

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

Fiscal Year	2019
NHTSA Grant Application	WYOMING - Highway Safety Plan - FY 2019
State Office	Wyoming Department of Transportation
Application Status	Submitted

## Highway Safety Plan

## 1 Summary information

## APPLICATION INFORMATION

Highway Safety Plan Name:	WYOMING - Highway Safety Plan - FY 2019
Application Version:	2.0

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

## STATUS INFORMATION

Submitted By:	Karson James
Submission On:	7/2/2018 5:18 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

The Highway Safety Behavioral Grants Office (HSO) planning process begins with a safety related problem identification that is developed annually by the WYDOT Traffic Records Office using the most current State crash data available. Problem identification provides an in-depth analysis of the main traffic safety focus areas that are eligible for federal funding consideration: Impaired Driving, Occupant Protection, Speeding, Distracted Driving, Motorcycles, and Young Drivers. The HSO also utilizes other various data sources to identify traffic safety problems such as Fatality Analysis Reporting System (FARS), Alcohol and Crime in Wyoming arrest data, Survey of Seat Belt Use, Census Bureau. These data are used when soliciting and developing projects for the subsequent year's Highway Safety Plan.

The HSO implemented a major change in the funding strategy for community based projects. All community based projects are now event based activities which are more effective in the administration of the approved projects. The Event Based Projects are endorsed by NHTSA, allows the HSO to strategically target events based on data, and increases the reach of the targeted demographic throughout Wyoming.

**Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

The HSO is an office of four who manage all aspects of the federal funding from fiscal administration to program management. The HSO works closely with stakeholders and traffic safety partners in the data collection and the grant review process to include the WYDOT-Crash Data Management Section, WYDOT-Budget & Financial Services, WYDOT-Internal Review, WYDOT-Planning Department, Wyoming Highway Patrol, Governor's Council on Impaired Driving, Wyoming Seat Belt Coalition, Wyoming Traffic Records Coordinating Committee, Wyoming Association of Sheriffs and Chiefs of Police Traffic Safety Committee, and DLN Consulting.

**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

The US Census Quick Facts indicates Wyoming is a rural state with a land area of 97,903 square miles which translates to 5.8 people per square mile. The population estimate is 579,315: 84.1% White, 10% Hispanic, 2.7% American Indian, 1.3% Black/African Americans. Currently, Wyoming is experiencing a downward trend in traffic fatalities based on a 5 year moving average despite an increase in fatalities from 112 in 2016 to 123 in 2017. Of the 123 fatalities in 2017, 59 were unrestrained, 40 were alcohol related and 51 involved speeding.

In 2017, Wyoming law enforcement issued 1,320 seat belt citations on grant funded overtime. Of those citations, 201 were for child restraint and 1,119 were for adult restraint violations. Impaired driving grant funded overtime yielded 409 DUI arrests. According to Alcohol and Crime in Wyoming, there were 3628 DUI arrests with an average BAC of .1546 and DUI's involved in traffic crashes average BAC was .1713.

Judicial data does not provide for a complete and accurate picture of impaired driving in Wyoming. Data is incomplete and takes months to generate a report. The HSO primarily relies on impaired driving crashes and DUI arrests as an indicator of who, where, and when impaired driving is occurring.

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

A solicitation for the FFY2019 grant applications was opened February 1st for a period of 45 days. Solicitation of grant applications was advertised through the WYDOT website, HSO Project Site, and emails to various agencies, non-profit organizations, foundations, national traffic safety partners for submittal of projects that have an ability to impact Wyoming's Core and State Performance Measures.

Each grant application received was documented in an Excel spreadsheet with an assigned number and all applicable fiscal information.

The HSO staff and traffic safety stakeholders conducted an evidenced based project selection to review grant applications and determine the ability of the proposed projects to impact Wyoming's Core Performance Measures. The in-depth review of the projects included, but were not limited to:

- Is the project is data driven?
- Does the project impact Wyoming's Core Performance Measures?
- Is the project evidence-based (Countermeasures that Work or provides documentation to show effectiveness)?
- How many years project has been funded?
- Does the project have the ability to be self-sufficient?
- Does application contain any local match for the project?
- Is the project evaluation data driven and sufficient to determine success?
- Are the projects over or under represented for the focus area and demographic?

A risk assessment was performed for each applicant utilizing the WYDOT risk assessment form; past grant performance and report timeliness entered into the selection equation.

A score was assigned to each grant application based on the criteria noted above. Resources are aligned with the proposed project activity based on the significance of the problem, the availability of funding, and a three year average of prior grant expenditures with increased consideration given to projects that show a propensity for success and innovative ideas. Funds for existing over/under performing projects will continue to be reviewed for appropriateness and the HSO will redirect funds to program areas not meeting goals set or that are experiencing little to no change.

**Enter list of information and data sources consulted.**

The HSO utilizes various data sources to analyze Wyoming's highway safety problem to include the Wyoming Electronic Crash Records System (WECRS), Fatality Analysis Reporting System (FARS), Alcohol and Crime in Wyoming, Survey of Seat Belt Use, and US Census Bureau.

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

The WYDOT SMS Committee (SMS) assumes the responsibility to be the coordinating body for the Wyoming State Highway Safety Plan (WSHSP) development. The purpose of the WSHSP is to focus Wyoming's safety partners on reducing the number of fatal and serious injury crashes. The WSHSP does not address every safety strategy currently being implemented or every strategy that may be implemented in the state, but primarily provides the guidance to the safety community to develop and implement the strategies with the greatest potential to reduce fatal and serious injury crashes

Wyoming's primary safety emphasis areas include occupant protection and impaired driving, with attention afforded to speeding, motorcycles and young drivers. This Plan is consistent with the Wyoming Strategic Highway Safety Plan (WSHSP) for the Core Performance Measures C1 - Reduce the number of Traffic Fatalities (FARS), C2 - Reduce the number of Serious Injuries (State), C2a - Reduce the rate of Serious Injuries/VMT (State), and C3 - Reduce the rate of Fatalities/VMT (FARS).

The SMS planning cycle has four key components:

- Coordination – Partnerships and shared responsibilities are necessary to achieve the State's crash reduction goals. Effective communications, coordination, and cooperation among key state, regional, and local agencies, safety organizations, and safety advocates are necessary to avoid redundancy and/or gaps in service and outreach;

- Implementation – The WSHSP is recognized as the highway safety transportation planning document for the State of Wyoming. The many and diverse safety plans such as the Highway Safety Plan (HSP) and the Highway Safety Improvement Plan (HSIP) collegially operate under the umbrella of the WSHSP. Projects approved for implementation are consistent with the program areas and performance measures identified in the WSHSP;
- Evaluation – The effectiveness of the projects implemented is measured by a demonstrated reduction in death and injury within the 11 core performance measures. Revision – Program direction/program guidance will be revised to reflect current highway safety needs, interventions, and regulations;
- Revision – Upon evaluation and review the WSHSP guidance will be revised as necessary to meet the challenges presented by an ever changing transportation system in the State of Wyoming.

### 3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Non-Motorized Fatal & Serious Injuries (State)	In Progress
Distracted Driving (State)	In Progress
Pedestrian Serious Injuries (State)	In Progress
Bicycle Serious Injuries (State)	In Progress
S-T1 Crash Timeliness	In Progress
S-T2 Crash Location Accuracy	In Progress
S-T3 Crash/Driver Integration	In Progress
S-T4 LRS Coverage	In Progress
S-T5 Roadway Integration (Linkable MIRE elements)	In Progress
S-T6 Roadway Integration (CARE/non-MIRE elements)	In Progress
S-T7 Number of Additional Data Sets Available for Analysis	In Progress

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Wyoming had 122 fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 130 for FY2018.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues that included law enforcement participation in NHTSA enforcement campaigns and localized events. Safe Communities conducted press conferences to kickoff of the May Mobilization and the National August Crackdown high visibility overtime enforcement campaigns. Two press conferences at the Wyoming/Colorado and Wyoming/South Dakota borders kicked off the #Safe2Sturgis Motorcycle Campaign.

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.

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 382 serious injuries in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 470 for FY2018.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues that included law enforcement participation in NHTSA enforcement campaigns and localized events. Safe Communities conducted press conferences to kickoff of the May Mobilization and the National August Crackdown high visibility overtime enforcement campaigns. Two press conferences at the Wyoming/Colorado and Wyoming/South Dakota borders kicked off the #Safe2Sturgis Motorcycle Campaign.

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.

**C-3) Fatalities/VMT (FARS, FHWA)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming's fatalities/VMT was 1.32 in 2017 based on data from the Wyoming Electronic Crash Records System (WECRS) and WYDOT Planning. Wyoming is on course to meet the goal of 1.32 for FY2018.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues that included law enforcement participation in NHTSA enforcement campaigns and localized events. Safe Communities conducted press conferences to kickoff of the May Mobilization and the National August Crackdown high visibility overtime enforcement campaigns. Two press conferences at the Wyoming/Colorado and Wyoming/South Dakota borders kicked off the #Safe2Sturgis Motorcycle Campaign.

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.

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 59 unrestrained fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 60 for FY2018.

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 for FFY2017 yielded 1,320 seat belt citations on grant funded overtime. 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, and enhancing the presence and reach of the Wyoming Seatbelt Coalition.”

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 38 alcohol-impaired driving fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 42 for FY2018.

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.

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

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 51 speeding related fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming's speeding related fatalities spiked and is currently not meeting the FY2018 target of 45.

As a proven tool for law enforcement agencies, radar units were purchased as a trigger mechanism to enforce Wyoming's seat belt law. In FY2017, law enforcement garnered 9,003 speeding citations issued on grant funded overtime enforcement.

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

Progress: In Progress

#### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 17 motorcyclist fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is not currently on course to meet the goal of no more than 15 motorcyclist fatalities for FY2018.

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.

### **C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: In Progress

#### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 13 unhelmeted motorcyclist fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is not on course to meet the goal of 11 unhelmeted motorcyclists for FY2018.

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.

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

Progress: In Progress

#### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 11 driver's age 20 or younger fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 14 for FY2018.

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.

### **C-10) Number of pedestrian fatalities (FARS)**

Progress: In Progress

#### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 6 pedestrian fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). The 6 pedestrian fatalities is one above Wyoming's goal of 5 for FY2018.

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.

### **C-11) Number of bicyclists fatalities (FARS)**

Progress: In Progress

#### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 0 bicyclist fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of no more than 1 for FY2018.

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.

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

Progress: In Progress

##### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

In 2017, the Wyoming's Survey of Seat Belt Use overall estimate for all vehicle occupants was 84.8%. Wyoming's in on course to meet the FY2018 goal of 81.7%.

#### **Non-Motorized Fatal & Serious Injuries (State)**

Progress: In Progress

##### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 25 non-motorized fatal and serious injuries in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 30 for FY2018.

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.

#### **Distracted Driving (State)**

Progress: In Progress

##### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 8 distracted driving fatalities in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of no more than 8.8 for FY2018.

The WYDOT Public Affairs Office worked collaboratively with traffic safety partners by developing, producing and distributing media. Distracted driving education was addressed through traffic safety events conducted by the Wyoming Highway Patrol and Safe Communities Region 1, 2 and 5.

#### **Pedestrian Serious Injuries (State)**

Progress: In Progress

##### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 11 pedestrian serious injuries in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of no more than 14.4 for FY2018.

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.

#### **Bicycle Serious Injuries (State)**

Progress: In Progress

##### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Wyoming had 8 bicyclist serious injuries in 2017 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of no more than 8 for FY2018.

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.

#### **S-T1 Crash Timeliness**

Progress: In Progress

##### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase Wyoming's crash timeliness from the 2016 baseline of 75.4% to 80.0% by December 31, 2018.

An IT professional was retained providing expertise in the State of Wyoming Traffic Records databases through improved quality, integration and processes. The IT professional developed applications, worked to solve integration problems and formatted databases.

**S-T2 Crash Location Accuracy**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase Wyoming's crash location accuracy from the 2016 baseline of 94.2% to 96.0% by December 31, 2018. Wyoming is working to meet this goal. As of March 31, 2018, the percentage of crash report accuracy was 93.74.

An IT professional was retained providing expertise in the State of Wyoming Traffic Records databases through improved quality, integration, and processes. This project developed a web service to validate users, provide map based crash locator, and update the host computer with accurate location information.

**S-T3 Crash/Driver Integration**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase Wyoming's crash/driver integration from the 2016 baseline of 92.1% to 95.0% by December 31, 2018. As of March 31, 2018, Wyoming is making progress towards this goal at 93.3%.

A consultant was retained to successfully link driver registration data to crash operator records. This project improved the accuracy of the driver-related elements in crash data and provide a better link between the crash data and driver services.

**S-T4 LRS Coverage**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase Wyoming's LRS Coverage from the 2016 baseline of 16,832 to 18,000 by December 31, 2018. As of March 31, 2018, Wyoming was at 17,232 for public roads. The Completeness of the Roadway system are measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS.

**S-T5 Roadway Integration (Linkable MIRE elements)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase Wyoming's Roadway Integration (Linkable MIRE elements) from the 2016 baseline of 54 to 60 by December 31, 2018. As of March 31, 2018, Wyoming was at 57 linkable MIRE elements. A consultant was retained to enhance traffic safety analysis for end users through upgrades to the CARE/WebCARE platform.

**S-T6 Roadway Integration (CARE/non-MIRE elements)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase Wyoming's Roadway Integration (CARE/non-MIRE elements) from the 2015 baseline of 20 to 21 by December 31, 2018. As of March 31, 2018, Wyoming was at 22. The project ensured all appropriate data sets are available in the safety analysis tool and all non-Mire roadway elements are in the Safety Portal.

**S-T7 Number of Additional Data Sets Available for Analysis**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

To increase the number of additional data sets available for analysis from the 2014 baseline of 10 to 12 by December 31, 2018. As of March 31, 2018, Wyoming was at 12. 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.

**4 Performance plan**

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety**

Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	130.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	470.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.400
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	57.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	40.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	40.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	17.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	12.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	14.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	5.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	1.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	81.2
Crash Reports with No Errors	3 Year	2017	2019	93.7
Linkable MIRE Features	3 Year	2017	2019	57.0

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

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 130.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The Performance Target is based on a 5 year moving average and analysis from the WYDOT Safety Management System (SMS) Committee. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 470.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



The Performance Target is based on a 5 year moving average and analysis from the WYDOT Safety Management System (SMS) Committee. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

**C-3) Fatalities/VMT (FARS, FHWA)**

**Is this a traffic records system performance measure?**

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.400
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The Performance Target is based on a 5 year moving average and analysis from the WYDOT Safety Management System (SMS) Committee. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

**Is this a traffic records system performance measure?**

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 57.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming’s low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

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

**Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 40.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming’s abnormally low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

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

**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 40.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

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

**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 17.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 12.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

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

**Is this a traffic records system performance measure?**

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 14.0
Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

#### **C-10) Number of pedestrian fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 5.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

#### **C-11) Number of bicyclists fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Core Performance Measure targets are calculated using five-year moving averages while factoring in Wyoming's low fatality counts in 2013 and 2016.

Wyoming Electronic Crash Reporting System (WECRS) and Fatality Analysis Reporting System (FARS) were used in factoring performance targets.

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

**Is this a traffic records system performance measure?**

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 81.2

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

The Performance Target is based on a 5 year moving average.

**Crash Reports with No Errors****Is this a traffic records system performance measure?**

Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

Crash Reports with No Errors-2019
Target Metric Type: Percentage
Target Value: 93.7
Target Period: 3 Year
Target Start Year: 2017

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Wyoming will improve the Accuracy of the Crash system as measured in terms of a increase the percentage of crash records with no location errors. This performance measure is based on the C-A-1 model (knowing that the location is one of the most important of the critical elements of the crash data).

## Performance measure method:

A crash location can be entered with one or more of three methods: Route and milepost, latitude/longitude, or intersection (on street and at street).

The proposed method for calculating the performance is to have a single query that combines all the different error detections:

- The date range will always be from April 1 to March 31, covering a one-year period
- If no location method used, the report will be counted as an error
- If any location method is invalid, the report will be counted as an error
  - A route & milepost location method is used, but is invalid (either the route or the milepost for that route does not exist)
  - A lat/long location method is used, but is invalid (does not exist in the state)
  - An intersection (on/at) is invalid (does not exist in the state)
- If any two location methods give significantly different locations (more than 500 feet, or ~ 0.1 miles), the report will be counted as an error
  - If a crash was located by both lat/long and route & milepost, and the location given by the lat/long is not equivalent to the location specified by the route & milepost.
  - If a crash was located by both lat/long and intersection (on/at), and the location given by the lat/long is not equivalent to the location specified by the intersection (on/at).
  - If a crash was located by both route & milepost and intersection (on/at), and the location given by the route & milepost is not equivalent to the location specified by the intersection (on/at).
- This data for this performance measure is currently being collected AFTER correction by the HWS Data Management team. In the future, the crash location accuracy will be measured BOTH before (i.e. on the crash reports as submitted by the officers) AND after (once the crashes are geo-located by HWS).

**Linkable MIRE Features****Is this a traffic records system performance measure?**

Yes

Primary performance attribute:	Integration
Core traffic records data system to be impacted:	Crash

Linkable MIRE Features-2019
Target Metric Type: Numeric
Target Value: 57.0
Target Period: 3 Year
Target Start Year: 2017

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Wyoming will improve the Integration of the Roadway system as measured in terms of an increase of the number of MIRE roadway feature data sets that can be linked with Crash (and other) data via location (typically LRS Route and Milepost locations). This performance measure is based indirectly on the R-I-1 model. By design, all roadway feature files are a) LRS compliant, meaning that all entries can be linked to the roadway basemap, and b) are dynamically segmented, meaning that each row in each table has ONLY the attribute(s) that correspond(s) to the table contents.

Performance measure method:

Counting the number (and completeness) of data sets that are available for safety analysis, and that are LRS compliant, enabling integration by location.

<b>State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.</b>	
Check the box if the statement is correct.	Yes
<b>Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.</b>	
<b>A-1) Number of seat belt citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Seat belt citations	1320
<b>A-2) Number of impaired driving arrests made during grant-funded enforcement activities</b>	
Fiscal year	2017
Impaired driving arrests	409
<b>A-3) Number of speeding citations issued during grant-funded enforcement activities*</b>	
Fiscal year	2017
Speeding citations	9003

## 5 Program areas

### Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
  - Statewide Coalitions
    - GCID Facilitator
      - FAST Act 405d Impaired Driving Mid
  - POST DUI Interventions
    - Laramie County DUI Court Training
      - FAST Act 405d Impaired Driving Mid
    - Traffic Safety Resource Prosecutor
      - FAST Act 405d Impaired Driving Mid
    - IPR DUI Supervised Probation and Parole
      - 154 Transfer Funds-AL
    - 24/7
      - FAST Act 405d 24-7 Sobriety
  - Mass Media Campaign
    - Impaired Driving Native American Outreach
      - FAST Act NHTSA 402
    - Impaired Driving Media
      - FAST Act 405d Impaired Driving Mid
  - Law Enforcement Training
    - WHP Impaired Driving Conference
      - FAST Act 405d Impaired Driving Mid
    - WHP DRE Program
      - FAST Act 405d Impaired Driving Mid
  - Law Enforcement Outreach Liaison
    - Law Enforcement Outreach Liaison
      - FAST Act NHTSA 402
  - Impaired Driving HVE
    - Impaired Driving HVE
      - FAST Act NHTSA 402
      - FAST Act 405d Impaired Driving Mid
      - 154 Transfer Funds-AL
  - Educational Activities
    - Impaired Driving Traffic Safety Event Based Activities

- FAST Act NHTSA 402
  - Impaired Driving WHP Safety Education
    - FAST Act NHTSA 402
  - Comprehensive Impaired Driving
    - FAST Act NHTSA 402
  - Alcohol Factors
    - FAST Act 405d Impaired Driving Mid
- 2. Occupant Protection (Adult and Child Passenger Safety)
  - Wyoming Seat Belt Coalition
    - Wyoming Seat Belt Coalition Facilitator
      - FAST Act 405b OP Low
  - Occupant Protection Program Assessment (NHTSA Facilitated)
    - Occupant Protection Assessment
      - FAST Act NHTSA 402
  - Occupant Protection Mass Media
    - Occupant Protection Mass Media
      - FAST Act NHTSA 402
    - Occupant Protection Native American Outreach
      - FAST Act NHTSA 402
  - Occupant Protection Law Enforcement Liaison
    - Occupant Protection Law Enforcement Liaison
      - FAST Act NHTSA 402
  - Occupant Protection HVE
    - Occupant Protection HVE
      - FAST Act 405b OP Low
      - FAST Act NHTSA 402
  - Occupant Protection Educational Activities
    - Traffic Safety Event Based Activities
      - FAST Act NHTSA 402
    - Comprehensive Occupant Protection
      - FAST Act NHTSA 402
    - WHP Safety Education
      - FAST Act NHTSA 402
  - Observed Seat Belt Survey
    - Observed Seat Belt Survey
      - FAST Act NHTSA 402
  - Child Restraint System Inspection Station(s)
    - CPS Instructor Training and Education
      - FAST Act NHTSA 402
- 3. Traffic Records
  - Traffic Records Project Manager
    - Traffic Records Project Manager
      - FAST Act NHTSA 402
  - Improves integration between one or more core highway safety databases
    - Traffic Records IT Specialist
      - FAST Act 405c Data Program
    - Traffic Records Portal
      - FAST Act 405c Data Program
  - Improves accuracy of a core highway safety database
    - Traffic Records QAQC
      - FAST Act 405c Data Program
- 4. Teen Traffic Safety Program
  - SADD
    - SADD
      - FAST Act NHTSA 402
- 5. Motorcycle Safety
  - Motorcycle Mass Media Campaign
    - Motorcycle Mass Media Campaign
      - FAST Act 405f Motorcycle Programs
- 6. Planning & Administration
  - (none)
    - HSO Office P&A
      - FAST Act NHTSA 402

## 5.1 Program Area: Impaired Driving (Drug and Alcohol)

**Program area type** Impaired Driving (Drug and Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

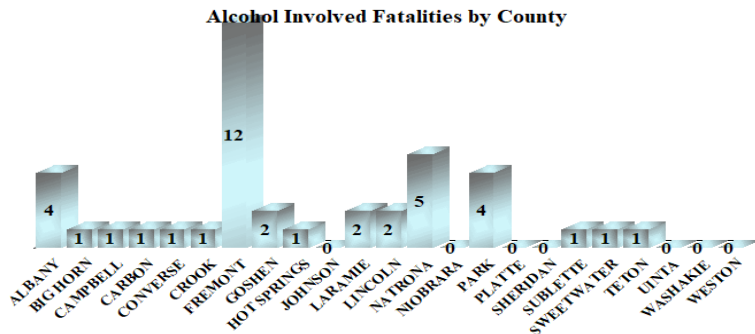
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

**Problem identification**

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

In 2017, Wyoming's Electronic Crash Records System (WECRS) reports 105 fatal crashes with 123 fatalities. Alcohol related fatalities occurred in 34 of those crashes with 40 fatalities. Analysis of data shows Wyoming has remained on an even trend of 41 alcohol involved fatalities based on 5 year moving averages since 2009-2013. The most recent FARS data indicates Wyoming’s 2015 alcohol-impaired driving fatalities per 100 million VMT was 0.56 which is significantly higher than the national rate at 0.33. Fremont County has ranked as number one in alcohol involved fatalities statewide since 2015.



Driving under the influence statewide accounted for 26.6% of all arrests. The average blood alcohol content (BAC) reported for 3,628 persons arrested for driving under the influence statewide was 0.1546. The average reported BAC for persons who were arrested for DUI after being involved in a traffic crash was 0.1713. Additionally, drivers testing positive for drugs are on the rise. Arrests for DUI’s involving drugs are at 14.47%. Traffic crashes involving drugs that resulted in arrests were at 16.79%.

Data driven analysis indicates the main demographics of Wyoming’s impaired driver include:

- Male drivers between the ages of 21-34 represent 33% of all alcohol involved traffic crashes.
- Women represent 23% of all alcohol involved traffic crashes.
- Months with the high occurrence of impaired driving are July with 10%, August with 10%, September with 10% and December with 11%.
- Weekends (Friday, Saturday, and Sunday) make up 56% of all alcohol involved crashes.
- 46% of alcohol involved crashes occurred between 9 pm to 3 am.

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	130.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	470.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.400
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	40.0

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

Fiscal Year	Countermeasure Strategy Name
2019	Statewide Coalitions

2019	POST DUI Interventions
2019	Mass Media Campaign
2019	Law Enforcement Training
2019	Law Enforcement Outreach Liaison
2019	Impaired Driving HVE
2019	Educational Activities

### 5.1.1 Countermeasure Strategy: Statewide Coalitions

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	Statewide Coalitions

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No



**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Work will be conducted to facilitate the Governor’s initiatives focusing on identifying, coordinating, and prioritizing issues with proven prevention strategies related to traffic safety. This strategy will indirectly impact Wyomingites through work accomplished from the Governor’s Council on Impaired Driving.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Analysis of data shows Wyoming has remained on an even trend of 41 alcohol involved fatalities based on 5 year moving averages since 2009-2013. The most recent FARS data indicates Wyoming’s 2015 alcohol-impaired driving fatalities per 100 million VMT was 0.56 which is significantly higher than the national rate at 0.33. Statewide Coalitions’ strategies will affect impaired driving through data driven analysis of the impaired driver, legislation, education for the general public, and other evidenced based activities.

**Statewide Coalitions will impact the following performance targets:**

**Traffic Fatalities (C1)**

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

**Unrestrained Passenger Vehicle Occupant Fatalities (C4)**

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

**Alcohol-Impaired Driving Fatalities (C5)**

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 405d NHTSA funds for these planned activities.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This strategy coordinates state efforts with local initiatives ensures the efforts compliment and reinforce each other. Leverage is gained when traffic safety partners bring resources such as expertise, funding, infrastructure.

This countermeasure strategy will receive 6% of the FAST Act 405d NHTSA funds for these planned activities.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID07	GCID Facilitator	Statewide Coalitions

**5.1.1.1 Planned Activity: GCID Facilitator**

Planned activity name	GCID Facilitator
Planned activity number	ID07
Primary countermeasure strategy	Statewide Coalitions

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This planned activity will coordinate state efforts with local initiatives ensuring the impaired driving efforts compliment and reinforce each other. This position reports directly to the Governor's Office, has the authority to effectively deliver the Governor's policy directives on impaired driving and work closely on impaired driving countermeasures to leverage each State agency's budget more effectively.

#### Enter intended subrecipients.

WYDOT Highway Safety Office will subcontract with Johnson & Associates.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Statewide Coalitions

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid ID Coordinator (FAST)	\$155,400.00	\$31,080.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.2 Countermeasure Strategy: POST DUI Interventions

<b>Program area</b>	Impaired Driving (Drug and Alcohol)
<b>Countermeasure strategy</b>	POST DUI Interventions

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DUI Courts are the first step after a DUI arrest in preventing future impaired driving by the offender. This countermeasure strategy will include: the training of DUI Court team members; assisting with the prosecution efforts of impaired drivers through the use of a Traffic Safety Resource Prosecutor (TSRP); supervised probation of DUI offenders; and 24/7 Programs with special emphasis in Fremont County which has a high-risk population. This countermeasure strategy will impact drivers arrested for a DUI.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, Wyoming's Electronic Crash Records System (WECRS) reports 105 fatal crashes with 123 fatalities. Thirty-four of those crashes were alcohol related with 40 fatalities. Planned activities will target drivers convicted of a DUI by making them accountable through sentencing and supervised probation.

Post DUI Interventions will impact the following performance targets:

**Traffic Fatalities (C1)**

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

**Serious Injuries in Traffic Crashes (State Data) (C2)**

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

**Alcohol-Impaired Driving Fatalities (C5)**

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

The planned activities will utilize FAST Act 405d NHTSA funding.

**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Enforcement alone will not eliminate impaired driving. Consequences, supervision, and education together provide a solid foundation for working with DUI offenders.

This countermeasure strategy will receive 14% of FAST Act 405d NHTSA funds for these planned activities.

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID02a	Laramie County DUI Court Training	POST DUI Interventions
ID02b	Traffic Safety Resource Prosecutor	POST DUI Interventions
ID02c	IPR DUI Supervised Probation and Parole	POST DUI Interventions
ID02d	24/7	POST DUI Interventions

**5.1.2.1 Planned Activity: Laramie County DUI Court Training**

Planned activity name	Laramie County DUI Court Training
Planned activity number	ID02a
Primary countermeasure strategy	POST DUI Interventions

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This project will provide training for the Laramie County DUI Court staff. The training will provide the DUI Court staff with insights, tactics, and policies to better treat and supervise the impaired driver. The training will also showcase the newest and most innovative services, products, and technologies for the treatment court field.

#### Enter intended subrecipients.

Laramie County DUI Court

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	POST DUI Interventions

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$7,326.00	\$1,465.20	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.2.2 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	ID02b
Primary countermeasure strategy	POST DUI Interventions

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The TSRP position will address the needs of stakeholders who contend with traffic safety problems in Wyoming. The TSRP program will provide local law enforcement and prosecutors with a veteran prosecutor specializing in traffic safety issues with an emphasis in impaired driving to support their efforts through training, education, legal research, and technical assistance. The TSRP program will develop strategies and tactics aimed at reducing impaired driving and to improve the quality of the investigations and prosecutions around the state.

Enter intended subrecipients.

City of Laramie

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	POST DUI Interventions

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$177,600.00	\$35,520.00	

### Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.2.3 Planned Activity: IPR DUI Supervised Probation and Parole

<b>Planned activity name</b>	IPR DUI Supervised Probation and Parole
<b>Planned activity number</b>	ID02c
<b>Primary countermeasure strategy</b>	POST DUI Interventions

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

DUI Supervised Probation manages persons ordered via local courts that are convicted of a DUI. This activity ensures clients are accountable for consumption of alcohol, drug use, and legal vehicle operation while on probation.

**Enter intended subrecipients.**

Fremont County Injury Prevention Resources

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 POST DUI Interventions

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	\$155,586.66		\$155,586.66

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.1.2.4 Planned Activity: 24/7

Planned activity name 24/7

Planned activity number ID02d

Primary countermeasure strategy POST DUI Interventions

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]



No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The Attorney General, with assistance from the Governor's Council on Impaired Driving, is implementing a court-based management program designed for repeat DUI offenders. The 24/7 Program sets the standard of no use of alcohol as a condition of continuing to drive while remaining in the community, rather than being incarcerated. The standard is enforced by intensive monitoring through law enforcement agencies with alcohol 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. This project activities will provide training to counties and officials implementing the 24/7 Program, purchase computers, peripheral equipment and supplies and travel expenses as required to facilitate the startup of the 24/7 Program.

**Enter intended subrecipients.**

Attorney General of Wyoming

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	POST DUI Interventions

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d 24-7 Sobriety	405d 24-7 Sobriety	\$34,965.00	\$6,993.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.3 Countermeasure Strategy: Mass Media Campaign**

**Program area** Communications (Media)

**Countermeasure strategy** Mass Media Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Impaired driving public education and awareness media campaigns are a tried and true strategy that influences positive behavior change when partnered with high visibility enforcement. The media campaign will focus on impaired driving through multi-media communication outreach utilizing social media, TV, radio, billboards, newspapers, and other print media.

This strategy will impact the majority of Wyomingites with a focus on the high risk demographic identified in the Impaired Driving Problem Identification to include the Native American population within Fremont County.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Driving under the influence statewide accounted for 26.6% of all arrests. The average blood alcohol content (BAC) reported for 3,628 persons arrested for driving under the influence statewide was 0.1545. The average reported BAC for persons who were arrested for DUI after being involved in a traffic crash was 0.1975.

This strategy will bring to the forefront the impaired driving problem in Wyoming educating and influencing the public and will positively impact **the following performance targets:**

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### Alcohol-Impaired Driving Fatalities (C5)

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA and FAST Act 405d NHTSA funds for these planned activities.

#### Evidence of effectiveness

##### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Public education and awareness when paired with other countermeasure strategies reduce the occurrence of impaired driving.

Communications campaign will receive 41% of FAST Act 405d NHTSA funds for Impaired Driving Mass Media.

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

##### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID03b	Impaired Driving Native American Outreach	Mass Media Campaign
ID03a	Impaired Driving Media	Mass Media Campaign

#### 5.1.3.1 Planned Activity: Impaired Driving Native American Outreach

**Planned activity name** Impaired Driving Native American Outreach

**Planned activity number** ID03b

**Primary countermeasure strategy** Mass Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This project will retain services of a design/creative consultant for campaign messaging, conduct impaired driving highway safety media campaigns, and travel to traffic safety conferences and meetings to remain current on traffic safety issues.

**Enter intended subrecipients.**

WYDOT District 5

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Mass Media Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$44,400.00	\$4,222.44	\$40,177.56

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.3.2 Planned Activity: Impaired Driving Media**

Planned activity name Impaired Driving Media

Planned activity number ID03a

Primary countermeasure strategy Mass Media Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The Governor's Council on Impaired Driving (GCID) and WYDOT Public Affairs Office are working to educate the public on highway safety issues related to impaired driving through multi-media communication and outreach. The project activities include retaining a consultant to use data to develop, produce, and distribute impaired driving media messaging that will modify the behaviors of targeted demographics.

**Enter intended subrecipients.**

WYDOT Public Affairs Office and Heinrich Marketing.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Mass Media Campaign

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$999,000.00		\$199,800.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.4 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This proven countermeasure strategy will train law enforcement on the emerging trends of impaired driving through statewide trainings and an Impaired Driving Conference. An Impaired Driving Coordinator will lead the efforts in training law enforcement in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training.

Law enforcement, judicial officials, and traffic safety advocates will be directly impacted through this training countermeasure strategy. Impaired drivers will be impacted through increased DUI arrests and prosecutions.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Data driven analysis indicates the characteristics of Wyoming's impaired driver include:

Male drivers between the ages of 21-34 that represent 33% of all alcohol involved traffic crashes.

Women represent 23% of all alcohol involved traffic crashes.

Months with the high occurrence of impaired driving are July with 10%, August with 10%, September with 10% and December with 11%.

Planned activities will focus on up-to-date training for law enforcement on the emerging trends of impaired driving which will equip law enforcement with the tools needed to identify and arrest DUI offenders.

**Law enforcement training will impact the following performance targets:**

#### **Traffic Fatalities (C1)**

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

#### **Serious Injuries in Traffic Crashes (State Data) (C2)**

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### **Alcohol-Impaired Driving Fatalities (C5)**

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 405d NHTSA funds for these planned activities.

### **Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Training law enforcement to detect and arrest an impaired driver is a critical component of the Impaired Driving Program.

This countermeasure strategy will receive 13% of the FAST Act 405d NHTSA funds for these planned activities.

### **Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### **Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
ID04a	WHP Impaired Driving Conference	Law Enforcement Training
ID04b	WHP DRE Program	Law Enforcement Training

#### **5.1.4.1 Planned Activity: WHP Impaired Driving Conference**

<b>Planned activity name</b>	WHP Impaired Driving Conference
<b>Planned activity number</b>	ID04a
<b>Primary countermeasure strategy</b>	Law Enforcement Training

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

An Impaired Driving Conference will be conducted for law enforcement, prosecutors and traffic safety advocates. Tracks will focus on training for DRE's, DRE Instructor's and officer's on the emerging trends in drugs, drugged driving, alcohol abuse, court room testimony and high visibility enforcement. Additional conference tracks will focus on prosecutor training on emerging trends in court cases, trial preparation, and resources for prosecuting impaired driving offenders.

**Enter intended subrecipients.**

Wyoming Highway Patrol

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$52,242.46	\$10,448.49	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.4.2 Planned Activity: WHP DRE Program**

Planned activity name	WHP DRE Program
Planned activity number	ID04b
Primary countermeasure strategy	Law Enforcement Training



Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This is an enforcement support project that involves training law enforcement officers in impaired driving detection methods with the intent of reducing alcohol and drugged driving fatalities.

Enter intended subrecipients.

Wyoming Highway Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$255,300.00		\$51,060.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.1.5 Countermeasure Strategy: Law Enforcement Outreach Liaison

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Law Enforcement Outreach Liaison

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Countermeasure strategy description**

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The countermeasure strategy fosters relationships with state and local law enforcement agencies on behalf of the Highway Safety Office. This strategy has proven to be beneficial by providing on-site technical assistance to local law enforcement agencies including, but not limited to, generating local press involvement for mobilizations, coordinating DUI task force events, and other traffic safety related directives given by the Governor’s Representative for Highway Safety. This strategy impacts law enforcement by encouraging aggressive enforcement of Wyoming’s impaired driving laws during national, state, and local traffic safety campaigns and throughout the year.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

In 2017, alcohol related fatalities represented 32.5% of all Wyoming traffic fatalities and driving under the influence accounted for 26.6% of all arrests statewide. With no less than 52 local law enforcement agencies participating in high visibility overtime enforcement, the HSO utilizes the Law Enforcement Liaison project to move forward traffic safety initiatives as directed by the Governor’s Representative for Highway Safety.

Traffic Safety performance measures impacted by this countermeasure are:

**Traffic Fatalities (C1)**

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

**Serious Injuries in Traffic Crashes (State Data) (C2)**

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

**Unrestrained Passenger Vehicle Occupant Fatalities (C4)**

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

**Alcohol-Impaired Driving Fatalities (C5)**

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA funds for these planned activities.

**Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The Law Enforcement Liaison (LEL) Program serves as a link between the Highway Safety Office and local law enforcement. The Wyoming LEL Program communicates with the 52 local law enforcement agencies that affect traffic safety data and participate in high visibility overtime enforcement campaigns on behalf of the HSO.

This countermeasure strategy will receive 5% of the 402 FAST Act NHTSA funds for these planned activities.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID06	Law Enforcement Outreach Liaison	Law Enforcement Outreach Liaison

**5.1.5.1 Planned Activity: Law Enforcement Outreach Liaison**

<b>Planned activity name</b>	Law Enforcement Outreach Liaison
<b>Planned activity number</b>	ID06
<b>Primary countermeasure strategy</b>	Law Enforcement Outreach Liaison

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The Law Enforcement Liaison (LEL) Program will continue to foster relationships with state and local law enforcement agencies and provide on-site technical assistance in the areas of DUI Enforcement to include, but not limited to, assisting with generating local press involvement for mobilizations, task force events, and other traffic safety related directives given by the Governor's Representative for Highway Safety.

The LEL will attend meetings on behalf of the Highway Safety Office as requested by the Governor's Representative for Highway Safety and travel to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

**Enter intended subrecipients.**

WYDOT HSO will subcontract with Allsop Consulting and Merge Consulting.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Outreach Liaison

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$116,550.00	\$11,083.91	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.1.6 Countermeasure Strategy: Impaired Driving HVE

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Impaired Driving HVE

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure is a proven, evidence based strategy that will include state and local law enforcement agencies working high visibility overtime enforcement with emphasis on NHTSA national campaigns. This will impact all of Wyoming driver's by reducing the number of impaired drivers on Wyoming roadways.

This strategy, when applicable, will be supported with other proven countermeasure strategies of media, educational traffic safety events, and equipment.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

In 2017, alcohol related fatalities represented 32.5% of all Wyoming traffic fatalities and driving under the influence accounted for 26.6% of all arrests statewide. The average BAC for an impaired driver in a traffic crash was .1713. Planned activities will target males 21-34 who represent 33% of all alcohol involved traffic crashes. High visibility enforcement will also be conducted during months with the high occurrence of impaired driving: July with 10%, August with 10%, September with 10% and December with 11%.

Impaired driving countermeasure strategies will impact the following performance targets:

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

### Alcohol-Impaired Driving Fatalities (C5)

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

The planned activities will utilize 402 FAST Act NHTSA and 405d FAST Act NHTSA funding.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This strategy focuses on law enforcements efforts to positively impact impaired driving by reducing the number of impaired drivers on Wyoming roadways.

This countermeasure strategy will receive 6% of FAST Act NHTSA 402, 23% of FAST Act NHTSA 405d, and 52% of 154AL NHTSA funds for these planned activities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID01	Impaired Driving HVE	Impaired Driving HVE

#### 5.1.6.1 Planned Activity: Impaired Driving HVE

Planned activity name	Impaired Driving HVE
Planned activity number	ID01
Primary countermeasure strategy	Impaired Driving HVE

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)  
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This activity focuses on law enforcements efforts to positively impact impaired driving by reducing the number of impaired drivers and fatalities on Wyoming roadways. State and local law enforcement will conduct high visibility overtime enforcement and will focus on NHTSA impaired driving enforcement campaigns, DUI task forces and localized events during which data has shown an increase in traffic crashes on the roadways. Video camera's will be purchased to support of the impaired driving high visibility enforcement and prosecution.

#### Enter intended subrecipients.

The Wyoming Highway Patrol, Wyoming Association of Sheriffs and Police (WASCOP) and Cheyenne Police Department

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving HVE

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$140,445.31	\$13,356.35	\$127,088.96
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$565,069.76	\$113,013.95	
2018	154 Transfer Funds-AL	154 Alcohol	\$305,250.00		\$55,500.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.1.7 Countermeasure Strategy: Educational Activities

**Program area** Impaired Driving (Drug and Alcohol)

**Countermeasure strategy** Educational Activities

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description



To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The activities within this strategy are proven, evidence based, and will include partnerships of law enforcement agencies, schools, government officials, health and medical providers, businesses, media, community leaders, and others interested in educating the public to reduce traffic crashes and fatalities.

The Impaired Driving Traffic Safety Events will be conducted through comprehensive projects at both state and local levels impacting a wide array of Wyomingites to include the aging population, teen drivers, male drivers, and the general public. This educational countermeasure strategy, when applicable, will be supported with other proven countermeasure strategies of media and/or high visibility enforcement.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

In 2017, alcohol related fatalities represented 32.5% of all Wyoming traffic fatalities and driving under the influence accounted for 26.6% of all arrests statewide. Planned activities will target and provide education to high risk demographics as identified in the Impaired Driving Problem Identification.

Impaired Driving Educational Activity countermeasure strategies will impact the following performance targets:

#### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

#### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### Alcohol-Impaired Driving Fatalities (C5)

2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

The planned activities will utilize FAST Act 402 NHTSA and FAST Act 405d NHTSA funding.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This activity works directly educating the public through event based activities. This is a critical component of the Impaired Driving Program.

This countermeasure strategy will receive approximately 29% of the 402 FAST Act funds (Impaired Driving and Occupant Protection) and 2% of 405d FAST Act funds for Educational Activities.

Impaired Driving Traffic Safety Event Based Activities - FAST Act 402 funds

Impaired Driving Safety Education - FAST Act 402 funds

Comprehensive Impaired Driving - FAST Act 402 funds

Alcohol Factors - FAST Act 405d

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID05a	Impaired Driving Traffic Safety Event Based Activities	Educational Activities
ID05b	Impaired Driving WHP Safety Education	Educational Activities
ID05c	Comprehensive Impaired Driving	Educational Activities
ID05d	Alcohol Factors	Educational Activities

#### 5.1.7.1 Planned Activity: Impaired Driving Traffic Safety Event Based Activities

**Planned activity name** Impaired Driving Traffic Safety Event Based Activities

**Planned activity number** ID05a

**Primary countermeasure strategy** Educational Activities

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This activity will focus on comprehensive, localized, targeted and data driven impaired driving education events. Activities include partnering with traffic safety advocates, providing personnel to man safety booths, media to support events, developing and producing educational materials, etc.

**Enter intended subrecipients.**

Cheyenne Regional Medical Center Foundation, Injury Prevention Resources (Fremont County), Department of Health Injury Prevention Resources, WY Alliance of Boys & Girls Clubs, Wyoming Medical Center

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Educational Activities

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$239,979.12	\$22,822.02	\$198,784.32

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.7.2 Planned Activity: Impaired Driving WHP Safety Education

**Planned activity name** Impaired Driving WHP Safety Education

**Planned activity number** ID05b

**Primary countermeasure strategy** Educational Activities

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The WHP will educate teens, adults, older drivers (50+) and the general public utilizing a variety of classes, trainings, programs, and media to promote proper restraint usage and the consequences of distracted and impaired driving.

**Enter intended subrecipients.**

Wyoming Highway Patrol

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Educational Activities

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$99,900.00	\$9,500.49	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.1.7.3 Planned Activity: Comprehensive Impaired Driving

Planned activity name Comprehensive Impaired Driving

Planned activity number ID05c

Primary countermeasure strategy Educational Activities

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The Highway Safety Program will collaborate with traffic safety advocates to reduce death and injury due to impaired driving or motorcycle riding. This project will augment planned traffic safety activities for local, state, and national events.

**Enter intended subrecipients.**

WYDOT Highway Safety Office

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Educational Activities

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$33,300.00	\$3,166.83	\$0.00

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.1.7.4 Planned Activity: Alcohol Factors**

Planned activity name Alcohol Factors

Planned activity number ID05d

Primary countermeasure strategy Educational Activities

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This project will collect and analyze the alcohol/drug-related data for all custodial arrests from January 1 through December 31, 2018. An Executive Summary and two year end reports of the alcohol-related arrest data will be produced and distributed to traffic safety advocates to provide education and enforcement to Wyoming's impaired driving population.

#### Enter intended subrecipients.

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Educational Activities

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$49,950.00	\$9,990.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.2 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address

those problems, at the level of detail required under § 1300.11(c) and (d)?

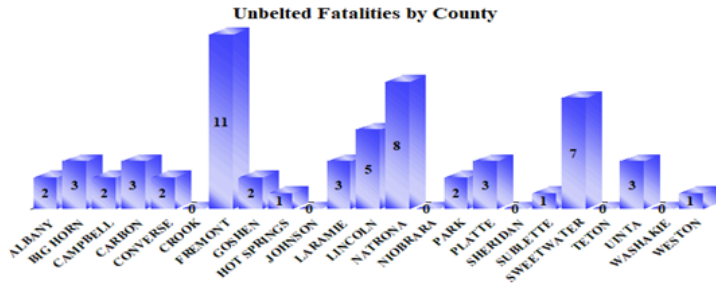
Yes

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

83.7% of Wyoming's population lives in rural areas (United States Census Bureau's QuickFacts on Wyoming and the counties within Wyoming) and drive on rural roadways which makes up 89.9% of all roads in Wyoming (FHWA's Highway Statistics Series State Statistical Abstracts 2015.) The Highway Safety Office anticipates all countermeasure strategies are either addressing the rural population that drives on rural roads daily or drivers that will be frequently driving on rural roads when traveling. These activities include education and awareness through media, enforcement activities, information dissemination, training of CPS Technicians, and education of young driver.

Currently, Wyoming is experiencing a downward trend in traffic fatalities based on a 5 year moving average despite an increase in fatalities from 112 in 2016 to 123 in 2017. Of the 123 fatalities in 2017, 59 were unrestrained which represents 62% of fatalities.



Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. The counties of Sweetwater (64.4%), Fremont (74.6%), Laramie (74.9%), Park (76.0%), Platte (78.0%), Campbell (78.3%), Sheridan (78.8%), Natrona (80.2%), Converse (81.6%), and Lincoln (84.7%) represent 71% of Wyoming's population and rank below the statewide observed seat belt use average.

Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are:

Drivers of pickup trucks represent 26% of unbelted vehicle occupants involved in traffic crashes.

Drivers on rural roadways represent 57% of unbelted vehicle occupants involved in traffic crashes.

Unbelted fatalities occur primarily in Fremont, Natrona and Sweetwater counties.

42.8% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 14-29. A subset of unbelted vehicle occupants involved in traffic crashes is as follows:

Ages 0-13 were unbelted 8.5%.

Ages 14-20 were unbelted 21.8%.

Ages 21-29 were unbelted 21.0%.

Ages 30-39 were unbelted 15.2%.

Ages 40-49 were unbelted 9.1%.

Ages 50-59 were unbelted 12.3%.

Ages 60+ were unbelted 11.3%.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	130.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	470.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	57.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	14.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	81.2

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Wyoming Seat Belt Coalition
2019	Occupant Protection Program Assessment (NHTSA Facilitated)
2019	Occupant Protection Mass Media
2019	Occupant Protection Law Enforcement Liaison
2019	Occupant Protection HVE
2019	Occupant Protection Educational Activities
2019	Observed Seat Belt Survey
2019	Child Restraint System Inspection Station(s)

### 5.2.1 Countermeasure Strategy: Wyoming Seat Belt Coalition

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Wyoming Seat Belt Coalition

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the**



State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This project will retain the services of a coordinator who is responsible for the functions of the Wyoming Task Force on Occupant Protection to include: drafting of a state-wide strategic plan; facilitate presentations and discussions at meetings; provide a forum for research; discussion, and planning to reduce the incidence of unbelted injuries and fatalities in Wyoming; identify priority issues and prevention strategies related to occupant protection; and travel as required as facilitator of the Wyoming Task Force on Occupant Protection.

This strategy will impact a wide array of Wyomingites to include the high risk demographic as identified in the Occupant Protection Problem Identification, legislation, and Wyoming employers.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. This activity will provide Wyoming with recommendations for occupant protection program improvements.

The Wyoming Seat Belt Coalition will directly impact the following performance measures:

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

### Unrestrained Passenger Vehicle Occupant Fatalities (C4)

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize 405b funds for these planned activities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Wyoming's Governor is in full support of providing education and outreach to high risk demographics, employers, and the general public on seat belt use. This strategy brings together a diverse group of traffic safety professionals with different aspects of support and resources to the occupant protection challenges facing Wyoming's rural culture.

This countermeasure strategy will receive 20% of the FAST Act 405b NHTSA funds for these planned activities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP08	Wyoming Seat Belt Coalition Facilitator	Wyoming Seat Belt Coalition

## 5.2.1.1 Planned Activity: Wyoming Seat Belt Coalition Facilitator

**Planned activity name** Wyoming Seat Belt Coalition Facilitator  
**Planned activity number** OP08  
**Primary countermeasure strategy** Wyoming Seat Belt Coalition

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This project will retain the services of a coordinator who is responsible for the functions of the Wyoming Task Force on Occupant Protection to include drafting of a state-wide strategic plan, facilitate presentations and discussions at meetings, provide a forum for research, discussion, conduct social media messaging, planning to reduce the incidence of unbelted injuries and fatalities in Wyoming, identifying priority issues and prevention strategies related to occupant protection, and travel as required as facilitator of the Wyoming Task Force on Occupant Protection.

**Enter intended subrecipients.**

The WYDOT HSO will subcontract with Heinrich Marketing

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Wyoming Seat Belt Coalition

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$122,100.00		\$24,420.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.2 Countermeasure Strategy: Occupant Protection Program Assessment (NHTSA Facilitated)

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Occupant Protection Program Assessment (NHTSA Facilitated)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This project will conduct an Occupant Protection Assessment. Wyoming has a history of low seatbelt usage by its residents, well below the national average, and the state has consistently had the highest fatality rate in the nation for all passenger vehicles.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. This activity will assist Wyoming with program improvements.

The Occupant Protection Program Assessment will directly impact the following performance measures:

#### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

#### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### Unrestrained Passenger Vehicle Occupant Fatalities (C4)

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA funds for these planned activities.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The results of this project will be used to assess current funded OP projects and guide the HSO on decisions towards future projects.

This countermeasure strategy will receive 1% of the FAST Act 402 NHTSA funds for these planned activities.

### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP03	Occupant Protection Assessment	Occupant Protection Program Assessment (NHTSA Facilitated)

#### 5.2.2.1 Planned Activity: Occupant Protection Assessment

<b>Planned activity name</b>	Occupant Protection Assessment
<b>Planned activity number</b>	OP03
<b>Primary countermeasure strategy</b>	Occupant Protection Program Assessment (NHTSA Facilitated)

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This project will conduct an Occupant Protection Assessment. Wyoming has a history of low seatbelt usage by its residents, well below the national average, and the state also has consistently had the highest fatality rate in the nation for all passenger vehicles.

#### Enter intended subrecipients.

WYDOT Highway Safety Office

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Program Assessment (NHTSA Facilitated)

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$27,750.00	\$2,639.03	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.3 Countermeasure Strategy: Occupant Protection Mass Media

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Occupant Protection Mass Media

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Occupant protection public education and awareness media campaigns are a tried and true strategy that influences positive behavior change when partnered with high visibility enforcement. The media campaign will focus on occupant protection, through multi-media communication outreach utilizing social media, TV, radio, billboards, newspapers, and other print media.

This strategy will impact the majority of Wyomingites with a focus on the high risk demographic identified in the Occupant Protection Problem Identification.

This countermeasure strategy will educate the public on highway safety issues related to occupant protection through multi-media communication and outreach. The project activities include retaining a consultant to use data to develop, produce, and distribute occupant protection media messaging that will modify the behaviors of targeted demographics.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are:

- Drivers of pickup trucks represent 26% of unbelted vehicle occupants involved in traffic crashes.
- Drivers on rural roadways represent 57% of unbelted vehicle occupants involved in traffic crashes.
- Unbelted fatalities occur primarily in Fremont, Natrona and Sweetwater counties.
- 42.8% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 14-29.

This strategy will target statewide occupant protection message with an emphasis on our target demographic listed above.

The Occupant Protection Mass Media Campaign will directly impact the following performance measures:

#### **Traffic Fatalities (C1)**

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

#### **Serious Injuries in Traffic Crashes (State Data) (C2)**

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### **Unrestrained Passenger Vehicle Occupant Fatalities (C4)**

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

Occupant Protection Mass Media campaigns will receive FAST Act 402 NHTSA funds.

### **Evidence of effectiveness**

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Public education and awareness when paired together with impaired driving activities and high visibility enforcement impact occupant protection goals and targets.

This countermeasure strategy will receive approximately 27% of the FAST Act 402 NHTSA funds for Mass Media campaigns.

### **Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### **Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
OP02a	Occupant Protection Mass Media	Occupant Protection Mass Media
OP02b	Occupant Protection Native American Outreach	Occupant Protection Mass Media

#### **5.2.3.1 Planned Activity: Occupant Protection Mass Media**

<b>Planned activity name</b>	Occupant Protection Mass Media
<b>Planned activity number</b>	OP02a

Primary countermeasure strategy Occupant Protection Mass Media

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This planned activity will educate the public on highway safety issues related to occupant protection through multi-media communication and outreach. The activities include retaining a consultant to use data to develop, produce, and distribute occupant protection media messaging that will modify the behaviors of targeted demographics.

**Enter intended subrecipients.**

WYDOT Public Affairs Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Mass Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$555,000.00	\$52,780.50	\$150,665.85

Major purchases and dispositions



Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.3.2 Planned Activity: Occupant Protection Native American Outreach

**Planned activity name** Occupant Protection Native American Outreach

**Planned activity number** OP02b

**Primary countermeasure strategy** Occupant Protection Mass Media

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This project will retain services of a design/creative consultant for campaign messaging, conduct an occupant protection highway safety media campaigns, and travel to traffic safety conferences and meetings to remain current on traffic safety issues.

**Enter intended subrecipients.**

WYDOT District 5

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Occupant Protection Mass Media

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$44,400.00	\$4,222.44	\$40,177.56

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.4 Countermeasure Strategy: Occupant Protection Law Enforcement Liaison

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Occupant Protection Law Enforcement Liaison

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The countermeasure strategy fosters relationships with state and local law enforcement agencies on behalf of the Highway Safety Office. This strategy has proven to be beneficial by providing on-site technical assistance to local law enforcement agencies including, but not limited to, generating local press involvement for mobilizations, occupant protection task force events and other traffic safety related directives given by the Governor's Representative for Highway Safety. This strategy encourages aggressive enforcement of Wyoming's occupant protection laws during national, state, and local traffic safety campaigns and throughout the year.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. The counties of Sweetwater (64.4%), Fremont (74.6%), Laramie (74.9%), Park (76.0%), Platte (78.0%), Campbell (78.3%), Sheridan (78.8%), Natrona (80.2%), Converse (81.6%), and Lincoln (84.7%) represent 71% of Wyoming's population and rank below the statewide observed seat belt use average. With no less than 52 local law enforcement agencies participating in high visibility overtime enforcement, the HSO utilizes the Law Enforcement Liaison project to move forward traffic safety initiatives as directed by the Governor's Representative for Highway Safety.

The Occupant Protection Law Enforcement Liaison strategy will impact the following performance measures:

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

### Unrestrained Passenger Vehicle Occupant Fatalities (C4)

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA funds for these planned activities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The Law Enforcement Liaison (LEL) Program serves as a link between the Highway Safety Office and local law enforcement. The Wyoming LEL Program communicates to the 52 local law enforcement agencies that participate in high visibility overtime enforcement campaigns on behalf of the HSO.

This countermeasure strategy will receive 5% of the FAST Act 402 NHTSA funds for these planned activities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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## 5.2.4.1 Planned Activity: Occupant Protection Law Enforcement Liaison

**Planned activity name** Occupant Protection Law Enforcement Liaison

**Planned activity number** OP10

**Primary countermeasure strategy** Occupant Protection Law Enforcement Liaison

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The Law Enforcement Liaison (LEL) Program will continue to foster relationships with state and local law enforcement agencies and provide on-site technical assistance in the areas of occupant protection enforcement to include, but not limited to, assisting with generating local press involvement for mobilizations, task force events, and other traffic safety related directives given by the Governor's Representative for Highway Safety.

The LEL will attend meetings on behalf of the Highway Safety Office as requested by the Governor's Representative for Highway Safety and travel to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

**Enter intended subrecipients.**

WYDOT Highway Safety Office will subcontract with Allsop Consulting and Merge Consulting

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
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2019 Occupant Protection Law Enforcement Liaison

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$116,550.00	\$11,083.91	\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.5 Countermeasure Strategy: Occupant Protection HVE

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Occupant Protection HVE

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

**State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure is a proven, evidence based strategy and will include state and local law enforcement agencies working high visibility overtime enforcement, impacting all Wyoming's drivers by reducing the number of unbelted vehicle occupants on Wyoming roadways.

This strategy, when applicable, will be supported with other proven countermeasure strategies of media and educational traffic safety events.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Wyoming is experiencing a downward trend in traffic fatalities based on a 5 year moving average despite an increase in fatalities from 112 in 2016 to 123 in 2017. Of the 123 fatalities in 2017, 59 were unrestrained which represents 62% of fatalities. This strategy of High Visibility Enforcement will focus on participation by law enforcement agencies in NHTSA's national occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways.

Occupant Protection High Visibility Enforcement will impact the following performance measures:

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

### Unrestrained Passenger Vehicle Occupant Fatalities (C4)

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA and FAST Act 405b NHTSA funds for these planned activities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This strategy focuses on law enforcements efforts to reduce unbelted fatalities and injuries on Wyoming roadways.

This countermeasure strategy will receive 3% of FAST Act 402 NHTSA and 55% of FAST Act 405b NHTSA funds for these planned activities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP01	Occupant Protection HVE	Occupant Protection HVE

#### 5.2.5.1 Planned Activity: Occupant Protection HVE

Planned activity name Occupant Protection HVE  
 Planned activity number OP01  
 Primary countermeasure strategy Occupant Protection HVE

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

High Visibility Enforcement will focus on participation by law enforcement agencies NHTSA's occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways. Radars will be purchased to support occupant protection high visibility enforcement.

#### Enter intended subrecipients.

Wyoming Highway Patrol and Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection HVE

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$572,737.06	\$114,547.41	
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$66,143.79	\$6,290.27	\$59,853.52

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.6 Countermeasure Strategy: Occupant Protection Educational Activities

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Occupant Protection Educational Activities

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]



No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The activities within this strategy are proven, evidence based, and will include partnerships of law enforcement agencies, schools, government officials, health and medical providers, businesses, media, community leaders, and others interested in educating the public to reduce traffic crashes and fatalities.

The Occupant Protection Traffic Safety Events will be conducted through comprehensive projects at both state and local levels impacting a wide array of Wyomingites to include the aging population, teen drivers, male drivers, and the general public. This educational countermeasure strategy, when applicable, will be supported with other proven countermeasure strategies of media and/or high visibility enforcement.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are:

- Drivers of pickup trucks represent 26% of unbelted vehicle occupants involved in traffic crashes.
- Drivers on rural roadways represent 57% of unbelted vehicle occupants involved in traffic crashes.
- Unbelted fatalities occur primarily in Fremont, Natrona, and Sweetwater counties.
- 42.8% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 14-29.

**Occupant Protection** countermeasure strategies will impact the following performance targets:

#### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

#### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### Unrestrained Passenger Vehicle Occupant Fatalities (C4)

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA funds for these planned activities.

### Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This activity works directly educating the public through event based activities. This is a critical component of the Occupant Protection Program.

This countermeasure strategy will receive approximately 29% of the FAST Act 402 NHTSA funds (Impaired Driving and Occupant Protection).

### Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP06	Comprehensive Occupant Protection	Occupant Protection Educational Activities
OP07	WHP Safety Education	Occupant Protection Educational Activities

## 5.2.6.1 Planned Activity: Traffic Safety Event Based Activities

**Planned activity name** Traffic Safety Event Based Activities  
**Planned activity number** OP05  
**Primary countermeasure strategy** Occupant Protection Educational Activities

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This activity will focus on targeted and data driven occupant protection education events. Activities include personnel to man safety booths, media to support events, developing and producing educational materials, etc.

**Enter intended subrecipients.**

Cheyenne Regional Medical Center Foundation, Injury Prevention Resources (Fremont County), Department of Health Injury Prevention Resources, WY Alliance of Boys and Girls Clubs, Wyoming Medical Center

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Educational Activities

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$239,979.12	\$22,822.02	\$198,784.32

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.6.2 Planned Activity: Comprehensive Occupant Protection

Planned activity name: Comprehensive Occupant Protection

Planned activity number: OP06

Primary countermeasure strategy: Occupant Protection Educational Activities

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Highway Safety Program will collaborate with the many traffic safety advocates to reduce death and injury due to unrestrained fatalities. This project will augment planned traffic safety activities for local, state, and national events.

Enter intended subrecipients.

WYDOT Highway Safety Office

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

## Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Educational Activities

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$33,300.00	\$3,166.83	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.2.6.3 Planned Activity: WHP Safety Education

Planned activity name	WHP Safety Education
Planned activity number	OP07
Primary countermeasure strategy	Occupant Protection Educational Activities

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The WHP will educate teens, adults, older drivers (50+) utilizing a variety of classes, trainings, programs, and media to promote proper restraint usage and the consequences of distracted and impaired driving.

**Enter intended subrecipients.**

Wyoming Highway Patrol

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Educational Activities

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Roadway Safety (FAST)	\$99,900.00	\$9,500.49	\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2.7 Countermeasure Strategy: Observed Seat Belt Survey

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Observed Seat Belt Survey

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Highway Safety Office will retain the services of a consultant to conduct the annual seat belt observation survey. This entails observer training, field monitoring training, software upgrades, and all administrative tasks necessary to successfully accomplish this project providing a final report utilizing NHTSA approved methodology. This strategy will directly impact traffic safety advocates by providing data to target the unbelted populations in Wyoming. In addition, this strategy will indirectly impact all Wyoming communities and demographics through efforts of traffic advocates.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. The counties of Sweetwater (64.4%), Fremont (74.6%), Laramie (74.9%), Park (76.0%), Platte (78.0%), Campbell (78.3%), Sheridan (78.8%), Natrona (80.2%), Converse (81.6%), and Lincoln (84.7%) represent 71% of Wyoming's population and rank below the statewide observed seat belt use average.

The Observed Seat Belt Survey will impact the following performance measures:

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

**Unrestrained Passenger Vehicle Occupant Fatalities (C4)**

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA funds for these planned activities.

**Evidence of effectiveness****Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This project will provide the Highway Safety Office and traffic safety partners with occupant protection observational data that will allow for data driven projects targeting the unbelted population within Wyoming.

This countermeasure strategy will receive 6% of FAST Act 402 NHTSA funds for these planned activities.

**Planned activities**

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP04	Observed Seat Belt Survey	Observed Seat Belt Survey

**5.2.7.1 Planned Activity: Observed Seat Belt Survey**

Planned activity name	Observed Seat Belt Survey
Planned activity number	OP04
Primary countermeasure strategy	Observed Seat Belt Survey

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply**

with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

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

**Enter intended subrecipients.**

WYDOT Highway Safety Office will subcontract with DLN Consulting

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 Observed Seat Belt Survey

Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$133,200.00	\$12,667.32	\$0.00

Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

5.2.8 Countermeasure Strategy: Child Restraint System Inspection Station(s)

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State**



conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

### Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This countermeasure strategy will: plan and implement Standardized Child Passenger Safety Technician Training Classes on a statewide basis; host an annual instructor meeting; collaborate on the progress of the program; implement regional renewal or refresher training; provide administrative, fiscal, technical, and material support to CPS Technicians, Instructor Candidates, and Instructors on conducting awareness classes; facilitate community-based child safety clinics; and travel in-state to trainings.

This strategy will directly impact adult caregivers of young children and children < 9 years old through proper child restraint usage.

### Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motor vehicle injuries are a leading cause of death among children in the United States. Research has shown that correctly using an appropriate child restraint or seat belt is the single most effective way to save lives and reduce injuries in crashes. The misuse rate for child restraints in Wyoming in 2017 was 86.18%. Correctly used child safety seats can reduce the risk of death by as much as 71%. Three out of four car seats are not used or installed correctly.

Planned activities will certify/recertify Child Passenger Safety Technicians to provide statewide coverage for this vulnerable demographic.

Child Restraint System Inspection Stations strategy will impact the following performance measures:

#### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

#### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

#### Fatalities/ VMT (C3)

2019 Target: To decrease the fatality rate based on a 5 year moving average and analysis of crash and VMT data to 1.40.

#### Unrestrained Passenger Vehicle Occupant Fatalities (C4)

2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize 402 funds for these planned activities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This project will satisfy FAST Act 405b NHTSA requirements for grant funding.

This countermeasure strategy will receive 6% of the FAST Act 402 NHTSA funds for these planned activities.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP09	CPS Instructor Training and Education	Child Restraint System Inspection Station(s)

#### 5.2.8.1 Planned Activity: CPS Instructor Training and Education

Planned activity name	CPS Instructor Training and Education
Planned activity number	OP09
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This countermeasure strategy will plan and implement Standardized Child Passenger Safety Technician Training Classes on a statewide basis, host an annual instructor meeting, collaborate on the progress of the program, implement regional renewal or refresher training, provide administrative, fiscal, technical and material support to CPS Technicians, Instructor Candidates and Instructors on conducting awareness classes, facilitate community-based child safety clinics, and travel in-state to trainings. A quarterly newsletter will be produced that provides CPS and seat belt information.

**Enter intended subrecipients.**

WYDOT Highway Safety Office will subcontract this project.

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$99,900.00	\$9,500.49	\$90,399.51

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.3 Program Area: Traffic Records**

**Program area type** Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

**Problem identification**

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

The Wyoming Traffic Records Coordinating Committee (WYTRCC), by definition, is tasked with improving Wyoming's Traffic Records Systems. It is the role of the committee to help with communication, coordination, and assistance among collectors, managers, and users of traffic records data in Wyoming and also to review and evaluate new technologies to streamline the highway safety data and keep traffic records systems up-to-date.

**Performance measures**

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

**Performance Measures in Program Area**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Crash Reports with No Errors	3 Year	2019	93.7
2019	Linkable MIRE Features	3 Year	2019	57.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Project Manager
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database

### 5.3.1 Countermeasure Strategy: Traffic Records Project Manager

Program area	Traffic Records
Countermeasure strategy	Traffic Records Project Manager

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic Records Project Manager that will assist with on-going and future activities to ensure the success of the projects in the WYTRCC Strategic Plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To increase the % of crash reports with no errors from 64.05 in 2017 to 93.74 in 2019.

To increase integration of linkable MIRE Features from 54 in 2017 to 57 in 2019.

This countermeasure strategy will utilize 402 funds for these planned activities.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Developing and documenting long-term processes that ensure compatibility of traffic records data sources with traffic safety partners. The expertise in correlating existing plans (e.g. Traffic Records Strategic Plan, Highway Safety Plan, Comprehensive Highway Safety Plan) and assisting in project associated work flow integration is critical to the Traffic Records Program.

This countermeasure strategy will receive 7% of 402 funds for these planned activities.

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR04	Traffic Records Project Manager	Traffic Records Project Manager

#### 5.3.1.1 Planned Activity: Traffic Records Project Manager

Planned activity name	Traffic Records Project Manager
Planned activity number	TR04
Primary countermeasure strategy	Traffic Records Project Manager

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

This project will fund a Traffic Records Project Manager that will assist with on-going and future activities to ensure the success of the projects in the WYTRCC Strategic Plan.

#### Enter intended subrecipients.

WYDOT Highway Safety will subcontract with JDI Consulting.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Project Manager

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$166,500.00	\$15,834.15	\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.3.2 Countermeasure Strategy: Improves integration between one or more core highway safety databases

**Program area** Traffic Records

**Countermeasure strategy** Improves integration between one or more core highway safety databases

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The Safety Portal provides an integrated suite of safety transportation applications supported by underlying business intelligence, database, reporting and GIS in a hosted environment. The Safety Portal will configure and implement the hosted system to WYDOT needs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To increase integration of linkable MIRE Features from 54 in 2017 to 57 in 2019.

This countermeasure strategy will utilize 405c funds for these planned activities.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This project will provide integrated hosted system, improve safety performance, provide integrated access, and improve utilization.

This countermeasure strategy will receive 59% of the 405c funds for these planned activities.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR03	Traffic Records IT Specialist	Improves integration between one or more core highway safety databases
TR01	Traffic Records Portal	Improves integration between one or more core highway safety databases

### 5.3.2.1 Planned Activity: Traffic Records IT Specialist

Planned activity name	Traffic Records IT Specialist
Planned activity number	TR03
Primary countermeasure strategy	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]



No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

This project will retain the services of an IT professional to maintain and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality, integrate and link databases within the State of Wyoming for data analysis, update, enhance and maintain processes and tools developed for Highway Safety Management, travel in and out of state to assist partners with database issues, and travel to traffic safety conferences/trainings as requested.

**Enter intended subrecipients.**

WYDOT HSO will subcontract position.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$133,200.00	\$26,640.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.3.2.2 Planned Activity: Traffic Records Portal**

<b>Planned activity name</b>	Traffic Records Portal
<b>Planned activity number</b>	TR01
<b>Primary countermeasure strategy</b>	Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

#### Enter description of the planned activity.

The Traffic Safety Portal will provide an integrated suite of safety transportation applications supported by underlying business intelligence, database, reporting and GIS in a hosted environment. This project will configure and implement the hosted system to WYDOT needs.

#### Enter intended subrecipients.

WYDOT Highway Safety Office will subcontract with ITIS.

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$133,200.00	\$26,640.00	

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.3.3 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accuracy of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

### Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Create, maintain and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

To increase the % of crash reports with no errors from 64.05 in 2017 to 93.74 in 2019.

This countermeasure strategy will utilize 405c funds for these planned activities.

## Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Improving crash location data while ensuring consistency between the location data elements, the Highway Safety Office and law enforcement agencies.

This countermeasure strategy will receive 30% of the 405c funds for these planned activities.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

## Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR02	Traffic Records QAQC	Improves accuracy of a core highway safety database

## 5.3.3.1 Planned Activity: Traffic Records QAQC

Planned activity name	Traffic Records QAQC
Planned activity number	TR02
Primary countermeasure strategy	Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This activity will ensure consistency between the location data elements, the Highway Safety Office and law enforcement agencies.

**Enter intended subrecipients.**

WYDOT Highway Safety Office will subcontract.

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Improves accuracy of a core highway safety database

**Funding sources**

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$133,200.00	\$26,640.00	

**Major purchases and dispositions**

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.4 Program Area: Teen Traffic Safety Program**

**Program area type** Teen Traffic Safety Program

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

**Problem identification**

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

The Centers for Disease Control and Prevention states that the risk of motor vehicle crashes is higher among 16-19 year olds than among any other age group. Per mile driven, teen drivers ages 16-19 are nearly three times more likely than drivers ages 20 and older to be in a fatal crash.

In 2017, the Wyoming Electronic Crash Records System indicates 14-20 year old drivers were involved in 10 fatal crashes and 566 injury crashes of which 39 were alcohol related. This demographic also represented 281 unbelted vehicle occupants involved in traffic crashes.

**Performance measures**

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

**Performance Measures in Program Area**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
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2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	130.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	14.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 SADD

#### 5.4.1 Countermeasure Strategy: SADD

Program area Teen Traffic Safety Program

Countermeasure strategy SADD

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will**

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This countermeasure strategy will implement a comprehensive, data-driven approach to address teen traffic safety with a combination of peer-to-peer empowerment, engagement of parents, and mobilization of communities. SADD programming will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use, and speeding. The services of a state coordinator will be retained who will serve as the on the ground project manager for all grant related activities and increase the number of SADD chapters across the state by building and strengthening relationships with school districts, law enforcement, and community partners. This countermeasure strategy will directly impact teens and college students statewide.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

In 2017, 14-20 year old drivers were involved in 10 fatal crashes and 566 injury crashes of which 39 were alcohol related. This demographic also represented 281 unbelted vehicle occupants involved in traffic crashes. Per mile driven, teen drivers ages 16-19 are nearly three times more likely than drivers ages 20 and older to be in a fatal crash. Planned activities will target teens through peer-to-peer programs that focus on good driver behaviors.

This countermeasure strategy will directly impact the following performance targets:

### Traffic Fatalities (C1)

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

### Serious Injuries in Traffic Crashes (State Data) (C2)

2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

### Drivers Age 20 or Younger Involved in Fatal Crashes (C9)

2019 Target: To decrease drivers age 20 or younger involved in fatal crashes from 11 in 2017 to 14 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 402 NHTSA funds for these planned activities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This project will implement peer to peer interventions that focus on the leading causes of teen crashes and fatalities in Wyoming.

This countermeasure strategy will receive 7% of the FAST Act 402 NHTSA funds for these planned activities.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TN01	SADD	SADD

#### 5.4.1.1 Planned Activity: SADD

Planned activity name	SADD
Planned activity number	TN01

Primary countermeasure strategy SADD

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

SADD will implement a comprehensive, data-driven approach to address teen traffic safety with a combination of peer-to-peer empowerment, engagement of parents, and mobilization of communities. SADD programming will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use, and speeding. This project will retain the services of a state coordinator, who will serve as the on the ground project manager for all grant related activities, increase the number of SADD chapters across the state by building and strengthening relationships with school districts, law enforcement, and Safe Community partners.

**Enter intended subrecipients.**

SADD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	SADD
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018 FAST Act NHTSA 402 Teen Safety Program (FAST) \$176,710.06 \$16,805.13 \$159,904.93

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.5 Program Area: Motorcycle Safety

**Program area type** Motorcycle Safety

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Motorcycle fatalities decreased from 24 in 2016 to 17 in 2017, however, the total number injured in motorcycle crashes increased by 4.3%. Older motorcycle riders, 50+, represented 58% of those killed in traffic crashes. Laramie and Natrona counties ranked as the top two counties with the most fatal and overall motorcycle crashes.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	130.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	17.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	12.0

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Mass Media Campaign

#### 5.5.1 Countermeasure Strategy: Motorcycle Mass Media Campaign

**Program area** Motorcycle Safety

**Countermeasure strategy** Motorcycle Mass Media Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

The countermeasure strategy will create 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. All Wyoming driver's will be impacted by this strategy through paid and earned media.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

In 2017, there were 17 motorcycle fatalities on Wyoming roadways. Reminding the public of the increased presence of motorcycles during Wyoming's short riding season is critical component of this countermeasure strategy.

The Motorcycle Mass Media Campaign will directly impact the following performance targets:

**Traffic Fatalities (C1)**

2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

**Motorcycle Fatalities (C7)**

2019 Target: To decrease or maintain motorcycle fatalities from 17 in 2017 to 17 based on a 5 year moving average (FARS 2012-2016).

**Unhelmeted Motorcycle Fatalities (C8)**

2019 Target: To decrease unhelmeted motorcycle fatalities from 13 in 2017 to 12 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 405f NHTSA funds for these planned activities.

**Evidence of effectiveness****Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This project will conduct a media campaign that increases public awareness of motorcycles on the roadway thus reducing motorcyclist fatalities.

This countermeasure strategy will receive 100% of the FAST Act 405f NHTSA funds for these planned activities.

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC01	Motorcycle Mass Media Campaign	Motorcycle Mass Media Campaign

**5.5.1.1 Planned Activity: Motorcycle Mass Media Campaign**

Planned activity name	Motorcycle Mass Media Campaign
Planned activity number	MC01
Primary countermeasure strategy	Motorcycle Mass Media Campaign

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h) (2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

**Enter description of the planned activity.**

The project will create 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.

**Enter intended subrecipients.**

WYDOT Public Affairs Office

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Mass Media Campaign

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$35,520.00	\$7,104.00	

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

**5.6 Program Area: Planning & Administration**

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

**Problem identification**

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The HSO is committed to reducing deaths and injuries on Wyoming roadways through professional staff development, effective management of federal highway safety funds, data driven programs and funding, and partnerships with other traffic safety groups and organizations.

**Planned Activities in the Planning & Administration**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
P&A01	HSO Office P&A	

**5.6.1 Planned Activity: HSO Office P&A**

Planned activity name	HSO Office P&A
Planned activity number	P&A01
Primary countermeasure strategy	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

The HSO is committed to reducing deaths and injuries on Wyoming roadways through professional staff development, effective management of federal highway safety funds, data driven programs, and partnerships with other traffic safety groups and organizations.

The Planning and Administration Program area provides 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.

**Enter intended subrecipients.**

WYDOT Highway Safety Office.

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration	\$100,000.00	\$23,780.00	\$0.00

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

#### Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID01	Impaired Driving HVE	Impaired Driving HVE
OP01	Occupant Protection HVE	Occupant Protection HVE

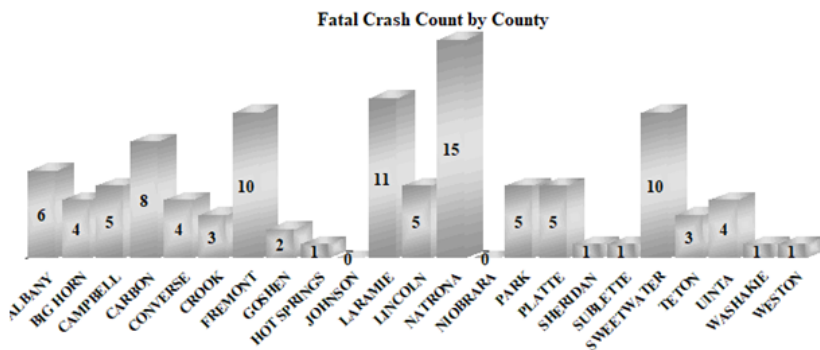
### Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Currently, Wyoming is experiencing a downward trend in traffic fatalities based on a 5 year moving average despite an increase in fatalities from 112 in 2016 to 123 in 2017.

Of the 123 fatalities in 2017, 59 were unrestrained, 40 were alcohol related and 51 involved speeding. Of the 40 alcohol fatalities 28 of those also did not wear seat belts and 22 were both alcohol and speed related. Of the 59 unbelted fatalities 25 also included speed and 16 of the fatalities involved alcohol, speed, and no belts.

The counties with the highest number of fatal crashes are Natrona (15), Laramie (11), Fremont (10), and Sweetwater (10).



Enter explanation of the deployment of resources based on the analysis performed.

State and local law enforcement agencies participate in three mandatory NHTSA national campaigns (Holiday, May Mobilization and National August Crackdown Campaign) as a requirement for receiving federal grant funds. These high visibility overtime enforcement campaigns for Click It or Ticket and Drive Sober or Get Pulled Over will include saturation patrols by state, county and municipal law enforcement agencies. The WHP and local agencies use high visibility overtime enforcement during local celebrations with higher volume of roadway traffic within their jurisdictions. There are typically 56 local law enforcement agencies, in addition to the WHP, that participate.

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) utilizes a funding formula that demonstrates each county, cities and towns proportional share of traffic crashes targeting impaired driving and unbelted traffic crashes, fatalities and serious injuries. The grant funded criteria for agencies requesting equipment are:

- In the top 10 counties for crashes or fatal crashes;
- Agency has not received equipment within the last three grant cycles;
- Agency has participated in all mandatory HVE events, and
- Required to participate in high visibility overtime enforcement for the next two upcoming fiscal years.

The Law Enforcement Liaisons will continue site visits to law enforcement agencies across the state to assist with the coordination of task force events to include multi-state operations with Colorado and Utah with plans to partner with additional states bordering Wyoming. The DUI Command Vehicle will continue to participate in DUI Task Forces and educational events statewide as well as locally in Laramie County.

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

The HSO monitors these programs for effectiveness and makes adjustments when warranted. These adjustments include review of monthly expenditures, and monitoring of Police Activity Reports (PAR) and WASCOP's data driven reallocation of unexpended funds for overtime high visibility enforcement.

## 7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

Occupant Protection HVE

Mass Media Campaign

Impaired Driving HVE

HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

**HVE Campaigns Selected**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID01	Impaired Driving HVE	Impaired Driving HVE
OP01	Occupant Protection HVE	Occupant Protection HVE

## 8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

**Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.**

**Program Area**

Occupant Protection (Adult and Child Passenger Safety)

Teen Traffic Safety Program

**Participation in Click-it-or-Ticket (CIOT) national mobilization**

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

**Agencies planning to participate in CIOT**

**Agency**

Afton Police Department

Basin Police Department

Big Horn County Sheriff's Office

Byron Police Department

Campbell County Sheriff's Office

Casper Police Department

Cheyenne Police Department

Converse County Sheriff's Office

Crook County Sheriff's Office

Diamondville Police Department

Douglas Police Department

Evanston Police Department

Fremont County Sheriff's Office

Gillette Police Department

Goshen County Sheriff's Office

Greybull Police Department

Hot Spring County Sheriff's Office

Jackson Police Department

Johnson County Sheriff's Office

Kemmerer Police Department

Lander Police Department

Laramie County Sheriff's Office

Laramie Police Department

Lincoln County Sheriff's Office

Lusk Police Department

Lyman Police Department

Mills Police Department

Moorcroft Police Department

Natrona County Sheriff's Office

Niobrara County Sheriff's Office

Platte County Sheriff's Office

Powell Police Department

Rawlins Police Department

Riverton Police Department

Rock Springs Police Department

Sheridan County Sheriff's Office

Sheridan Police Department



- Shoshoni Police Department
- Sublette County Sheriff's Office
- Sundance Police Department
- Sweetwater County Sheriff's Office
- Teton County Sheriff's Office
- Torrington Police Department
- Uinta County Sheriff's Office
- University of Wyoming Police Department
- Washakie County Sheriff's Office
- Wheatland Police Department
- Worland Police Department
- Wyoming State Park Rangers
- Wyoming Highway Patrol

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

The State of Wyoming plans to participate in NHTSA national campaign of Click it or Ticket (CIOT) held in May, 2018. In Wyoming, the enforcement component of the campaign will include saturation patrols by state, county and municipal law enforcement agencies. The media component of Wyoming's campaign will be through both paid and earned media. The paid campaign will be delivered through a variety of mediums including but not limited to television, radio, newspaper, and social media. The earned media component will be delivered through the involvement of local community coalitions and partners. The paid and earned media will focus on informing the public about the risks and costs of traffic crashes, the benefits of correctly using occupant protection devices, and the need for traffic enforcement as a way to manage those risks and costs.

The time line for FFY 2019 CIOT Campaign will be similar to that of FFY 2017 listed below.

- May 15, 2017 – June 4, 2017: Paid advertising will run;
- May 17 - 18, 2017: Two Click it or Ticket National Mobilization media events to announce enforcement campaign (Cheyenne Regional Medical Center, Cheyenne, WY and in Laramie, WY);
- May 22, 2017 – June 4, 2017: Occupant Protection High Visibility Enforcement;
- June 5, 2016 – June 19, 2017: Statewide Seat Belt Observation Survey; and
- September, 2017: Release of the Statewide Seat Belt Survey Results.

**Child restraint inspection stations**

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

- Occupant Protection Educational Activities
- Child Restraint System Inspection Station(s)

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP09	CPS Instructor Training and Education	Child Restraint System Inspection Station(s)

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 29

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 2

Populations served - rural 27

Populations served - at risk 29

**CERTIFICATION:** The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

### Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

**\*Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

#### Countermeasure Strategy Name

Occupant Protection Educational Activities

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

**\*Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP09	CPS Instructor Training and Education	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 3

Estimated total number of technicians 60

### Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

### Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	Yes

## Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

Occupant Protection HVE

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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OP01	Occupant Protection HVE	Occupant Protection HVE
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## High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

### Countermeasure Strategy Name

SADD

Occupant Protection Mass Media

Occupant Protection HVE

Occupant Protection Educational Activities

Mass Media Campaign

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP02a	Occupant Protection Mass Media	Occupant Protection Mass Media
OP02b	Occupant Protection Native American Outreach	Occupant Protection Mass Media
TN01	SADD	SADD

## Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 3/18/2016

## 9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
6/5/2018
12/12/2017
2/20/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: James Stout Jr.  
 Title of State's Traffic Records Coordinator: Highway Safety Data Program Supervisor

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

First Name	Last Name	Title	Agency	Safety Data Base
Monti	Allsop	WY Law Enforcement Liaison	Allsop Consulting	B
Andrea	Jones	Records and Data Specialist I	Wyoming Department of Transportation Highway Safety	A
Matt	Carlson	State Highway Safety Engineer	Wyoming Department of Transportation Highway Safety	A, C, E & F
Shannon	Degrazio	Senior Accountant	Wyoming Department of Transportation Motor vehicle Services	F
Stacey	Gierisch	Records and Data Management Analyst Supervisor	Wyoming Department of Transportation Highway Safety	A
		Highway Safety Behavioral Grants Program		
Karson	James	Supervisor	Wyoming Department of Transportation Highway Safety	A, C, E & F
Jim	Gates	Sergeant	Wyoming Department of Transportation Wyoming Highway Patrol	B
Karl	Germain	Captain	Wyoming Department of Transportation Wyoming Highway Patrol	B
Renee	Krawiec	Program Specialist	Wyoming Department of Transportation Driver Services	C
Christopher	Kwilinski	Records and Data Management Specialist II - Secretary	Wyoming Department of Transportation Highway Safety	A
Deborah	Lopez	Motor Vehicle Services Manager	Wyoming Department of Transportation Motor Vehicle Services	C
Lori	Davis	Administrative Specialist	Wyoming Department of Transportation Highway Safety	A
Stephanie	Lucero	Senior Grant Manager	Wyoming Department of Transportation Highway Safety	A
Mariah	Storey	Vital Statistics Services Statistician	Wyoming Department of Health Vital Records	D
Joe	McCarthy	Traffic Records Program Manager	JDI Consultants	A, C, E & F
Jeffery	Mellor	Assistance State Traffic Engineer - Vice Chairman	Wyoming Department of Transportation Traffic Program	E
Derek	Mickelson	Captain	Wyoming Department of Transportation Wyoming Highway Patrol	B
Jay	Ostby	Financial Statistical Specialist	Wyoming Department of Health Reporting and Data Analyst	D
Kelli	Perrotti	Trauma Program Coordinator	Wyoming Department of Health	D
Kristi	Pomeroy	Motor Vehicle Services Supervisor	Wyoming Department of Transportation Motor Vehicle Services	F
Tom	Pritchard	Lieutenant	Wyoming Department of Transportation Wyoming Highway Patrol	B
Ann	Smith	Records and Data Management Analyst	Wyoming Department of Transportation Highway Safety	A
Christina	Spindler	Project Engineer	Wyoming Department of Transportation Traffic Program	E
James	Stout	Highway Safety Data Program Supervisor - Chairman	Wyoming Department of Transportation Highway Safety	A, C, E & F
Dan	Tolman	IT Admin Manager	State of Wyoming Information Technology	A, C, E & F

Debbie	Trojovsky	Driver Services Program Manager	Wyoming Department of Transportation Driver Services	C
Misty	Zimmerman	Driver Services Deputy Program Manager	Wyoming Department of Transportation Driver Services	C

## State traffic records strategic plan

**Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2) (ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

### Documents Uploaded

Traffic Records System Performance Measures.pdf

Traffic Records Strategic Plan.pdf

**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.**

See Pages 25 - 31 of the loaded Traffic Records Strategic Plan.

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

See pages 8 - 10 of the loaded Traffic Records Strategic Plan.

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR03	Traffic Records IT Specialist	Improves integration between one or more core highway safety databases
TR02	Traffic Records QAQC	Improves accuracy of a core highway safety database
TR01	Traffic Records Portal	Improves integration between one or more core highway safety databases

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

See page 11 of the loaded Traffic Records Strategic Plan.

## Quantitative improvement

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.**

See pages 12 - 16 of the loaded Traffic Records Strategic Plan and the loaded Traffic Records System Performance Measures.

**Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

### Documents Uploaded

Traffic Records System Performance Measures.pdf

Traffic Records Strategic Plan.pdf

## State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 12/8/2014

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 10 405(d) Impaired Driving Countermeasure Grant

### Impaired driving assurances

#### Impaired driving qualification - Mid-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

### Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

#### CREATION OF THE GOVERNOR'S COUNCIL

On September 16, 2011 Wyoming Governor Mathew H. Mead signed Executive Order 2011-7 which created a new Council on Impaired Driving. The Executive Order specified the purpose and charged the Council with the following responsibilities:

The Council shall:

- A) Serve as a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;
- B) Identify priority issues and prevention strategies related to impaired driving;
- C) Develop plans to implement strategies, including implementing the multi-agency Strategic Plan to Reduce Impaired Driving in Wyoming;
- D) Recommend content and timing of public awareness and education efforts related to impaired driving; E) Report to the Governor.

The Executive Order also specified that the members appointed to the Council by the Governor be representative of both government and private sectors and inclusive of the following entities:

The Council shall include both government and private sector members, who may include representatives from the following entities appointed by the Governor: Department of Transportation (Highway Safety Office, Public Affairs, Support Services), Department of Health (Mental Health and Substance Abuse Services Division, Chemical Testing Laboratory), Department of Revenue (Liquor Division), Department of Family Services, Wyoming Judiciary, Office of the Attorney General, Wyoming Association of Sheriffs and Chiefs of Police, Wyoming Highway Patrol, Wyoming County and Prosecuting Attorney Association, State Public Defenders Office, Victim Services Division, Safe Communities, Prevention Advocates, Private/Public Substance Abuse Treatment Providers, Peace Officers Standards and Training Commission, County Coroners, Local Government and the Governor's Office.

The Executive Order provided for staff support and general operational procedures for the Council. Subsequently, Governor Mead selected Mike Blonigen – District Attorney for Natrona County and Rich Adriaens – Chief of Police for the City of Sheridan to serve as Co-Chairs of the Council. Governor Mead also selected Ernie Johnson – Owner and Director of Services for Johnson and Associates to serve as facilitator for the Council. Specific wording from the Executive Order regarding these issues is shown below:

The Council procedures and staffing shall be as follows: 1) The Governor shall designate two co-chairs of the Council from the membership; 2) The Governor shall name a facilitator(s) of the Council. The facilitator shall be responsible for managing the work of the Council, including facilitating meetings, coordinating with the Governor's Office, serve as a spokesperson, and reporting the work of the Council to the Governor.

By end of the year 2011, grant funding to support the Council operation was secured from the Wyoming Department of Transportation - Highway Safety Office, a contractual agreement for providing facilitation and coordination services for the Council was in place and the processing of all Council members' applications and Oaths of Office had been accomplished. Governor Mead's Council on Impaired Driving met for the first time in Cheyenne on January 12, 2012.

#### GOVERNOR'S DIRECTIVE AND COUNCIL'S INITIAL PRIORITIES

Governor Mead issued his directive for the Council during the Council's first meeting on January 12, 2012. The Governor informed the Council members that their GOAL was to save lives and that their efforts should focus on PREVENTION – finding ways to change the culture and to convey the message that impaired driving is not acceptable in Wyoming. The Governor stated that the challenge facing the Council was in finding effective solutions in the area of prevention, enforcement, prosecution, sanctions and education. Further, he informed the Council members that he viewed the work to be done by the Council as a public safety concern – not a political one. He informed the Council that no solution with potential for success was "off the table."

## COUNCIL OPERATION

The Council meets every three months to review and evaluate progress on Council initiatives, to discuss emerging issues or concerns and to take official action if necessary. The research, discussions and efforts necessary to implement Council initiatives is accomplished in-between scheduled Council meetings through subcommittee work. The Council co-chairs assign specific members, or ask for volunteers, to serve on subcommittees that are charged with accomplishing the necessary research, formulating recommendations for the Council or implementing Council initiatives or action plans.

The Council utilizes an online project management service to keep all members informed of meeting times and dates, to post minutes of all meetings, to share research documents or reports and to provide for updates and threaded-discussions on Council issues or concerns. Separate project management sites are created for the full Council and for each of the empanelled subcommittees. The Highway Safety Office grant manager and the Governor's Deputy Chief of Staff have access to all project sites, as does the NHTSA – Region Eight representative assigned to Wyoming.

Agendas for all Council meetings are set by the Council co-chairs - in collaboration with the Council facilitator, Governor's Policy Advisor and Highway Safety Office support staff. Council members are also afforded an opportunity to add items or issues to all meeting agendas. Agendas for all Council meetings are posted on the Council project site and provided to all members prior to the scheduled meeting date. Approved minutes of all Council meetings are posted on the project site and on the Council's public website.

Governor Mead, and his Deputy Chief of Staff, is kept apprised of the status of all Council initiatives on a weekly basis through meetings with the Governor's Policy Advisor on Impaired Driving. The Council facilitator also meets with the Governor, his Deputy Chief of Staff and the Governor's Policy Advisor periodically throughout the year and on an as-need basis.

## PLANNING PROCESS

The development of this strategic plan involved a process that required: 1) a status-review and reevaluation of the priority recommendations that were included in the State of Wyoming – Impaired Driving Assessment that was conducted by NHTSA in 2008; 2) a status-review and re-evaluation of the priority recommendations included in the Strategic Plan to Reduce Impaired Driving in Wyoming that was developed by Governor Freudenthal's Leadership Team in 2011; 3) a review of council initiatives to date; 4) a review of contemporary issues or concerns that were not addressed previously; and 5) developing a work plan that includes: a) Council initiatives already in progress that merit continuation; b) a concentrated effort to develop strategies that will effectively address the three concerns of highest priority; and c) addressing the Council's prioritized list of unresolved priority concerns as time and resources permit.

The statewide impaired driving plan was approved in May, 2017.

**Input the date that the Statewide impaired driving plan was approved by the State's task force.**

Date impaired driving plan approved by task force: 5/23/2017

## Task force member information

**Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.**

**Governor's Council on Impaired Driving – 2017 Membership**

<b>Name</b>	<b>Official Title</b>	<b>Department</b>
Adriaens, Rich	Co-Chair	Chief of Police Sheridan, WY
Blonigen, Mike	Co-Chair	District Attorney Natrona County
Beers, Cody	Public Specialist	WYDOT
Black, Rob	Education Consultant	WDE
Burke, Joey	Coordinator	Wyoming SADD
Carlson, Matt	Highway Safety Engineer	WYDOT
Day, Tim	District Court Judge	District Courts
DeClerq, Len	Executive Director	POST
Glick, Danny	Laramie Co. Sheriff	Laramie Co.
Groth, Matt	Public Affairs	WYDOT
Haller, Kebin	Colonel	WHP
Healy, Antoinette	Judge	Circuit Court
Cooper, Noel	Executive Director	Injury Prevention Resources

Hotle, Keith	Chief Executive Officer	PMO of Wyoming
Jacobson, Connie	Coroner	Natrona County
Langley, Kristie	Deputy Director	Dept of Family Services
Mathews, Erica	Communities Prevention	DOH-CTP
Michael, Peter	Attorney General	State of Wyoming
Montoya, Tom	Chief of Enforcement	Dept of Rev. Liquor Div
Nachbar, Keith	Judge	Alcohol Court - Casper
Oedekoven, Byron	Executive Director	WASCOP
Perrotti, Kelli	Trauma Program Manager	Dept of Health - Trauma
Reed, Mike	State Fire Marshal	Fire Prevention/Electrical Safety
Roden, Ryan	Deputy	State Public Defender
Rogers, Catherine	District Court Judge	District Court
Rossetti, Taylor	Support Services Administrator	WYDOT
Schluck, Ashley	Wyoming TSRP	Prosecuting & County Attorneys
Shatto, Kerry	Citizen	Douglas
Sides, Dawn	Administrator-Field Services	WDOC
Willms, David	Policy Advisor	Governor's Office
Johnson, Ernie	Council Facilitator	GCID
Emmert, Lori	Council Staff Support	GCID
James, Karson	HSO Supervisor	WYDOT
Anderle, Jonlee	DRE Coord/ID Program Manager	HSO
Janicek, Mike	Crash Data	WYDOT

### Strategic plan details

**Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.**

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

### 11 405(f) Motorcyclist Safety Grant

#### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.**

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes



## Motorcycle rider training course

**Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: Wyoming Department of Transportation

State authority name/title: Matthew D. Carlson, P.E. Governor's Representative for Highway Safety

**Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.**

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

County or Political Subdivision	Number of registered motorcycles
Campbell County	3124
Fremont County	1583
Hot Springs County	234
Laramie County	4775
Natrona County	4116
Park County	1775
Sheridan County	1598
Sweetwater County	2311

**Enter the total number of registered motorcycles in State.**

19516

## Use of fees collected from motorcyclists for motorcycle programs

**A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.**

Use of fees criterion

Law State

**+ Enter legal citations for each law state criteria.**

The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

31-5-1506 (c)

The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

31-5-1506

## 12 Certifications, Assurances, and Highway Safety Plan PDFs

### Documents Uploaded

405(b) 1300.21(e)(3) Seat Belt Enforcement in Geographical Areas.pdf

Certs and Assurances.pdf

405(b) 1300.21(d)(3) Wyoming Car Seat Inspection Stations Locations.pdf

405(b) 1300.21(d)(4) Wyoming Child Passenger Safety Technician Anticipated Training Locations.pdf