The trained observers provided observations of seat belt use from 276 sites within sixteen counties. SPSS or Excel data tables were produced for the report and garnered the following results:

- Observed seat belt usage rate for 2017 was 84.8% which was a marked increase from the 2012 baseline rate of 77%;
- Of the 24,775 vehicle occupants observed, 82.7% of drivers were belted compared to 90.0% of passengers;
- Vehicle occupants in urban areas were belted at a rate of 72.3% compared to rural areas at 86.8% (there were four times more observations from rural than urban sites);
- Males accounted for more than six out of every 10 vehicle occupants observed. Males had an estimated rate of 81.2% belted. Female vehicle occupants seat belt use rate estimate was 89.9%;
- Seat belt use rate for pickup trucks was 77.6% belted compared to 86.8% for automobile vehicle occupants and 87.5% for sport utility vehicles.

**Project Name:** Wyoming Seat Belt Coalition Facilitator  
**Project Number:** M2PE-2017-PE-02  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$95,242.40  
**Federal Funds Expended:** \$64,675.30

**Description:**

This project retained the services of a consultant to oversee and perform the functions of a facilitator for the Wyoming Task Force on Occupant Protection.

**Results:**

The HSO retained the services of Heinrich Marketing to work as facilitator of Wyoming Seat Belt Coalition. Heinrich facilitated numerous Coalition/sub-committee meetings and assisted with improved communication due to limited prior involvement among the individuals appointed by the Governor to participate in the Coalition.

Heinrich worked diligently to maximize occupant protection messaging. Coalition activities have been covered by at least three (3) media outlets in Wyoming, including: Wyoming News, KGAB 650 AM and County 17. Social media efforts yielded the following results:

WYSBC Facebook:

- Facebook page went live on May 18, 2017, and as of September 30, 2017, 205 "likes" and 209 page followers;
- Tween buckle up meme reached 10,668 people and received 309 reactions, comments and shares. This message is number one in terms of overall impressions;
- Video featuring the Braley Family's story about surviving a serious crash had been viewed 9,544 times and received 360 reactions, comments and shares. This message is number two in terms of overall impressions;
- Buckle Up Buttercup meme reached 6,660 people and received 194 reactions, comments and shares. This message is number three in terms of overall impressions;
- Coalition's Facebook fans consist of 67% of women and 32% of men.

WYSBC website homepage is the most visited page within the Coalition website. The following pages have been viewed:

- Support Materials - 32.0%
- About WYSBC - 8.8%
- Resources - 7.2%
- Occupant Safety Info - 4.0%
- Community Partners - 2.4%
- Terms and Conditions - 1.6%

The Wyoming Seat Belt Coalition will ramp up messaging efforts and dedicate time/effort to creating a stronger link with community-serving organizations and community-based events.

## MAP21/FAST ACT 405c Data Program

**Project Name:** Electronic Reporting System  
**Project Number:** M3DA-2017-DA-01/M3DA-2017-FA-DA-01  
**Project Sub Recipient:** Wyoming Department of Health – EMS Program  
**Federal Funds Obligated:** \$30,291.42/\$13,585.64  
**Federal Funds Expended:** \$30,291.42/\$1,527.05

### **Description:**

This project encompassed the maintenance and analysis of data in direct support of Wyoming traffic records data systems. A particular focus was on data quality and integration with other traffic records data systems.

### **Results:**

This project supported the delivery of training to the Wyoming EMS providers in the Wyoming Ambulance Trip Reporting System (WATRS) and software is utilized by 100% of hospitals for trauma registry and 63 of the 67 ground EMS agencies. Training assisted with an increase of data quality from 57.4% in 2014 to 88.3% in 2017. The Trauma Registry captured approximately 3,924 records during the grant cycle for approximately eleven injuries per day.

**Project Name:** HS Data Integration Analysis and Reporting  
**Project Number:** M3DA-2017-DA-02/ M3DA-2017-FA-DA-02  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$87,965.87/\$140,165.28  
**Federal Funds Expended:** \$87,965.87/\$85,202.13

**Description:**

This project retained services of a consultant to enhance traffic safety analysis for end users through upgrades to the CARE/WebCARE platform.

**Results:**

In May 2017, ITIS began working on Wyoming's Safety Portal to configure and implement the host system to meet WYDOT's needs. During this time, phase one was completed and 50% of phase two was completed. The project is on schedule with the delivery of new data sets, crash diagram revisions, mapping extension, and effectiveness analysis complete.

**Project Name:** Traffic Records IT Specialist  
**Project Number:** M3DA-2017-DA-03  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$82,142.26/\$9,065.34  
**Federal Funds Expended:** \$82,142.26/\$9,065.34

**Description:**

This project retained the services of an IT professional to serve as the Traffic Records Information Technology Specialist to provide expertise in the State of Wyoming Traffic Records databases through improving quality, integration and processes. The IT professional developed applications, troubleshoot integration problems and format databases.

**Results:**

A Traffic Records IT Specialist was brought on as a consultant to work on the changes to the Safety Management System. Coding was completed and testing was done to the system in both development and testing hosting environments. Issues with reporting were fixed and research began towards the next steps in improving the SMS system.

**Project Name:** TR Geolocation GIS Service  
**Project Number:** M3DA-2017-DA-04  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$31,170.24/\$20,780.16  
**Federal Funds Expended:** \$31,170.24/\$20,780.16

**Description:**

WYDOT Highway Safety, in conjunction with WYDOT GIS and IT are developing a web-based, mapped based location system that can consistently locate crash events anywhere along roadways in the State of Wyoming.

The system must be able to refer to the Wyoming LRS Base Map and LRS data and extra precise roadway information and provide an XML file to the crash software vendor for auto population of the crash form.

**Results:**

Work began on the Geolocation Location Service (WIGLS). This project is to develop a web service to validate users, provide map based crash locator, and update the host computer with accurate location information. A web service has been completed and testing is expected to begin and final implementation completed by March 2018.



**Project Name:** Geolocating (GCID)  
**Project Number:** M3DA-2017-DA-05/ M3DA-2017-FA-DA-05  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$0.00  
**Federal Funds Expended:** \$0.00

**Description:**

This project was to assess the feasibility of integrating several specific data sets regarding alcohol consumption and traffic safety, and to explore ways of making the resulting information data set available for analysis and decision-making.

**Results:**

This project did not expend any funds as all resources were dedicated to other projects.

**Project Name:** FARS  
**Project Number:** M3DA-2017-FA-DA-06  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$5,512.13  
**Federal Funds Expended:** \$5,512.13

**Description:**

This project was to supplement the FARS reporting program at WYDOT for any shortages experienced during the year.

**Results:**

Funding was provided to support the payroll expenses for WYDOT in reporting crash and fatality information to the national FARS system.

**Project Name:** Traffic Records Project Manager  
**Project Number:** M3DA-2017-DA-08/ M3DA-2017-FA-DA-08  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$7,761.39/\$119,619.07  
**Federal Funds Expended:** \$7,761.39/\$89,865.16

**Description:**

The Highway Safety Program retained the services of a project coordinator to work with Traffic Records project directors to assist and coordinate activities related to traffic records or WyTRCC projects identified in the Highway Safety Plan to ensure the coordination, implementation, linkages and overall success of the projects.

**Results:**

JDI Consulting was hired to coordinate the traffic records projects implemented by the Wyoming. The projects focused on improving traffic records data and processes, optimizing safety engineering, improving safety analysis capabilities, optimizing safety effort beyond engineering, and sharing information and best practices. JDI Consulting was able make progress in all areas to include the development of a map based program for geolocating crash locations and testing beginning on the new enhancement, completion of the coding to SMS V3 with testing being done, and presentations were given to WYDOT personnel on the changes to SMS and the WIGLS web application.

## MAP21/FAST ACT 405d Impaired Driving

**Project Name:** Mobile Impaired Driving Command Vehicle  
**Project Number:** M5HVE-2017-FA-HV-01  
**Project Sub Recipient:** City of Cheyenne  
**Federal Funds Obligated:** \$74,955.03  
**Federal Funds Expended:** \$29,274.62

### Description:

The mission of the DUI Command Vehicle is to 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 breath tests, DRE exams, arrest paperwork, reporting documents, search warrant applications, and legal blood draws. The DUI Command Vehicle also participated in educational events to deter drinking and driving, statewide media and high visibility events, and partnering with local law enforcement statewide to bring the DUI Command Vehicle to communities outside Laramie County.

### Results:

The DUI Command Vehicle participated in nine local DUI Task Force Events, four DUI Task Force Events outside of Laramie County and six educational events. Media was purchased covering Southeast Wyoming region advertising the high profile vehicle. As a result, there were 31 DUI arrests processed through the DUI Mobile Command Vehicle during the fiscal year. Major events included:

- Wyoming State Fair
- Rock Springs “Big Show”
- Sheridan Rodeo
- YMCA Safe Kids Day
- Cheyenne Christmas Parade.

There is still resistance from some jurisdictions in using the vehicle for operations in their area. The reasons for this are varied but barriers are being broken down as this has been the busiest year for deployments. A concerted effort was made this last year to contact jurisdictions based upon internet searches for community activities across the state. The program was able to schedule two additional deployments outside Laramie County due to this proactive approach.

Cheyenne crash data shows that from July 2016 to June 2017 there were 48 DUI related crashes which is a 7.6% decrease in DUI crashes from the previous period. There has been a steady decrease in the number of DUI arrests made in Laramie County over the last several years. The trend ranged from 10.5% decrease in 2014-2015, a 5.5% decrease 2015-2016, and to present where there is a 1.9% decrease in DUI arrests. The City of Cheyenne saw a 7.6% decrease in DUI crashes and Laramie County experienced a 5.4% decrease overall.

**Project Name:** WHP - Impaired Driving Overtime  
**Project Number:** M5HVE-2017-17-HV-03/M5HVE-2017-FA-HV-03  
**Project Sub Recipient:** Wyoming Highway Patrol  
**Federal Funds Obligated:** \$15,123.29/\$157,826.77  
**Federal Funds Expended:** \$15,123.29/\$140,945.90

**Description:**

High Visibility Enforcement of traffic laws is a critical component of Wyoming's strategy for reducing injuries and fatalities from alcohol-involved traffic crashes statewide. Providing the Wyoming Highway Patrol with overtime funding made available enhanced enforcement for impaired driving in all participating communities.

The grant included National Crackdown (August) and Holidays (December) alcohol campaign as mandatory events. The focus of enforcement will be on impaired driving/riding.

**Results:**

In FY2017, the WHP worked 1,971 grant funded overtime high visibility enforcement hours with an outcome of 75 DUI arrests, 1,447 speed citations and numerous other citations/contacts. To accompany the overtime efforts, press releases were released to all Wyoming media outlets.

**Project Name:** Safe Communities Region 5 Impaired Driving  
**Project Number:** M5IDC-2017-17-ID-01/ M5IDC-2017-FA-ID-01  
**Project Sub Recipient:** Injury Prevention Resources  
**Federal Funds Obligated:** \$35,663.06/\$17,938.24  
**Federal Funds Expended:** \$35,663.06/\$17,938.24

**Description:**

Safe Communities Region 5 is a partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, community leaders and others interested in reducing drinking and driving behaviors and their subsequent burden to the community. Through partnership campaigns, community educational events, and media support, Region 5 worked to improve the number of alcohol related deaths and injuries in Big Horn, Fremont, Hot Springs, Park, and Washakie counties by modifying behaviors and perceptions toward drinking and driving through evidence based countermeasures.

**Results:**

Safe Communities Region 5 conducted monthly adult impaired driving classes and had 92 court ordered offenders with 16 guests in attendance. Volunteer speakers for classes were solicited through numerous community partnerships including Wyoming Highway Patrol, Lander and Riverton Police Departments, BIA police, local fire departments, Central Wyoming College, City of Riverton, and Fremont County Courthouse. Safe Communities Region 5 supported high visibility enforcement operations for the Superbowl, holiday season, St. Patrick's Day, and August Crackdown. All events were supported through paid and earned media in different mediums; local radio stations, internet news, social media, and billboards. Over 3.6 million impressions were made through these different venues.

Overall, 38 impaired driving events were held, far exceeding the objective of 8. Part of these events included Teen Driver Safety week where over 4,000 teens and 300 staff were reached throughout Region 5.

The end of the grant year brought about the concept of "Road Warriors" where IPR will shift focus away from small scale events and move toward large scale, highly visible traffic safety events that will bring the community together through partnerships around the issue of impaired driving.

**Project Name:** Safe Communities Region 1 Impaired Driving  
**Project Number:** M5IDC-2017-FA-ID-02  
**Project Sub Recipient:** Cheyenne Regional Medical Center  
**Federal Funds Obligated:** \$99,514.07  
**Federal Funds Expended:** \$71,140.86

**Description:**

The Safe Communities Region 1 program operates at city and county levels through a partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, community leaders, and others interested in improving traffic safety in the community. Through partnership campaigns, community educational events, and media support, Region 1 worked to improve the number of alcohol related deaths and injuries by modifying behaviors and perceptions toward impaired driving through evidence based countermeasures.

**Results:**

Safe Communities Region 1 provided impaired driving education at one event at Laramie County Community College where they partnered with Wyoming Highway Patrol, one event at South High School where they partnered with the Laramie County Sheriff's Department, 3 events at the University of Wyoming during basketball season, the two day Cheyenne Brewer's Festival, Cheyenne Frontier Days in conjunction with CRMC, and one University of Wyoming football game. All events were supported through paid and earned media including social media, Facebook and Twitter, posters, banners, cinema ads, newspaper, and radio ads.

Safe Communities Region 1 continues to expand and gain support from community partnerships for impaired driving. Traditional partnerships include law enforcement with the Wyoming Highway Patrol, Governors Council on Impaired Driving, the City of Cheyenne, Parks and Recreation Department. Newer partnerships include the University of Wyoming AWARE program, Cheyenne Brewer's Festival, the Cheyenne Depot Museum with Friday Nights on the Plaza, and ARCH of Laramie County.

A Policymakers Forum was hosted by Safe Communities Region 1 to draw community entities attention to the local impaired driving problem. The event was attended by many partners, notably the Laramie County Sheriff's Office, the Chamber of Commerce, and Community Action of Laramie County. To support the holiday impaired driving campaign, Safe Communities provided community education through local news outlets and supported the local Topsy Tow program which provides a safe free ride home during the holiday season. They also conducted a Drive Sober or Get Pulled Over kickoff event for August Crackdown by appearing on local media with law enforcement to discuss the crackdown, and purchasing local radio spots throughout August.

**Project Name:** Safe Communities Region 2 Impaired Driving  
**Project Number:** M5IDC-2017-17-ID-03/M5ICD-2017-FA-ID-03  
**Project Sub Recipient:** Wyoming Medical Center  
**Federal Funds Obligated:** \$36,826.12/\$72,677.04  
**Federal Funds Expended:** \$36,826.12/\$16,403.49

**Description:**

The Safe Communities Region 2 program operates at city and county levels through a partnership of law enforcement agencies, schools, government officials, engineers, service organizations, health and medical providers, businesses, media, community leaders, and others interested in improving traffic safety in the community. Through partnership campaigns, community educational events, and media support, Region 2 worked to improve the number of alcohol related deaths and injuries by modifying behaviors and perceptions toward impaired driving through evidence based countermeasures.

**Results:**

Safe Communities Region 2 put on a well received press conference to kickoff August Crackdown that was attended by local TV and radio stations. They also participated in the Natrona County holiday DUI campaign with local law enforcement and Casper College students. Safe Communities Region 2 assisted at 2 PARTY Programs in conjunction with Wyoming Medical Center's Injury Prevention Program. Other impaired driving related events include the Wyoming Women's Expo, the Big Show, and the Casper College Welcome Back BBQ. They also participated in GCID, TSC, Natrona County Alcohol Task Force, and Natrona County Prevention Coalition as part of impaired driving prevention and education.

Other impaired driving campaigns were supported through newspaper, billboard, social media, and radio media including Halloween, the Holiday DUI Campaign, the Superbowl, 4th of July, and August Crackdown.



**Project Name:** GCID Impaired Driving Media  
**Project Number:** M5PEM-2017-17-PM-01/M5PEM-2017-FA-PM-01  
**Project Sub Recipient:** WYDOT Public Affairs Office  
**Federal Funds Obligated:** \$119,157.63/\$308,356.72  
**Federal Funds Expended:** \$119,157.63/\$302,459.71

**Description:**

The PAO made the public aware of impaired traffic issues through multi-media communication and outreach. This was in cooperation of various partners, including GCID.

**Results:**

GCID conducted a drive sober campaign for St. Patrick’s Day that had 469,470 total impressions with WestEdge Collective. For the St. Patrick’s holiday they also partnered with Townsquare Media to utilize the Wyoming Travel Network for radio spots to air statewide on 34 different radio stations. National impaired driving campaigns also carried a critical focus, with both August Crackdown and the Holiday Campaign having media buys on social media, iHeartMedia, Pandora, radio spots, and television spots. The digital Holiday DUI campaign had about 1,392,781 total impressions.

GCID media conducted a July 4th drive sober campaign. They partnered with Townsquare Media for a total of 2,268 radio ads to run the week before and during the July 4th holiday. The summer sports digital campaign ran from July to August with a focus around county fairs and rodeos. A partnership with WestEdge Collective lead to over 1,000,000 viewable impressions, and a reach to the target demographic of 18-24 year olds making up about 19% of total traffic to the ads. Their summer digital crackdown campaign made 5,474,221 impressions.

GCID partnered with former University of Wyoming football player and current NFL player Mitch Unrein for radio, print, and social media advertising to air during the Wyoming Cowboys football season. The message focused on making a winning play by getting a safe ride home with a sober driver during the football season.

GCID partnered with Wyoming’s Prevention Management Organization (PMO) on a localized “DUIs Blow” campaign targeted at Campbell County. The emphasis was placed on social media to target 21 to 35 year old males with tailored stats, graphics, facts, and stories. It created, in real time, a platform for local residents to engage, comment, and share the information.

**Project Name:** DRE/ARIDE/SFST Training  
**Project Number:** M5TR-2017-17-TR-01/M5TR-2017-FA-TR-01  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$101,748.01/\$47,704.53  
**Federal Funds Expended:** \$101,748.01/\$47,704.53

**Description:**

This project retained the services of an Impaired Driving Program Manager. This project involved training law enforcement officers in impaired driving detection methods with the intent of reducing alcohol and drugged driving fatalities and educating Wyoming's traffic safety partners on issues dealing with such. An Impaired Driving Conference was conducted to inform and educate traffic safety partners about the science and legal issues dealing with impaired driving and to recertify Wyoming's law enforcement officers in the areas of Standardized Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE).

**Results:**

The DRE/ARIDE/SFST Training Program conducted an Impaired Driving Conference, trained Wyoming law enforcement on impaired driving detection methods, and performed all administrative aspects to ensure a successful program.

Highlights of the training portion of the program include:

- Over 8000 contact hours of training
- Over 100 officers trained at the Wyoming Law Enforcement Academy
- 87 officers received ARIDE training
- 50 officers received SFST refresher training
- 3 officers were certified as Drug Recognition Experts

There were over 200 people in attendance at the Impaired Driving Conference held in May 2017. Conference tracks included recertification training for DREs, prosecutions, and specialized training for non-DRE law enforcement officers. One day was dedicated to required DRE Instructor and Standardized Field Sobriety Testing (SFST) Instructor recertification training.

There has been an increase in the number of agencies making their DREs available for callouts after hours and an increase in the numbers of agencies willing to use a DRE from another agency to conduct enforcement evaluations for their cases. Currently, the toxicological confirmation rate of enforcement evaluations is unacceptably low in most drug categories. The implications of this include increased dismissal rates of DRE cases. Ongoing efforts are working to remedy this.

Moving forward in FY2018, the Wyoming Highway Patrol will assume responsibilities of this Program.

**Project Name:** Traffic Safety Resource Prosecutor  
**Project Number:** M5IS-2017-FA-IS-01  
**Sub Recipient:** City of Laramie  
**Federal Funds Obligated:** \$136,349.09  
**Federal Funds Expended:** \$118,268.87

**Description:**

This position was designed to address the needs of stakeholders who contend with traffic safety problems in Wyoming. The TRSP program was created to provide local law enforcement and prosecutors with a veteran prosecutor, specializing in traffic safety issues with an emphasis on impaired driving, to support their efforts through training, education, legal research, and technical assistance.

**Results:**

In the 2017 fiscal year, the TSRP continued work on the ongoing design, management and presenting traffic safety training programs, with emphasis on the prosecution of DWUI's.

Program highlights:

- Provided technical assistance to prosecutors, law enforcement officers, and other traffic safety professionals;
- Provided training to prosecutors, law enforcement officers, and other traffic safety professionals. The standard training programs (DUI Detection and SFST, SFST Refresher, Cops in Courts, ARIDE, DRE, etc.) as well as the customizable training programs, depending on need (Lethal Weapon, Prosecuting the Drug Impaired Driver, Comprehensive DUI, Toxicology for the Prosecutor, etc.);
- Assisted with the Wyoming Impaired Driving Conference in Laramie Wyoming;
- Conducted various presentations and training to Wyoming prosecutors, law enforcement, judges and other agencies;
- Assisted with TIPS training;
- Presented at the National TSRP Annual Training, Wyoming Circuit Court Judges Annual Conference, Wyoming County and Prosecuting Attorney's Annual Conference, Oregon Prosecuting the Drugged Driver Training;
- Participated in the ongoing a marijuana workgroup with the TSRPs from Colorado, Oregon, and Washington to develop national training and written materials for utilizing the current science and research in prosecuting marijuana impaired driving;
- Assisted the Wyoming Attorney General's Office with review of their Driving while Under the Influence Manual;
- Attended various trainings and webinars to remain current on the latest knowledge and issues in traffic safety.

The TSRP program will continue to collaborate and build stronger relationships already in existence to aid in the successful implementation of impaired driving programs statewide.

**Project Name:** GCID Facilitator  
**Project Number:** M5IS-2017-17-IS-02/ M5IS-2017-FA-IS-02  
**Project Sub Recipient:** Highway Safety Office  
**Federal Funds Obligated:** \$35,317.52/\$164,893.94  
**Federal Funds Expended:** \$35,317.52/\$79,872.30

**Description:**

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

**Results:**

The facilitator scheduled and facilitated three meetings of the full Council membership and facilitated meetings for the following sub-committees: Media Campaign, Drugged Driving, Ignition Interlocks, Council Awards, Membership, and DUI Supervision. The facilitator updated the Council’s strategic plan and assisted the Council in identifying priority issues that needed to be addressed during the current year. Specifically, this included subcommittee work to address an existing problem with Wyoming’s Chemical Testing Program in drug testing for impaired driving cases; conducting a DUI sentencing survey involving four municipal courts and seven Circuit Courts that adjudicate the largest number of DUI cases in the state; and addressing a series of problems with Wyoming’s Ignition Interlock Program. The facilitator facilitated a series of meetings of the Media Campaign subcommittee to review the Council’s year-long communication plan and assist WYDOT’s Public Affairs in developing appropriate content for the Council’s messaging efforts. Progress is being made in the Council’s efforts to utilize social media more effectively and to increase online messaging through the Council’s public website, Facebook and Twitter accounts.

The Council presented Saving Lives Awards to Sheriff Mike Lowell and the Sweetwater Sheriff’s Department for being the first department in the state to implement the 24/7 Sobriety Program. Natrona, Fremont, Laramie, Albany and Sheridan County are scheduled for implementation next year. The Governor and the Governor’s Deputy Chief of Staff were apprised of all Council activities and concerns, and were involved in reviewing and approving the content of the Council’s public awareness and education materials.

The Council’s initiatives and media campaign, combined with a collaborative effort with the Prevention Management Organization of Wyoming to conduct Policymaker Forums throughout the state, and enhanced enforcement by law enforcement has resulted in significant reductions in alcohol-involved crashes. A comparison of 2016 and 2017 Wyoming alcohol-crash statistics for January–September: (Source-Wyoming Department of Transportation):

- ✓ Reduction of 67 Alcohol-Involved Crashes
- ✓ Reduction of 72 Alcohol-Involved Injury Crashes

**Project Name:** WASCOP LEC- Impaired Driving  
**Project Number:** M5OT-2017-17-OT-01/M5OT-2017-FA-OT-01  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$35,461.64/\$19,181.63  
**Federal Funds Expended:** \$35,461.64/\$19,181.63

**Description:**

WASCOP was tasked with the administration of the Selective Traffic Enforcement Program grants by coordinating the local law enforcement enhanced Occupant Protection and Impaired Driving Enforcement Initiatives. This consolidated approach resulted in effective and coordinated grant funded enforcement activities associated with national, state, local and targeted events.

**Results:**

A total of 56 Wyoming law enforcement agencies participated in grant-funded overtime impaired driving activities. Agencies participated in the required Holiday Season and National Crackdown campaigns, as well as other national and strategically selected local events which focused on impaired driving enforcement.

The law enforcement agencies have become familiar with the grant administration process and make every effort to be compliant with all grant requirements. Turnover of agency personnel and ensuring that all new agency administrators and project managers are properly oriented to the grants process and requirements continued to be a challenge. All grant-funded overtime enforcement activities and agency reimbursement requests were reviewed, reimbursed, recorded and productivity reports for every national event, as well as all local events were posted to the Highway Safety Office Project Site. Grantee agencies were encouraged to become more involved in earned media efforts to make the public more aware of local impaired driving statistics and concerns, and of the enhanced enforcement effort

The coordination and communication between the Highway Safety Office, WASCOP's Traffic Safety Committee and assigned project staff was and continues to be critical to the continued, effective and efficient management of this grant program.

Local Prevention Management Organization and Safe Communities personnel in the state have partnered and collaborated with local law enforcement to reduce impaired driving in their communities. Efforts are underway to expand these collaborative efforts statewide. The creation of the Campbell County Impaired Driving Task Force, in conjunction with the Governor's Council on Impaired Driving and local community leaders this year has increased the community's awareness about the public safety concerns involving impaired driving in the county. Grantee agencies were encouraged to become more involved in earned media efforts to make the public more aware of the consequences of impaired driving, and of the enhanced local enforcement effort.

**Project Name:** Alcohol Factors  
**Project Number:** M5OT-2017-17-OT-02/ M5OT-2017-FA-OT-02  
**Project Sub Recipient:** Wyoming Association of Sheriffs and Chiefs of Police  
**Federal Funds Obligated:** \$40,326.19/\$5,665.85  
**Federal Funds Expended:** \$40,326.19/\$5,665.85

**Description:**

This project was tasked to accomplish the following tasks: (1) analyze the alcohol-related data on custodial arrests in Wyoming in order to devise more effective strategies to reduce alcohol related crimes and traffic crashes; (2) produce and disseminate two year-end reports (plus an Executive Summary) of the essential findings and conclusions to the general public and state and community leaders; and (3) present the findings of the data collected to various governmental and community groups and Policymakers.

**Results:**

The Alcohol and Crime in Wyoming - 2016 reports were printed and distributed to traffic safety partners to include law enforcement, media, councils, commissioners and legislators. The reports have created a greater awareness statewide about the public safety consequences of substance abuse and impaired driving. Community prevention specialists and law enforcement are using the reports to evaluate prevention efforts and to develop strategies to reduce the level of abuse and impaired driving. The Policymaker Forums have increased awareness and involvement of city council members, county commissioners and local legislators in local community prevention efforts utilizing data gathered from the reports.

This grant provides for the means by which community leaders can become more aware and involved in local impaired driving prevention. Policymaker Forums were conducted in Torrington, Lander, Riverton, Cheyenne, Casper (twice) and Gillette. Data-Analysis presentations made to Campbell County Prevention Coalition and the UW-A Team. Arrest data analysis was prepared and provided for Sweetwater County Data Summit.

The Wyoming Department of Health provides a portion of the funding necessary for the collection of substance-related data from all persons arrested and booked-in to all county detention centers statewide. All law enforcement agencies are collecting and submitting data from all custodial arrests throughout the year and the Wyoming Association of Sheriffs and Chiefs of Police is providing funding for the data-collection and data-entry process.

## MAP21/FAST ACT 405F Motorcycle Awareness

**Project Name:** Motorcycle Awareness  
**Project Number:** M9MA-2017-17-MA-01/M9MA-2017-FA-MA-01  
**Project Sub Recipient:** WYDOT Public Affairs Office  
**Federal Funds Obligated:** \$22,756.53/\$33,940.51  
**Federal Funds Expended:** \$20,923.95/\$0.00

### **Description:**

This program was responsible for statewide motorcycle training courses including classroom and field instruction. The project created heightened awareness of motorcycles on the roadway, develop a more informative website, and improve the training elements of motorcycle instructors and rider recruitment with associated equipment.

### **Results:**


WYDOT PAO worked in the summer months to create increased driver awareness around heavy motorcycle traffic. From mid-July through the end of Sturgis PAO worked with West Edge Collective to exceed a goal of 1,000,000 viewable impressions with digital motorcyclist awareness creative aimed at males aged 25-49. Viewable impressions mean those that load within the viewable area of the consumers screen and were over 1,200,000. For this campaign there was a goal of 2,000 clicks on the ad to view the landing page and 1,991 were achieved.

Other outlets for motorcyclist awareness media included billboards on high motorcycle traffic interstates, local newspapers, and statewide radio ads.

## Compliance to Certifications and Assurances

The Wyoming Department of Transportation, Highway Safety Behavioral Grants Program (aka Highway Safety Office) has complied with all the Certifications and Assurances required under 49 CFR Part 18 and 19, 23 U.S.C. Chapter 4, 23 CFR Chapter 11, NHTSA Order 462-6C, and the Highway Safety Grant Funding Policy. Additionally and more specifically the following assurances are made.

1. At least 40 percent of Federal 402 funds apportioned to Wyoming were expended for the benefit of the local highway safety programs. The FY2017 percentage was 46.5%.
2. At least 40 percent of Federal 154AL funds apportioned to Wyoming were expended for the benefit of the local highway safety programs. The FY2017 percentage was 100.00%.
3. Support national highway safety goals by participating in national law enforcement mobilizations, sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits.
4. Support national highway safety goals by conducting an annual safety belt use survey using NHTSA acceptable methodology. The June 2017 survey observed 84.8% of vehicle occupants were wearing safety belts.
5. Development of a statewide data system to provide timely and effective data analysis to support allocation of highway safety resources.
6. The Wyoming Highway Patrol and the members of the Wyoming Sheriffs and Chief of Police Association (WASCOP) follows the IACP guidelines established for vehicular pursuits.

  
\_\_\_\_\_  
Matthew D. Carlson, P.E.  
State Highway Safety Engineer  
Governor's Representative for Highway Safety

12-19-17  
\_\_\_\_\_  
Date:



**U.S. Department of Transportation National Highway Traffic Safety Administration  
Federal Reimbursement Voucher**

State: Wyoming

Page: 1

Reimbursement Info: Total: \$.00

2017-FINAL  
For Approval

Report Date: 12/20/2017

Claim Period: 10/01/2016 - 09/30/2017

Not Posted In DELPHI

| Program Area                       | Project                              | Description                               | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|------------------------------------|--------------------------------------|-------------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>NHTSA</b>                       |                                      |                                           |                             |                        |                            |                        |                             |                               |
| <b>NHTSA 402</b>                   |                                      |                                           |                             |                        |                            |                        |                             |                               |
| <b>Planning and Administration</b> |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                    | PA-2017-17-PA-01                     | Planning & Administration                 | \$33,288.47 ✓               | \$0.00                 | \$41,599.02                | \$31,706.77 ✓          | \$31,706.77                 | \$0.00                        |
|                                    | <b>Administration Total</b>          |                                           | <b>\$33,288.47</b>          | <b>\$0.00</b>          | <b>\$41,599.02</b>         | <b>\$31,706.77</b>     | <b>\$31,706.77</b>          | <b>\$0.00</b>                 |
| <b>Alcohol</b>                     |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                    | AL-2017-17-AL-02                     | DUI Monitoring & Probation                | \$27,485.76 ✓               | \$27,485.76            | \$30,374.36                | \$27,485.76 ✓          | \$27,485.76                 | \$0.00                        |
|                                    | AL-2017-17-AL-03                     | 24/7 Sobriety Program                     | \$32,896.49 ✓               | \$32,896.49            | \$36,353.73                | \$32,896.49 ✓          | \$32,896.49                 | \$0.00                        |
|                                    | <b>Alcohol Total</b>                 |                                           | <b>\$60,382.25</b>          | <b>\$60,382.25</b>     | <b>\$66,728.09</b>         | <b>\$60,382.25</b>     | <b>\$60,382.25</b>          | <b>\$0.00</b>                 |
| <b>Police Traffic Services</b>     |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                    | PT-2017-17-PT-01                     | Law Enforcement Liaison - South           | \$36,797.61 ✓               | \$0.00                 | \$40,664.83                | \$36,797.61 ✓          | \$36,797.61                 | \$0.00                        |
|                                    | PT-2017-17-PT-02                     | Law Enforcement Liaison - North           | \$31,300.17 ✓               | \$0.00                 | \$34,589.75                | \$31,300.17 ✓          | \$31,300.17                 | \$0.00                        |
|                                    | <b>Police Traffic Services Total</b> |                                           | <b>\$68,097.78</b>          | <b>\$0.00</b>          | <b>\$75,254.58</b>         | <b>\$68,097.78</b>     | <b>\$68,097.78</b>          | <b>\$0.00</b>                 |
| <b>Roadway Safety</b>              |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                    | RS-2017-17-RS-02                     | WHP - Highway Safety Education            | \$40,547.04 ✓               | \$0.00                 | \$44,808.32                | \$40,547.04 ✓          | \$40,547.04                 | \$0.00                        |
|                                    | <b>Roadway Safety Total</b>          |                                           | <b>\$40,547.04</b>          | <b>\$0.00</b>          | <b>\$44,808.32</b>         | <b>\$40,547.04</b>     | <b>\$40,547.04</b>          | <b>\$0.00</b>                 |
| <b>Safe Communities</b>            |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                    | SA-2017-17-SA-02                     | Safe Communities Region 1 Occupant Protec | \$76,849.57 ✓               | \$76,849.57            | \$84,926.03                | \$76,849.57 ✓          | \$76,849.57                 | \$0.00                        |
|                                    | SA-2017-17-SA-03                     | Safe Communities Region 2 Occupant Protec | \$93,184.47 ✓               | \$93,184.47            | \$102,977.63               | \$93,184.47 ✓          | \$93,184.47                 | \$0.00                        |
|                                    | SA-2017-17-SA-04                     | Safe Communities Region 5 Occupant Protec | \$94,843.40 ✓               | \$94,843.40            | \$104,810.94               | \$94,843.40 ✓          | \$94,843.40                 | \$0.00                        |
|                                    | <b>Safe Communities Total</b>        |                                           | <b>\$264,877.44</b>         | <b>\$264,877.44</b>    | <b>\$292,714.60</b>        | <b>\$264,877.44</b>    | <b>\$264,877.44</b>         | <b>\$0.00</b>                 |
| <b>Paid Advertising</b>            |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                    | PM-2017-17-PM-01                     | Highway Safety Statewide Media            | \$496,264.15 ✓              | \$59,910.03            | \$548,418.78               | \$496,264.15 ✓         | \$496,264.15                | \$0.00                        |
|                                    | <b>Paid Advertising Total</b>        |                                           | <b>\$496,264.15</b>         | <b>\$59,910.03</b>     | <b>\$548,418.78</b>        | <b>\$496,264.15</b>    | <b>\$496,264.15</b>         | <b>\$0.00</b>                 |

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**U.S. Department of Transportation National Highway Traffic Safety Administration  
Federal Reimbursement Voucher**

State: Wyoming

Reimbursement Info: Total: \$.00

2017-FINAL  
For Approval

Report Date: 12/20/2017  
Claim Period: 10/01/2016 - 09/30/2017  
Not Posted In DELPHI

| Program Area                   | Project                              | Description                            | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|--------------------------------|--------------------------------------|----------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>Teen Safety Program</b>     |                                      |                                        |                             |                        |                            |                        |                             |                               |
|                                | TSP-2017-17-TS-01                    | Students Against Destructive Decisions | \$45,421.85 ✓               | \$45,421.85            | \$50,195.44                | \$45,421.85            | \$45,421.85                 | \$ .00                        |
|                                | <b>Teen Safety Program Total</b>     |                                        | <b>\$45,421.85</b>          | <b>\$45,421.85</b>     | <b>\$50,195.44</b>         | <b>\$45,421.85</b>     | <b>\$45,421.85</b>          | <b>\$ .00</b>                 |
|                                | <b>NHTSA 402 Total</b>               |                                        | <b>\$1,008,878.98</b>       | <b>\$430,591.57</b>    | <b>\$1,119,718.83</b>      | <b>\$1,007,297.28</b>  | <b>\$1,007,297.28</b>       | <b>\$ .00</b>                 |
|                                | <b>405 OP SAFETEA-LU</b>             |                                        |                             |                        |                            |                        |                             |                               |
| <b>405 Occupant Protection</b> |                                      |                                        |                             |                        |                            |                        |                             |                               |
|                                | K2-2017-17-K2-01                     | CPS Instructor Training                | \$33,334.84 ✓               | \$ .00                 | \$85,899.15                | \$21,474.79            | \$21,474.79                 | \$ .00                        |
|                                | K2-2017-17-K2-02                     | Comprehensive Occupant Protection      | \$13,961.83 ✓               | \$ .00                 | \$7,838.53                 | \$1,959.63             | \$1,959.63                  | \$ .00                        |
|                                | K2-2017-17-K2-03                     | CLICK                                  | \$20,057.21 ✓               | \$ .00                 | \$80,228.84                | \$20,057.21            | \$20,057.21                 | \$ .00                        |
|                                | <b>405 Occupant Protection Total</b> |                                        | <b>\$67,353.88</b>          | <b>\$ .00</b>          | <b>\$173,966.52</b>        | <b>\$43,491.63</b>     | <b>\$43,491.63</b>          | <b>\$ .00</b>                 |
|                                | <b>405 OP SAFETEA-LU Total</b>       |                                        | <b>\$67,353.88</b>          | <b>\$ .00</b>          | <b>\$173,966.52</b>        | <b>\$43,491.63</b>     | <b>\$43,491.63</b>          | <b>\$ .00</b>                 |
| <b>154 Alcohol</b>             |                                      |                                        |                             |                        |                            |                        |                             |                               |
|                                | 154AL-2017-17-AL-01                  | WASCOP DUJ Overtime                    | \$476,612.51 ✓              | \$417,248.55           | \$417,248.55               | \$417,248.55           | \$417,248.55                | \$ .00                        |
|                                | <b>154 Alcohol Total</b>             |                                        | <b>\$476,612.51</b>         | <b>\$417,248.55</b>    | <b>\$417,248.55</b>        | <b>\$417,248.55</b>    | <b>\$417,248.55</b>         | <b>\$ .00</b>                 |
| <b>154 Hazard Elimination</b>  |                                      |                                        |                             |                        |                            |                        |                             |                               |
|                                | 154HE-2017-00-00-00                  | 154 HE Funds                           | \$151,224.85                | \$ .00                 | \$1,050.59                 | \$1,050.59             | \$1,050.59                  | \$ .00                        |
|                                | <b>154 Hazard Elimination Total</b>  |                                        | <b>\$151,224.85</b>         | <b>\$ .00</b>          | <b>\$1,050.59</b>          | <b>\$1,050.59</b>      | <b>\$1,050.59</b>           | <b>\$ .00</b>                 |
|                                | <b>154 Transfer Funds Total</b>      |                                        | <b>\$627,837.36</b>         | <b>\$417,248.55</b>    | <b>\$418,299.14</b>        | <b>\$418,299.14</b>    | <b>\$418,299.14</b>         | <b>\$ .00</b>                 |
| <b>164 Hazard Elimination</b>  |                                      |                                        |                             |                        |                            |                        |                             |                               |
|                                | 164HE-2017-00-00-00                  | 164 HE Funds                           | \$898,569.50                | \$ .00                 | \$229,898.66               | \$229,898.66           | \$229,898.66                | \$ .00                        |
|                                | <b>164 Hazard Elimination Total</b>  |                                        | <b>\$898,569.50</b>         | <b>\$ .00</b>          | <b>\$229,898.66</b>        | <b>\$229,898.66</b>    | <b>\$229,898.66</b>         | <b>\$ .00</b>                 |
|                                | <b>164 Transfer Funds Total</b>      |                                        | <b>\$898,569.50</b>         | <b>\$ .00</b>          | <b>\$229,898.66</b>        | <b>\$229,898.66</b>    | <b>\$229,898.66</b>         | <b>\$ .00</b>                 |

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Federal Reimbursement Voucher**

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2017-FINAL  
For Approval

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Not Posted In DELPHI

| Program Area                            | Project                                | Description                               | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|-----------------------------------------|----------------------------------------|-------------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>MAP 21 405b OP Low</b>               |                                        |                                           |                             |                        |                            |                        |                             |                               |
| <b>405b Low HVE</b>                     |                                        |                                           |                             |                        |                            |                        |                             |                               |
|                                         | M2HVE-2017-17-HV-01                    | WASCOB - Occupant Protection Overtime     | \$4,800.07                  | \$0.00                 | \$6,000.09                 | \$4,800.07             | \$4,800.07                  | \$0.00                        |
|                                         | M2HVE-2017-17-HV-02                    | WHP - Occupant Protection Overtime        | \$108,230.00                | \$0.00                 | \$132,512.51               | \$106,009.94           | \$106,009.94                | \$0.00                        |
|                                         | <b>405b Low HVE Total</b>              |                                           | <b>\$113,030.07</b>         | <b>\$0.00</b>          | <b>\$138,512.60</b>        | <b>\$110,810.01</b>    | <b>\$110,810.01</b>         | <b>\$0.00</b>                 |
| <b>405b Low Public Education</b>        |                                        |                                           |                             |                        |                            |                        |                             |                               |
|                                         | M2PE-2017-17-PE-01                     | Observed Seat Belt Survey                 | \$128,249.87                | \$0.00                 | \$133,774.84               | \$107,019.87           | \$107,019.87                | \$0.00                        |
|                                         | M2PE-2017-17-PE-02                     | WY Seatbelt Coalition Facilitator         | \$95,242.40                 | \$0.00                 | \$80,844.12                | \$64,675.30            | \$64,675.30                 | \$0.00                        |
|                                         | <b>405b Low Public Education Total</b> |                                           | <b>\$223,492.27</b>         | <b>\$0.00</b>          | <b>\$214,618.96</b>        | <b>\$171,695.17</b>    | <b>\$171,695.17</b>         | <b>\$0.00</b>                 |
|                                         | <b>MAP 21 405b OP Low Total</b>        |                                           | <b>\$336,522.34</b>         | <b>\$0.00</b>          | <b>\$353,131.56</b>        | <b>\$282,505.18</b>    | <b>\$282,505.18</b>         | <b>\$0.00</b>                 |
| <b>MAP 21 405c Data Program</b>         |                                        |                                           |                             |                        |                            |                        |                             |                               |
| <b>405c Data Program</b>                |                                        |                                           |                             |                        |                            |                        |                             |                               |
|                                         | M3DA-2017-17-DA-01                     | Electronic Reporting System               | \$30,291.42                 | \$0.00                 | \$37,864.27                | \$30,291.42            | \$30,291.42                 | \$0.00                        |
|                                         | M3DA-2017-17-DA-02                     | HS Data Integration Analysis and Reporti  | \$87,965.87                 | \$0.00                 | \$109,964.84               | \$87,965.87            | \$87,965.87                 | \$0.00                        |
|                                         | M3DA-2017-17-DA-03                     | Traffic Records IT Specialist             | \$82,142.26                 | \$0.00                 | \$102,677.82               | \$82,142.26            | \$82,142.26                 | \$0.00                        |
|                                         | M3DA-2017-17-DA-04                     | TR Geolocation GIS Service                | \$31,170.24                 | \$0.00                 | \$38,962.80                | \$31,170.24            | \$31,170.24                 | \$0.00                        |
|                                         | M3DA-2017-17-DA-08                     | Traffic Records Project Manager           | \$7,761.39                  | \$0.00                 | \$9,701.74                 | \$7,761.39             | \$7,761.39                  | \$0.00                        |
|                                         | <b>405c Data Program Total</b>         |                                           | <b>\$239,331.18</b>         | <b>\$0.00</b>          | <b>\$299,171.47</b>        | <b>\$239,331.18</b>    | <b>\$239,331.18</b>         | <b>\$0.00</b>                 |
|                                         | <b>MAP 21 405c Data Program Total</b>  |                                           | <b>\$239,331.18</b>         | <b>\$0.00</b>          | <b>\$299,171.47</b>        | <b>\$239,331.18</b>    | <b>\$239,331.18</b>         | <b>\$0.00</b>                 |
| <b>MAP 21 405d Impaired Driving Mid</b> |                                        |                                           |                             |                        |                            |                        |                             |                               |
| <b>405d Mid HVE</b>                     |                                        |                                           |                             |                        |                            |                        |                             |                               |
|                                         | M5HVE-2017-17-HV-03                    | WHP - Impaired Driving Overtime           | \$15,123.29                 | \$0.00                 | \$18,904.11                | \$15,123.29            | \$15,123.29                 | \$0.00                        |
|                                         | <b>405d Mid HVE Total</b>              |                                           | <b>\$15,123.29</b>          | <b>\$0.00</b>          | <b>\$18,904.11</b>         | <b>\$15,123.29</b>     | <b>\$15,123.29</b>          | <b>\$0.00</b>                 |
| <b>405d Mid ID Coordinator</b>          |                                        |                                           |                             |                        |                            |                        |                             |                               |
|                                         | M5IDC-2017-17-ID-01                    | Safe Communities Region 5 Impaired Drivin | \$35,663.06                 | \$0.00                 | \$44,578.81                | \$35,663.06            | \$35,663.06                 | \$0.00                        |

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|--------------|-------------------------------------------------|-------------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
|              | M5IDC-2017-17-ID-03                             | Safe Communities Region 2 Impaired Drivin | \$36,826.12 ✓               | \$ .00                 | \$46,032.66                | \$36,826.12 ✓          | \$36,826.12                 | \$ .00                        |
|              | <b>405d Mid ID Coordinator Total</b>            |                                           | <b>\$72,489.18</b>          | <b>\$ .00</b>          | <b>\$90,611.47</b>         | <b>\$72,489.18</b>     | <b>\$72,489.18</b>          | <b>\$ .00</b>                 |
|              | M5PEM-2017-17-PM-01                             | GCID Impaired Driving Media               | \$119,157.63 ✓              | \$ .00                 | \$156,947.03               | \$119,157.63 ✓         | \$119,157.63                | \$ .00                        |
|              | <b>405d Mid Paid/Earned Media Total</b>         |                                           | <b>\$119,157.63</b>         | <b>\$ .00</b>          | <b>\$156,947.03</b>        | <b>\$119,157.63</b>    | <b>\$119,157.63</b>         | <b>\$ .00</b>                 |
|              | <b>405d Mid Training</b>                        |                                           |                             |                        |                            |                        |                             |                               |
|              | M5TR-2017-17-TR-01                              | DRE/ARIDE/SFST Training                   | \$101,748.01 ✓              | \$ .00                 | \$127,185.01               | \$101,748.01 ✓         | \$101,748.01                | \$ .00                        |
|              | <b>405d Mid Training Total</b>                  |                                           | <b>\$101,748.01</b>         | <b>\$ .00</b>          | <b>\$127,185.01</b>        | <b>\$101,748.01</b>    | <b>\$101,748.01</b>         | <b>\$ .00</b>                 |
|              | <b>405d Mid Information System</b>              |                                           |                             |                        |                            |                        |                             |                               |
|              | M5IS-2017-17-IS-02                              | GCID Facilitator                          | \$35,317.52 ✓               | \$ .00                 | \$44,146.90                | \$35,317.52 ✓          | \$35,317.52                 | \$ .00                        |
|              | <b>405d Mid Information System Total</b>        |                                           | <b>\$35,317.52</b>          | <b>\$ .00</b>          | <b>\$44,146.90</b>         | <b>\$35,317.52</b>     | <b>\$35,317.52</b>          | <b>\$ .00</b>                 |
|              | <b>405d Mid Other Based on Problem ID</b>       |                                           |                             |                        |                            |                        |                             |                               |
|              | M5OT-2017-17-OT-01                              | WASCOP LEC - Impaired Driving             | \$35,461.64 ✓               | \$ .00                 | \$44,327.05                | \$35,461.64 ✓          | \$35,461.64                 | \$ .00                        |
|              | M5OT-2017-17-OT-02                              | Alcohol Factors                           | \$40,326.19 ✓               | \$ .00                 | \$50,407.74                | \$40,326.19 ✓          | \$40,326.19                 | \$ .00                        |
|              | <b>405d Mid Other Based on Problem ID Total</b> |                                           | <b>\$75,787.83</b>          | <b>\$ .00</b>          | <b>\$94,734.79</b>         | <b>\$75,787.83</b>     | <b>\$75,787.83</b>          | <b>\$ .00</b>                 |
|              | <b>MAP 21 405d Impaired Driving Mid Total</b>   |                                           | <b>\$419,623.46</b>         | <b>\$ .00</b>          | <b>\$532,529.31</b>        | <b>\$419,623.46</b>    | <b>\$419,623.46</b>         | <b>\$ .00</b>                 |
|              | <b>MAP 21 405f Motorcycle Programs</b>          |                                           |                             |                        |                            |                        |                             |                               |
|              | <b>405f Motorcyclist Awareness</b>              |                                           |                             |                        |                            |                        |                             |                               |
|              | M9MA-2017-17-MA-01                              | Motorcycle Awareness                      | \$22,756.53 ✓               | \$ .00                 | \$26,154.94                | \$20,923.95 ✓          | \$20,923.95                 | \$ .00                        |
|              | <b>405f Motorcyclist Awareness Total</b>        |                                           | <b>\$22,756.53</b>          | <b>\$ .00</b>          | <b>\$26,154.94</b>         | <b>\$20,923.95</b>     | <b>\$20,923.95</b>          | <b>\$ .00</b>                 |
|              | <b>MAP 21 405f Motorcycle Programs Total</b>    |                                           | <b>\$22,756.53</b>          | <b>\$ .00</b>          | <b>\$26,154.94</b>         | <b>\$20,923.95</b>     | <b>\$20,923.95</b>          | <b>\$ .00</b>                 |
|              | <b>FAST Act NHTSA 402</b>                       |                                           |                             |                        |                            |                        |                             |                               |
|              | <b>Planning and Administration</b>              |                                           |                             |                        |                            |                        |                             |                               |
|              | PA-2017-FA-PA-01                                | Planning & Administration                 | \$100,000.00 ✓              | \$ .00                 | \$ .00                     | \$ .00                 | \$ .00                      | \$ .00                        |

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|--------------------------------|--------------------------------------|-------------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>Administration Total</b>    |                                      |                                           | <b>\$100,000.00</b>         | <b>\$.00</b>           | <b>\$.00</b>               | <b>\$.00</b>           | <b>\$.00</b>                | <b>\$.00</b>                  |
| <b>Alcohol</b>                 |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                | AL-2017-FA-AL-01                     | Comprehensive Alcohol Program             | \$19,587.47 ✓               | \$.00                  | \$9,866.58                 | \$8,928.22 ✓           | \$8,928.22                  | \$.00                         |
|                                | AL-2017-FA-AL-02                     | IPR DUI Monitoring and Probation          | \$121,265.02 ✓              | \$90,094.23            | \$99,563.13                | \$90,094.23 ✓          | \$90,094.23                 | \$.00                         |
|                                | <b>Alcohol Total</b>                 |                                           | <b>\$140,852.49</b>         | <b>\$90,094.23</b>     | <b>\$109,429.71</b>        | <b>\$99,022.45</b>     | <b>\$99,022.45</b>          | <b>\$.00</b>                  |
| <b>Police Traffic Services</b> |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                | PT-2017-FA-PT-01                     | Law Enforcement Liaison - South           | \$108,416.62 ✓              | \$.00                  | \$77,648.18                | \$70,263.49 ✓          | \$70,263.49                 | \$.00                         |
|                                | PT-2017-FA-PT-02                     | Law Enforcement Liaison - North           | \$108,416.62 ✓              | \$.00                  | \$64,493.93                | \$58,360.26 ✓          | \$58,360.26                 | \$.00                         |
|                                | PT-2017-FA-PT-03                     | WASCOPE LEC - Occupant Protection         | \$81,055.38 ✓               | \$65,808.35            | \$68,304.41                | \$61,808.35 ✓          | \$61,808.35                 | \$.00                         |
|                                | PT-2017-FA-PT-04                     | WASCOPE - Radars                          | \$30,291.47 ✓               | \$27,073.58            | \$29,919.01                | \$27,073.58 ✓          | \$27,073.58                 | \$.00                         |
|                                | PT-2017-FA-PT-05                     | WASCOPE - Video Cameras                   | \$45,596.35 ✓               | \$37,445.44            | \$41,380.96                | \$37,445.44 ✓          | \$37,445.44                 | \$.00                         |
|                                | <b>Police Traffic Services Total</b> |                                           | <b>\$373,776.44</b>         | <b>\$130,327.37</b>    | <b>\$281,746.49</b>        | <b>\$254,951.12</b>    | <b>\$254,951.12</b>         | <b>\$.00</b>                  |
| <b>Traffic Records</b>         |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                | TR-2017-FA-TR-01                     | POST Computer Software Upgrade            | \$37,216.18 ✓               | \$.00                  | \$14,955.50                | \$13,533.16 ✓          | \$13,533.16                 | \$.00                         |
|                                | <b>Traffic Records Total</b>         |                                           | <b>\$37,216.18</b>          | <b>\$.00</b>           | <b>\$14,955.50</b>         | <b>\$13,533.16</b>     | <b>\$13,533.16</b>          | <b>\$.00</b>                  |
| <b>Roadway Safety</b>          |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                | RS-2017-FA-RS-01                     | DUI Policy Advisor                        | \$78,349.86 ✓               | \$.00                  | \$.00                      | \$.00                  | \$.00                       | \$.00                         |
|                                | RS-2017-FA-RS-02                     | WHP - Highway Safety Education            | \$132,215.39 ✓              | \$.00                  | \$94,914.74                | \$85,887.92 ✓          | \$85,887.92                 | \$.00                         |
|                                | <b>Roadway Safety Total</b>          |                                           | <b>\$210,565.25</b>         | <b>\$.00</b>           | <b>\$94,914.74</b>         | <b>\$85,887.92</b>     | <b>\$85,887.92</b>          | <b>\$.00</b>                  |
| <b>Safe Communities</b>        |                                      |                                           |                             |                        |                            |                        |                             |                               |
|                                | SA-2017-FA-SA-01                     | WDH Injury Prevention Program             | \$36,892.85 ✓               | \$.00                  | \$21,623.71                | \$19,567.20 ✓          | \$19,567.20                 | \$.00                         |
|                                | SA-2017-FA-SA-02                     | Safe Communities Region 1 Occupant Protec | \$105,551.95 ✓              | \$.00                  | \$.00                      | \$.00                  | \$.00                       | \$.00                         |
|                                | SA-2017-FA-SA-03                     | Safe Communities Region 2 Occupant Prote  | \$96,007.43 ✓               | \$.00                  | \$.00                      | \$.00                  | \$.00                       | \$.00                         |
|                                | SA-2017-FA-SA-04                     | Safe Communities Region 5 Occupant Prote  | \$98,679.65 ✓               | \$1,581.70             | \$1,747.94                 | \$1,581.70 ✓           | \$1,581.70                  | \$.00                         |

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|              | SA-2017-FA-SA-05                  | Attitude and Awareness Survey            | \$39,174.93                 | \$0.00                 | \$0.00                     | \$0.00                 | \$0.00                      | \$0.00                        |
|              | <b>Safe Communities Total</b>     |                                          | <b>\$376,306.81</b>         | <b>\$1,581.70</b>      | <b>\$23,371.65</b>         | <b>\$21,148.90</b>     | <b>\$21,148.90</b>          | <b>\$0.00</b>                 |
|              | <b>Paid Advertising</b>           |                                          |                             |                        |                            |                        |                             |                               |
|              | PM-2017-FA-PM-01                  | Statewide Paid Media                     | \$569,467.26                | \$0.00                 | \$104,559.32               | \$94,615.25            | \$94,615.25                 | \$0.00                        |
|              | PM-2017-FA-PM-02                  | Native American Media Outreach           | \$78,349.86                 | \$78,349.85            | \$86,584.42                | \$78,349.85            | \$78,349.85                 | \$0.00                        |
|              | <b>Paid Advertising Total</b>     |                                          | <b>\$647,817.12</b>         | <b>\$78,349.85</b>     | <b>\$191,143.74</b>        | <b>\$172,965.10</b>    | <b>\$172,965.10</b>         | <b>\$0.00</b>                 |
|              | <b>Teen Safety Program</b>        |                                          |                             |                        |                            |                        |                             |                               |
|              | TSP-2017-FA-TS-01                 | Students Against Destructive Decisions   | \$132,161.02                | \$70,821.44            | \$78,264.76                | \$70,821.44            | \$70,821.44                 | \$0.00                        |
|              | <b>Teen Safety Program Total</b>  |                                          | <b>\$132,161.02</b>         | <b>\$70,821.44</b>     | <b>\$78,264.76</b>         | <b>\$70,821.44</b>     | <b>\$70,821.44</b>          | <b>\$0.00</b>                 |
|              | <b>FAST Act NHTSA 402 Total</b>   |                                          | <b>\$2,018,695.31</b>       | <b>\$371,174.59</b>    | <b>\$793,826.59</b>        | <b>\$718,330.09</b>    | <b>\$718,330.09</b>         | <b>\$0.00</b>                 |
|              | <b>FAST Act 405b OP Low</b>       |                                          |                             |                        |                            |                        |                             |                               |
|              | <b>405b Low HVE</b>               |                                          |                             |                        |                            |                        |                             |                               |
|              | M2HVE-2017-FA-HV-01               | WASCOP - Occupant Protection Overtime    | \$281,835.93                | \$0.00                 | \$352,295.34               | \$281,835.93           | \$281,835.93                | \$0.00                        |
|              | <b>405b Low HVE Total</b>         |                                          | <b>\$281,835.93</b>         | <b>\$0.00</b>          | <b>\$352,295.34</b>        | <b>\$281,835.93</b>    | <b>\$281,835.93</b>         | <b>\$0.00</b>                 |
|              | <b>FAST Act 405b OP Low Total</b> |                                          | <b>\$281,835.93</b>         | <b>\$0.00</b>          | <b>\$352,295.34</b>        | <b>\$281,835.93</b>    | <b>\$281,835.93</b>         | <b>\$0.00</b>                 |
|              | <b>FAST Act 405c Data Program</b> |                                          |                             |                        |                            |                        |                             |                               |
|              | <b>405c Data Program</b>          |                                          |                             |                        |                            |                        |                             |                               |
|              | M3DA-2017-FA-DA-01                | Electronic Reporting System              | \$13,585.64                 | \$0.00                 | \$1,908.82                 | \$1,527.05             | \$1,527.05                  | \$0.00                        |
|              | M3DA-2017-FA-DA-02                | HS Data Integration Analysis and Reporti | \$140,165.28                | \$0.00                 | \$106,495.16               | \$85,202.13            | \$85,202.13                 | \$0.00                        |
|              | M3DA-2017-FA-DA-03                | Traffic Records IT Specialist            | \$9,065.34                  | \$0.00                 | \$11,331.68                | \$9,065.34             | \$9,065.34                  | \$0.00                        |
|              | M3DA-2017-FA-DA-04                | TR Geolocation GIS Service               | \$20,780.16                 | \$0.00                 | \$25,975.20                | \$20,780.16            | \$20,780.16                 | \$0.00                        |
|              | M3DA-2017-FA-DA-06                | FARS                                     | \$5,512.13                  | \$0.00                 | \$6,898.30                 | \$5,512.13             | \$5,512.13                  | \$0.00                        |
|              | M3DA-2017-FA-DA-08                | Traffic Records Project Manager          | \$119,619.07                | \$0.00                 | \$112,331.45               | \$89,865.16            | \$89,865.16                 | \$0.00                        |
|              | <b>405c Data Program Total</b>    |                                          | <b>\$308,727.62</b>         | <b>\$0.00</b>          | <b>\$264,940.61</b>        | <b>\$211,951.97</b>    | <b>\$211,951.97</b>         | <b>\$0.00</b>                 |

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|--------------------------------------------------------|------------------------------------------|-------------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| <b>FAST Act 405c Data Program Total</b>                |                                          |                                           | <b>\$308,727.62</b>         | <b>\$0.00</b>          | <b>\$264,940.61</b>        | <b>\$211,951.97</b>    | <b>\$211,951.97</b>         | <b>\$0.00</b>                 |
| <b>FAST Act 405d Impaired Driving Mid 405d Mid HVE</b> |                                          |                                           |                             |                        |                            |                        |                             |                               |
|                                                        | M5HVE-2017-FA-HV-01                      | Mobile Impaired Driving Command Vehicle   | \$74,955.03 ✓               | \$0.00                 | \$36,593.27                | \$29,274.62 ✓          | \$29,274.62                 | \$0.00                        |
|                                                        | M5HVE-2017-FA-HV-03                      | WHP - Impaired Driving Overtime           | \$157,826.77 ✓              | \$0.00                 | \$176,182.38               | \$140,945.90 ✓         | \$140,945.90                | \$0.00                        |
|                                                        | <b>405d Mid HVE Total</b>                |                                           | <b>\$232,781.80</b>         | <b>\$0.00</b>          | <b>\$212,775.65</b>        | <b>\$170,220.52</b>    | <b>\$170,220.52</b>         | <b>\$0.00</b>                 |
| <b>405d Mid ID Coordinator</b>                         |                                          |                                           |                             |                        |                            |                        |                             |                               |
|                                                        | M5IDC-2017-FA-ID-01                      | Safe Communities Region 5 Impaired Driv   | \$17,938.24 ✓               | \$0.00                 | \$22,422.82                | \$17,938.24 ✓          | \$17,938.24                 | \$0.00                        |
|                                                        | M5IDC-2017-FA-ID-02                      | Safe Communities Region 1 Impaired Drivin | \$99,514.07 ✓               | \$0.00                 | \$88,926.07                | \$71,140.86 ✓          | \$71,140.86                 | \$0.00                        |
|                                                        | M5IDC-2017-FA-ID-03                      | Safe Communities Region 2 Impaired Drivin | \$72,677.04 ✓               | \$0.00                 | \$20,504.35                | \$16,403.49 ✓          | \$16,403.49                 | \$0.00                        |
|                                                        | <b>405d Mid ID Coordinator Total</b>     |                                           | <b>\$190,129.35</b>         | <b>\$0.00</b>          | <b>\$131,853.24</b>        | <b>\$105,482.59</b>    | <b>\$105,482.59</b>         | <b>\$0.00</b>                 |
| <b>405d Mid Paid/Earned Media</b>                      |                                          |                                           |                             |                        |                            |                        |                             |                               |
|                                                        | M5PEM-2017-FA-PM-01                      | GCID Impaired Driving Media               | \$308,356.72 ✓              | \$0.00                 | \$378,074.65               | \$302,459.71 ✓         | \$302,459.71                | \$0.00                        |
|                                                        | <b>405d Mid Paid/Earned Media Total</b>  |                                           | <b>\$308,356.72</b>         | <b>\$0.00</b>          | <b>\$378,074.65</b>        | <b>\$302,459.71</b>    | <b>\$302,459.71</b>         | <b>\$0.00</b>                 |
| <b>405d Mid Training</b>                               |                                          |                                           |                             |                        |                            |                        |                             |                               |
|                                                        | M5TR-2017-FA-TR-01                       | DRE/ARIDE/SFST Training                   | \$47,704.53 ✓               | \$0.00                 | \$59,630.66                | \$47,704.53 ✓          | \$47,704.53                 | \$0.00                        |
|                                                        | <b>405d Mid Training Total</b>           |                                           | <b>\$47,704.53</b>          | <b>\$0.00</b>          | <b>\$59,630.66</b>         | <b>\$47,704.53</b>     | <b>\$47,704.53</b>          | <b>\$0.00</b>                 |
| <b>405d Mid Information System</b>                     |                                          |                                           |                             |                        |                            |                        |                             |                               |
|                                                        | M5IS-2017-FA-IS-01                       | Traffic Safety Resource Prosecutor        | \$136,349.09 ✓              | \$0.00                 | \$147,836.09               | \$118,268.87 ✓         | \$118,268.87                | \$0.00                        |
|                                                        | M5IS-2017-FA-IS-02                       | GCID Facilitator                          | \$164,893.94 ✓              | \$0.00                 | \$99,840.37                | \$79,872.30 ✓          | \$79,872.30                 | \$0.00                        |
|                                                        | <b>405d Mid Information System Total</b> |                                           | <b>\$301,243.03</b>         | <b>\$0.00</b>          | <b>\$247,676.46</b>        | <b>\$198,141.17</b>    | <b>\$198,141.17</b>         | <b>\$0.00</b>                 |
| <b>405d Mid Other Based on Problem ID</b>              |                                          |                                           |                             |                        |                            |                        |                             |                               |
|                                                        | M5OT-2017-FA-OT-01                       | WASCOP LEC - Impaired Driving             | \$19,181.63 ✓               | \$0.00                 | \$23,977.04                | \$19,181.63 ✓          | \$19,181.63                 | \$0.00                        |
|                                                        | M5OT-2017-FA-OT-02                       | Alcohol Factors                           | \$5,665.85 ✓                | \$0.00                 | \$7,082.31                 | \$5,665.85 ✓           | \$5,665.85                  | \$0.00                        |

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Federal Reimbursement Voucher**

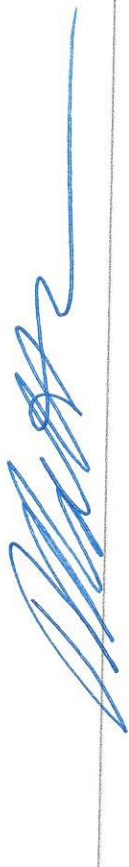
State: Wyoming

Reimbursement Info: Total: \$.00

2017-FINAL  
For Approval

Report Date: 12/20/2017  
Claim Period: 10/01/2016 - 09/30/2017  
Not Posted In DELPHI

| Program Area | Project                                                       | Description                              | HCS Federal Funds Obligated | Share to Local Benefit | State/Federal Cost to Date | Federal Funds Expended | Fed Previous Amount Claimed | Fed Funds Claimed this Period |
|--------------|---------------------------------------------------------------|------------------------------------------|-----------------------------|------------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
|              | 405d Mid Other Based on Problem ID Total                      |                                          | \$24,847.48                 | \$0.00                 | \$31,059.35                | \$24,847.48            | \$24,847.48                 | \$0.00                        |
|              | FAST Act 405d Impaired Driving Mid Total                      |                                          | \$1,105,062.91              | \$0.00                 | \$1,061,070.01             | \$848,856.00           | \$848,856.00                | \$0.00                        |
|              | FAST Act 405d 24-7 Sobriety 405d 24-7 HVE                     | F24HVE-2017-17-24-01 WASCOP DUI Overtime |                             |                        |                            |                        |                             |                               |
|              |                                                               | 405d 24-7 HVE Total                      | \$33,448.66                 | \$0.00                 | \$0.00                     | \$0.00                 | \$0.00                      | \$0.00                        |
|              |                                                               | FAST Act 405d 24-7 Sobriety Total        | \$33,448.66                 | \$0.00                 | \$0.00                     | \$0.00                 | \$0.00                      | \$0.00                        |
|              | FAST Act 405f Motorcycle Programs 405f Motorcyclist Awareness | M9MA-2017-FA-MA-01 Motorcycle Awareness  |                             |                        |                            |                        |                             |                               |
|              |                                                               | 405f Motorcyclist Awareness Total        | \$33,940.51                 | \$0.00                 | \$0.00                     | \$0.00                 | \$0.00                      | \$0.00                        |
|              |                                                               | FAST Act 405f Motorcycle Programs Total  | \$33,940.51                 | \$0.00                 | \$0.00                     | \$0.00                 | \$0.00                      | \$0.00                        |
|              |                                                               | NHTSA Total                              | \$7,402,584.17              | \$1,219,014.71         | \$5,625,002.98             | \$4,722,344.47         | \$4,722,344.47              | \$0.00                        |
|              |                                                               | Total                                    | \$7,402,584.17              | \$1,219,014.71         | \$5,625,002.98             | \$4,722,344.47         | \$4,722,344.47              | \$0.00                        |



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

State Official:



