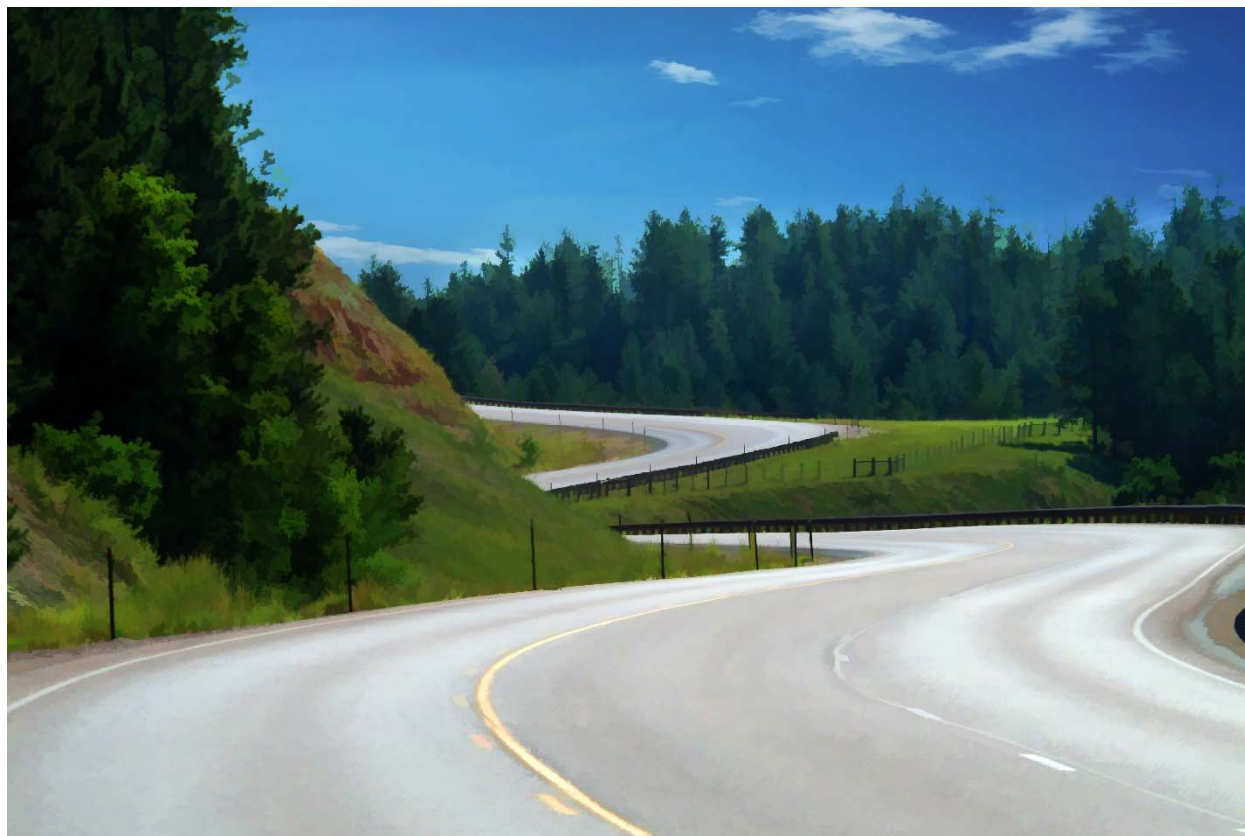


Wyoming Highway Safety Behavioral Grants Program FY2021 Highway Safety Plan



Mark Gordon, Governor

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

**Karson James
Highway Safety Behavioral Grants Manager**

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Overview



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

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

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

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

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

WYDOT

The Wyoming Department of Transportation (WYDOT) is one of the largest state agencies with approximately 2,000 employees dispersed throughout the State. Employees are responsible for overseeing approximately 7,600 miles of federal-aid roadways, which includes city and county roads, and more than 900 miles of interstate highways. Engineering, finance, technology, aeronautics, construction, maintenance, and law enforcement are a few agencies that make WYDOT a thriving department. The transportation system serves the citizens of Wyoming in addition to facilitating interstate commerce and travel.

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

Ultimately, driver education and awareness is the key to preventing crashes. Drivers and passengers should always buckle up, observe posted speed limits and other traffic laws, and never drive when impaired.



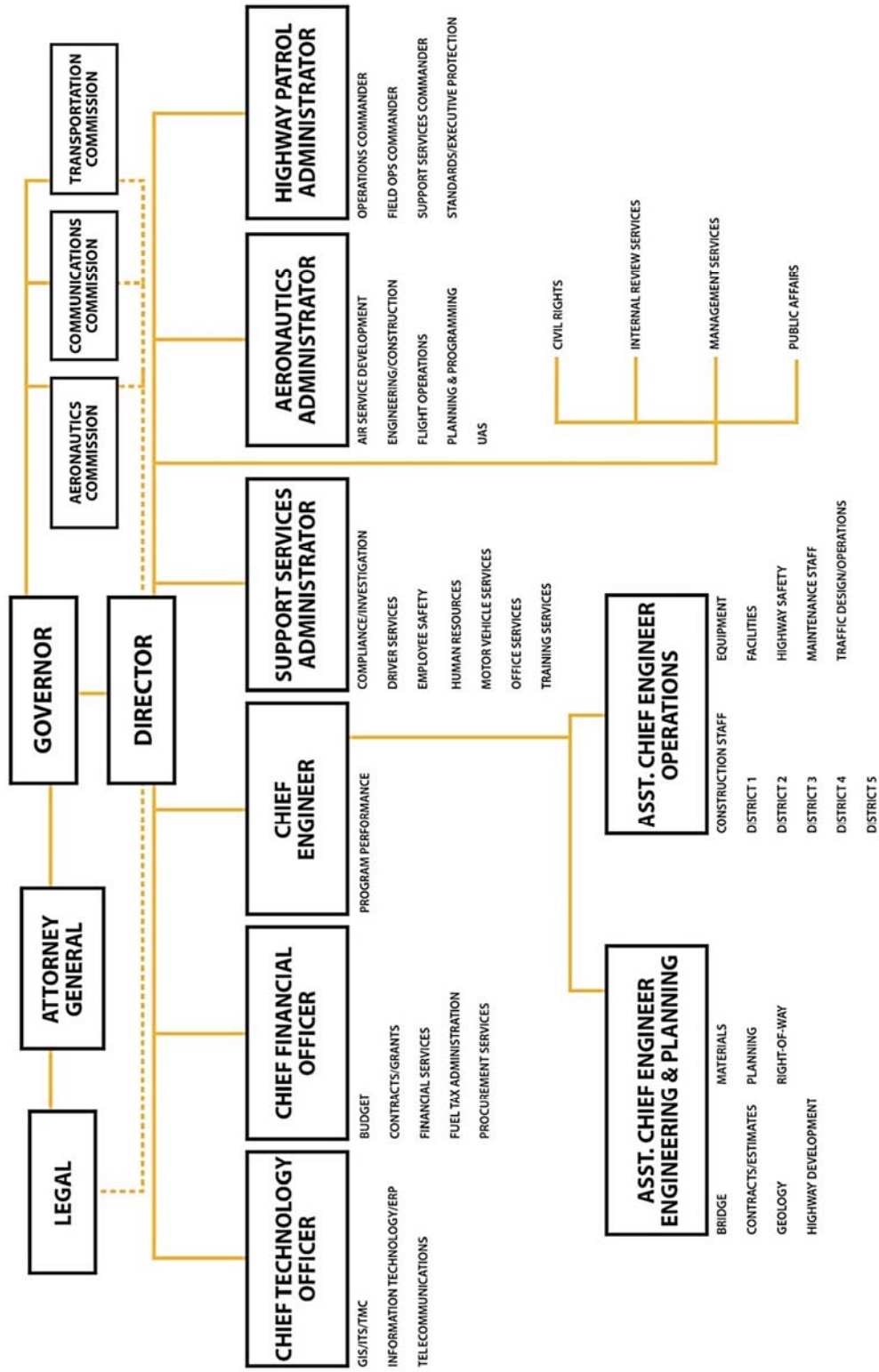
WYDOT Purpose, Vision, Mission, Values and Goals

Purpose:

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

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

Organization Chart



Highway Safety Program

Office Structure

The Wyoming Department of Transportation Highway Safety Program houses the Highway Safety Behavioral Grants, Crash Records, and Motorcycle Safety Programs. The Highway Safety Behavioral Grants Program consists of four staff members who report to the Governor's Representative. The staff, listed below, are focused managing all aspects of the federal and state grant application processes, agreements, and project management:

Governor's Representative for Highway Safety:

Matthew D. Carlson, P.E.

Governor's Representative for Highway Safety
State Highway Safety Engineer

Highway Safety Behavioral Grants Program Office Staff:

Karson James

Highway Safety Behavioral Grants Program Manager

Alex Toalson

Senior Financial Analyst

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

Stephanie Lucero

Senior Grants Manager

Focus Areas: Highway Safety Plan, Law Enforcement, Impaired Driving, Occupant Protection, Data Analysis, Traffic Records, WYTRCC, etc...

Ariel Villa

Grants Manager

Focus Areas: Annual Report, Community Outreach and Education, Impaired Driving, Occupant Protection, Teen Drivers, Motorcycle Safety, Distractive Driving, Media, etc...

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

Wyoming Legislative Update

Governor: Mark Gordon

U.S. Congressional Delegation

Senators: John Barrasso, MD (R)
Michael B. Enzi (R)

Representative: Liz Cheney (R)

Seat Belt	
Safety Belt Law	Yes, secondary enforcement
Child Safety Seat Law	Yes
Booster Seat Law	Yes (Until 9 th birthday)
GDL	
Graduated licensing (GDL)	Yes
Impaired Driving	
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
24/7	Yes (Note: Legislative Update FY2019)
Ignition Interlock	Yes (Note: Legislative Update FY2019)
Administrative license revocation	Yes
Texting	
Texting While Driving	Yes
Cell Phone	
Cell Phone Use While Driving	Partial (Note: No statewide ban but select municipalities have enacted law)
Move Over Law	
Move Over Requirement	Yes (As of July 1, 2018)
Construction Zones	
Increased fines through construction zones	Yes (As of July 1, 2018)

Highway Safety Plan

Highway safety planning process

The Highway Safety Plan (HSP) is an application for federal funding to address specific behavioral traffic safety issues: Impaired Driving, Occupant Protection, Distracted Driving, Traffic Records, Youthful Drivers, Pedestrian, Motorcycle Safety, and other traffic safety related projects supported by data. This document details the process to implement, monitor, and adjust proven countermeasure strategies and that will reduce the number of fatalities and serious injuries on Wyoming roadways. It will provide qualitative and quantitative measurements to determine goals and objectives, and gives descriptions of all proposed activities.

List of Information, Data Sources, and Processes

The Highway Safety Behavioral Grants Office (HSO) conducts a traffic safety related problem identification by collecting the most current data available. These data include, but are not limited to, crash data, Fatality Analysis Reporting System (FARS), Alcohol and Crime in Wyoming arrest data, Survey of Seat Belt Use, driver registrations, vehicle registrations, and the Census Bureau.

The HSO begins the process of problem identification by meeting with the WYDOT Crash Data Management Office (CDM) to discuss specific crash data needed to identify Wyoming's traffic safety problems. The CDM provides adhoc reports in all requested program areas that provides the first look at the who, where and when traffic crashes are occurring. Additional crash data is requested, when warranted, to provide clarification in problematic areas of the State with special attention is afforded to critical crashes (fatal and serious injuries combined). Other data sources are then analyzed independently of crash data and then by supplementing with the crash data to identify over or under representation of certain demographics, locations or time. This information is then and developed into the State's problem identification.

Processes Participants

The HSO is an office of four who manage all aspects of the federal funding from the grant application process, 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, but not limited to, 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.

Description of Highway Safety Problems

Every year Wyoming has a large number of deaths and serious injuries on our highways could be prevented or reduced through the proper use of occupant restraints, attentive driving, reduced speeds, or choosing not to be an impaired driver.

The 2019 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 within Wyoming's 23 counties is 578,759 persons: White 92.6%; Hispanic 10.1%; American Indian 2.7%; Black/African Americans 1.3%; and Asian 1.1%. The top five counties (Laramie, Natrona, Campbell, Sweetwater, Fremont) represent 53% of the population and 53% of the traffic crashes.

There are 468,520 licensed drivers and 930,829 licensed vehicles. Sixty-nine percent of Wyoming's population lives in rural areas (Rural Health Information Hub 2018) and drive on rural roadways which makes up 90.4% of all roads in Wyoming (FHWA's Highway Statistics 2018). The 2019 Wyoming Observed Seat Belt Use is 78.3% which is well below the national average of 90.7% while driving under the influence (DUI) arrests accounted for 27.78% of all arrests.

During the problem identification process, the HSO categorized traffic crashes in some instances as critical crashes/injuries which means only fatal and serious injuries are included. This allows the HSO to identify crashes, with primary focus on critical crashes, in Wyoming and the contributing factors.

The Wyoming Electronic Crash Records System (WECRS) shows there were nearly 15,000 traffic crashes in 2019 which is an increase of 7.2% over 2018 data. Low seat belt usage and impaired driving arrests were the main contributing factors to the 147 fatalities with 53 unbelted fatalities (2 misuse) and 50 impaired driving fatalities (11 involved drugs). Other factors in fatal crashes include 45 speeding fatalities; 15 motorcycle fatalities, 12 distracted driving fatalities, 30 older driver fatalities, and 14 young drivers.

Seat belt usage is key to reducing injuries and is the single most effective way to protect yourself in a traffic crash. Analysis of Wyoming's 2019 unbelted traffic crashes demonstrates the problems and demographics to target. The data showed:

- 942 crashes with unbelted vehicle occupants
- 469 unbelted injuries with 175 critical injuries
- Critical crash injuries by age group:
 - 0-13 represent 8%
 - 14-20 represent 11%
 - 21-34 represent 35%
 - 35-44 represent 18%
 - 45-54 represent 10%
 - 55-64 represent 8%
 - 65+ represent 7%
- Carbon, Laramie, Natrona, and Sweetwater counties have the most unbelted vehicle occupants in critical crashes. These counties also rank below the statewide average of observed seat belt use.

The 2019 national observed seat belt use rate is at 90.7% compared to Wyoming's Observed Seat Belt use at 78.3% which is an 8% decline from 2018. 2019 data has shown an 11% decrease of unbelted fatalities over 2018 data. The survey provided some key findings:

- In every county, the seat belt use rate is greater for passengers than for drivers.
- Women buckle up more often at 85.7% compared to men at 72.0%.
- Drivers of pickup trucks only buckle up 71.5% compared to other vehicle types with the majority of drivers being male.

Census data reports that the age group 0-9 represents 13% of Wyoming's population. The FY2019 Child Passenger Safety Program indicated a 37% misuse rate for child restraints as reported by the

223 technicians statewide. Technician trainings and recertification opportunities are designed to address this challenge and maintain or increase the technician re-certification rate of 77.3 which is above the national rate of 47.4%.

Impaired driving remains a major problem in Wyoming. Arrest Data according to Alcohol and Crime in Wyoming 2019 DUI's accounted for 27.78% of all statewide arrests with an average blood alcohol content (BAC) of 0.16. Forty-eight percent (48%) of persons arrested for DUI had a reported BAC level above 0.16 and 13% had a BAC of 0.24 or greater. The age group with the highest percentage of DUI arrests were ages 26-30, followed by ages 21-25 and 31-35. An emerging trend in impaired driving are DUI's involving drugs. Twelve percent (12%) of persons arrested for DUI's involved drugs.

Fatality Analysis Reporting System (FARS) indicates Wyoming's 2017 alcohol-impaired driving fatality rate at 0.47 which is significantly higher than the national rate at 0.34. The 2019 WY Report on Traffic Crashes reports that impaired driving crashes (alcohol and/or drug) were responsible for 32% of fatal crashes (26% alcohol only) and 13% (11% alcohol only) of injury crashes. Male drivers between the ages of 21-34 represent 38% of all impaired driving crashes.

Young drivers are at a high risk for traffic crashes due to their inexperience and behaviors. The Center for Disease Control states 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.

Wyoming's 14-20 year old drivers represent 8% (52% male and 48% female) of licensed drivers and 14% of drivers involved in traffic crashes. The 2019 WECRS data indicates there were 2,740 young drivers involved in traffic crashes: 13 were in fatal crashes; 564 were in injury crashes; and 2,163 were in property damage only crashes. In addition, 25 young drivers were drinking and driving.

Distracted driving is a risky behavior and was a contributing factor in 921 traffic crashes in 2019. This behavior resulted in 12 fatalities and 354 injuries (49 serious injuries). Distracted driving continues to be a problem, trend data shows over the last five years distracted driving averaged 937 yearly causing 42 fatalities/serious injuries.

Finally, Wyoming is a minimally funded state and receives approximately \$35,000 annually to address awareness of increased motorcycle traffic during our short riding season. Wyoming has 61,482 licensed motorcycle drivers and 25,140 registered motorcycles. WECRS 2019 data shows that there were 212 motorcycle crashes with 15 fatalities and 178 injuries of which 40 were unhelmeted motorcycle fatalities and serious injuries. Laramie (28) and Natrona (37), which are Wyoming's most populous counties, represent the counties with the most motorcycle crashes.

Methods for Project Selection

A solicitation for the FFY2021 grant applications was opened on February 3, 2020 for a period of approximately 45 days. Solicitation of grant applications was advertised through the WYDOT website and a call for proposals directly to: various governmental agencies, non-profit organizations, foundations, and to traffic safety partners for projects that have an ability to impact Wyoming's Core and State Performance Measures. The HSO makes exception for late grant applications based on circumstance.

The HSO staff 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 include, 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)? If not, is the project innovative, data driven and does it have a strong evaluation?
- How many years project has been funded?
- Does the project have the ability to be self-sufficient?
- Does the project have program income?
- 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?
- If a continuing project, past grant performance and report timeliness are considered.

In addition to the above mentioned criteria, a risk assessment was performed for each grant application utilizing the WYDOT risk assessment form. A score was assigned to each grant application based on the selected criteria. 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, modified when necessary, and the HSO will redirect funds to program areas not meeting goals set or that are experiencing little to no change.

All activities will fall into one of the following proven countermeasure strategies that will be implemented to reduce the occurrence of impaired driving, unbelted vehicle occupants, distracted driving, young drivers, and motorcycle awareness.

- High Visibility Enforcement
- Law Enforcement Training
- Law Enforcement Liaison
- Post DUI Interventions
- Child Restraint System Inspection Station(s)
- Communication and Outreach (Educational Activities)
- Mass Media and Outreach
- Coalitions
- Observed Seat Belt Survey
- Data and Outreach
- Comprehensive Traffic Records Projects

The HSO did not fund the grant application from Old West Media due to funding constraints.

Description of Outcomes regarding the Wyoming Strategic Highway Safety Plan and Highway Safety Improvement Program Coordination

The Strategic Highway Safety Plan (SHSP) is a major component and requirement of both the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148) and the Highway Safety Plan (HSP) submittal. It is a safety plan compiled by a statewide coordinated effort and provides a cohesive and comprehensive framework intended to reduce critical crashes on Wyoming roadways. The SHSP identifies Wyoming's key safety needs and guides investment decisions to choose the most effective strategies and countermeasures focused on saving lives and preventing injuries. The WYDOT SMS Committee (SMS) assumed the responsibility to be the coordinating body for the Wyoming Strategic Highway Safety Plan development. The purpose of the SHSP is to focus Wyoming's safety partners on reducing the number of fatal and serious injury crashes. The SHSP 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. **The HSO evaluates grants to ensure they comply with the safety needs shown in the SHSP.**

Wyoming's primary safety emphasis areas include occupant protection and impaired driving, with attention afforded to speeding, motorcycles, and young drivers. The HSP is consistent with the SHSP 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 purpose of this SHSP is to steer the state of Wyoming "Towards Zero Deaths." All travelers in Wyoming, whether they drive, ride, walk, or ride a bike should safely arrive at their destinations. The Wyoming SHSP strives to work towards this goal. This plan is written to actively guide the strategies the state will take to achieve the goal of zero traffic fatalities. State and local agencies, counties, private-sector, and non-profit organizations, corporations, residents, and visitors to Wyoming all benefit from a safe and efficient roadway system. 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 SHSP 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 SHSP. Projects approved for implementation are consistent with the program areas and performance measures identified in the SHSP.
- 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 SHSP guidance will be revised as necessary to meet the challenges presented by an ever changing transportation system in the State of Wyoming.

Traffic Safety Enforcement Program (TSEP)

Traffic safety is a problem for law enforcement across the board whether it is dealing with impaired driving, seat belt usage, distracted driving, or other traffic infractions. In 2019, there were 14,882 traffic crashes on Wyoming roadways of which urban crashes account for 53% and rural crashes accounted for 47% (84% of fatal crashes).

Alcohol and Crime in Wyoming 2019 shows that impaired driving remains a problem for law enforcement with DUI arrests accounting for 27.78% of all arrests in 2019. Additionally,

- The average reported blood alcohol content for DUI arrests statewide was 0.156.
- 48% of persons arrested for DUI had a reported BAC level above 0.16 and 13% had a BAC of 0.24 or greater.
- 12% of persons arrested for DUI involved drugs.
- The average reported BAC for 487 persons who were arrested for DUI after being involved in a traffic crash was 0.16.
- The age group with the highest percentage of DUI arrests were ages 26-30, followed by ages 21-25 and 31-35.
- There were 584 more drug-involved arrests in 2019 than in 2010 (a 24% increase).

Wyoming's 2019 Observed Seat Belt Usage Rate is at 78.3%. This is a decrease of 8% from 2018. Additional observations include:

- Urban populations observed seat belt usage is at 76.4% compared to the rural population at 80.6%.
- Women buckle up more than men at 85.7% compared to 72%.
- Pickup drivers buckle up 71.5% compared to the statewide average of 78.3%.

The foundation of the TSEP remains strong with the Wyoming Highway Patrol and local law enforcement agencies continuing to participate in the 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 include saturation patrols by state, county, and municipal law enforcement agencies targeting high volume traffic areas. Participation in the rescheduled Click It or Ticket (CIOT) National Enforcement Mobilization from November 9-29, 2020 will be optional.

There are typically 55 local law enforcement agencies, in addition to the WHP, that participate in national campaigns and year-long sustained enforcement focusing on local celebrations with higher volume of roadway traffic. National and state media programs support these campaigns throughout the fiscal year.

The Cheyenne Police Department DUI Mobile Command Vehicle will continue support with involvement in DUI Task Force and educational events in Laramie County and also statewide by invitation. The DUI Mobile Command Vehicle is made available at the annual WASCOP Administrators Conference to ensure all Chiefs of Police and Sheriffs can tour and become familiar with all aspects of the vehicle and benefits it could bring to their communities.

The Law Enforcement Liaison (LEL) project will continue site visits to at least 90% of law enforcement agencies across the state supporting agencies through assistance organizing multi-agency task force events, multi-state task force events, media releases, Data Driven Analysis of Crime and Traffic Safety (DDACTS) training and other directives given by the Governor’s Representative for Highway Safety.

The HSO continually monitors these programs for effectiveness and makes adjustments when warranted. Monitoring during the fiscal year includes a review of all expenditures, Police Activity Reports (PAR), on-site visits and adjustments to the TSEP by reallocation of unexpended high visibility overtime funds to high risk locations based on a data.

A review of the strengths and weaknesses of Wyoming’s Traffic Safety Enforcement Program is ongoing. There will be changes for FY2021 and FY2022 with changes in the Law Enforcement Liaison, high visibility overtime enforcement and equipment projects. The changes include:

- In FY2021, the LEL project downsized to one LEL with the ability to contract for assistance. DDACTS will be expanded to include more locations throughout the State.
- In FY2021, The Highway Safety Behavioral Grants Program will manage the radar and video camera equipment grants in-house with new stringent criteria for eligibility. Agencies will be notified if they meet the new criteria and will then be eligible to complete a grant application.
- In FY2022, an updated high visibility overtime enforcement funding formula to be implemented for focus areas: Impaired Driving and Occupant Protection and equipment.

Projects that make up the TSEP are as follows:

HSP Project Number	Activity
AL-2021-FA-AL-01	WHP Impaired Driving Overtime
AL-2021-FA-AL-02	WASCOP Impaired Driving LEC/HVE
OP-2021-FA-OP-02	WASCOP Occupant Protection LEC/HVE
M2HVE-2021-FA-HV-01	WHP Occupant Protection Overtime
PT-2021-FA-PT-01	Equipment – Video Camera’s
PT-2021-FA-PT-02	Equipment – Radar’s
PT-2021-FA-PT-03	Law Enforcement Liaison (LEL)
154AL-2021-FA-AL-01	DUI Mobile Command Vehicle

Performance report

The FY2020 performance targets were created by the Safety Management System (SMS) Committee by analyzing the 5 and 10 year running averages while taking into consideration the current trends.

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Wyoming experienced 147 fatalities in 2019 and as of June 15, 2020, there have been approximately 37 fatalities per the Wyoming Highway Patrol (WHP) and Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of a five (5) year rolling average of less than 128 fatalities for FY2020.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues such as law enforcement participation in NHTSA enforcement campaigns, traffic safety events, media, legislation, and trainings during the first half of the fiscal year.

The HSO and sub-recipients were forced to adapt to the ever changing environment brought on by the COVID-19 pandemic. Local law enforcement agencies now use discretion based on the amount of COVID-19 in their communities while factoring in the safety of their officers on participating in national or local high visibility overtime events. In addition, Injury Prevention Resources (IPR) implemented new policies and procedures working with the public while adapting their program to focus on new and innovative ways of reaching the public such as, Virtual Traffic Safety Sessions and social media related outreach. Technical trainings for Child Passenger Safety and the Impaired Driving Programs have canceled, rescheduled and/or modified training sessions.

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

Progress: In Progress

Wyoming had 411 serious injuries in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of a five (5) year rolling average of less than 462 serious injuries for FY2020.

Same as noted above for C-1 Number of Traffic Fatalities (FARS)

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

Progress: In Progress

FARS data indicates the 2018 Fatalities/VMT was 1.06. The HSO is unable to determine if we are on course to meet the goal of a five (5) year rolling average of less than 1.35 fatalities/MVT due to the decrease in traffic in FY2020.

As the world changes due to the COVID-19 pandemic, the HSO is adapting to these new challenges working with our traffic safety partners and adjusting as necessary to meet this goal.

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

Wyoming had 48 unrestrained fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of a five (5) year rolling average of less than 59 unrestrained fatalities for FY2020.

The Highway Safety Office took a comprehensive approach to traffic safety in reducing unbelted fatalities and injuries in projects selected in FY20 to include enforcement of Wyoming Seat Belt law, education through the WHP Safety Education, Wyoming Seat Belt Coalition, Injury Prevention Resources Traffic Safety Events, and Students Against Destructive Decision projects, as well as print, radio, and social media to reach the masses.

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

Wyoming had 39 alcohol-impaired driving fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal to meet the goal of a five (5) year rolling average of less than 39.8 motorcycle fatalities for FY2020.

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 490 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, local traffic safety events, and safety education classes. The WHP Impaired Driving Program provides DRE/ARIDE/SFST training and recertification for law enforcement officers.

C-6) Number of speeding-related fatalities (FARS)
Progress: In Progress

Wyoming had 51 speeding related fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming's speed related fatalities spiked in 2019, however, fatalities thus far in 2020 are below the statewide average. Wyoming is on course to meet the goal of a five (5) year rolling average of less than 43 if the current trend remains in FY2020.

Radar units were purchased and are being utilized as a proven tool to enforce Wyoming's seat belt law. In FY2019, law enforcement garnered 8,238 speeding citations issued on grant funded overtime enforcement.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Wyoming had 15 motorcyclist fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of a five (5) year rolling average of less than 18 motorcyclist fatalities for FY2020.

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

Wyoming had 8 unhelmeted motorcyclist fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of a five (5) year rolling average of less than 13 unhelmeted motorcyclists fatalities for FY2020.

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

Wyoming had 14 driver's age 20 or younger involved in fatal crashes in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course t to meet the goal of a five (5) year rolling average of less than 14 drivers age 20 or younger involved in fatal crashes for FY2020.

Wyoming is working with the Wyoming Highway Patrol Safety Education, Injury Prevention Resources, and Students Against Destructive Decisions (SADD) to reach young drivers through traffic safety education classes, SADD chapters within schools, educating law enforcement, parents and young drivers on Wyoming GDL laws.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Wyoming had 10 pedestrian fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). The 10 pedestrian fatalities is five (5) above Wyoming's goal of a five (5) year rolling average of less than five (5) for FY2020. Wyoming is not on course to meet this goal.

WYDOT intends to integrate consideration of the needs of pedestrians and bicyclists in its planning and project development processes to produce a transportation system with true modal choices. This plan will not propose specific improvement projects to better accommodate bicycling and walking in the Wyoming transportation system. Instead, it provides general principles and guidance for WYDOT to provide for and improve bicycle and pedestrian transportation. This plan also provides guidance for local governments in Wyoming for developing their own bicycle and pedestrian plans and facilities.

C-11) Number of bicycle fatalities (FARS)

Progress: In Progress

Wyoming had zero (0) bicycle fatalities in 2019 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of a five (5) year rolling average of less than one (1) for FY2020.

WYDOT intends to integrate consideration of the needs of pedestrians and bicyclists in its planning and project development processes to produce a transportation system with true modal choices. This plan will not propose specific improvement projects to better accommodate bicycling and walking in the Wyoming transportation system. Instead, it provides general principles and guidance for WYDOT to provide for and improve bicycle and pedestrian transportation. This plan also provides guidance for local governments in Wyoming for developing their own bicycle and pedestrian plans and facilities.

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

Progress: In Progress

In 2019, the overall estimate for all vehicle occupants based on the Wyoming's Survey of Seat Belt Use was 78.3%. Wyoming is unable to determine if we are on course to meet the FY2020 goal of a five (5) year average of 81.1%.

The HSO is working with law enforcement and traffic safety advocates through enforcement, and education (hands on experience and information) on the consequences of not wearing a seat belt. Projects include high visibility overtime enforcement, Injury Prevention Resources Road Warrior events, SADD, and support of a primary seat belt law are countermeasure strategies being implemented throughout the state.

Distracted Driving (State)

Progress: In Progress

Wyoming had 12 distracted driving fatalities in 2020 per Wyoming Electronic Crash Records System (WECRS). Wyoming is not on course to meet the goal of a five (5) year rolling average of less than eight (8) for FY2020.

Crashes caused by human error are being address through projects administered by the Wyoming Highway Patrol Safety Education, Injury Prevention Resources and Students Against Destructive Decisions (SADD). Not only do these organizations work independently but also collaboratively as often as possible to bring knowledge and awareness to all Wyomingites.

Crash Location Accuracy (State)

Wyoming is on course to meet the goal of 96 for FY2020.

Roadway Integration (Linkable MIRE Features) (State)

Wyoming is on course to meet the goal of 60 for FY2020.

FY2019 Grant Program Activity Reporting

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

Seat belt citations: 835

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

Impaired driving arrests: 490

A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: 8,238

Performance Plan

The 2 CFR - Grants and Agreements Title 23 Part 1300 sets forth administration requirements for the Performance Plan in which highway safety problems are identified while performance measures and targets are established. NHTSA and FHWA collaborate to harmonize three (3) common performance measures (fatalities, fatality rate, and serious injuries) to ensure that the highway safety community is provided uniform measures of progress. The SMS Committee (SMS) is the coordinating body for the Strategic Highway Safety Plan. The SMS Committee analyzes the five (5) and ten (10) year running averages along with recent trends to determine the new performance targets.

To determine targets for the remaining Core Performance Measures, WYDOT evaluates the crash history and trends over the last 10 years. Note, the target for S-3 Number of fatalities in crashes involving drugs utilized 2014 data instead of 2018 data due to an anomaly in data for 2018. The Observed Seat Belt Use target is based on the five (5) year running average. Counter-measure strategies and activities are tied to the performance targets.

(FARS Data used when available unless marked as State Data)		State 2019	Target 2021
C-1	Number of Traffic Fatalities (FARS)	147	128
C-2	Number of Serious Injuries in Traffic Crashes (State)	411	450
C-3	Fatalities / VMT (FARS, FHWA)	1.44	1.35
	Serious Injury / VMT (FARS, FHWA)	4.026	4.7
C-4	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	48	59
C-5	Number of Fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	39	42
C-6	Number of Speeding Related Fatalities (FARS)	51	44
C-7	Number of Motorcycle Fatalities (FARS)	15	19
C-8	Number of Unhelmeted Motorcycle Fatalities (FARS)	8	13
C-9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	14	14
C-10	Number of Pedestrian Fatalities (FARS)	10	6
C-11	Number of Bicycle Fatalities (FARS)	0	1
S-1	Number of Fatalities in Distracted Driving Crashes (State)	12	10
S-2	Number of Older Driver Fatalities (State)	30	23
S-3	Number of Fatalities in crashes involving Drugs	29	32
S-4	Crash Location Accuracy	94.37	96
S-5	State Roadway Integration (Linkable MIRE Feature)	31	29
B1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	78.3	81.9



Mark Gordon
Governor

WYOMING Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



K. Luke Reiner
Director

AGREEMENT – SECTION 120(b)(2) OF TITLE 23 UNITED STATES CODE


This agreement between the State of Wyoming, acting by and through its Governor's Representative for Highway Safety, and the National Highway Traffic Safety Administration for the U.S. Department of Transportation, shall take effect on October 1, 2020 and extend through September 30, 2021, the end of the first full fiscal year of the State.

Whereas the State of Wyoming has elected to match Federal highway safety funds in accordance with paragraph (b) (2) of Section 120 (b) of Title 23, United States Code, as amended, and NHTSA Order 462-6C:

Therefore, the State of Wyoming hereby agrees to apply the difference between the State's share as provided in paragraph (b) (2) and what its share would be if it had elected to pay the share provided in paragraph (b) (1) of Section 120(b) of Title 23, U.S.C., solely for highway safety purpose other than paying its share of highway safety projects.

The State agrees to furnish to the National Highway Traffic Safety Administration annual expenditure reports annotated to show that the savings in the State's Federal aid matching share during the period have been applied solely to highway safety in fulfillment of the terms of this agreement.

Executed this 2nd day of June 2020



Governor's Representative for
Highway Safety



NHTSA Regional Administrator

Fast Act NHTSA 402 State and Community Highway Safety

Problem Identification

Program Area: Occupant Protection

The 2019 national observed seat belt use rate is at 90.7% compared to Wyoming's Observed Seat Belt use at 78.3% which is an 8% decline from 2018. In every county, the seat belt use rate is greater for passengers than for drivers. There were substantial declines from 2018 rates for vehicle occupants in automobiles (76.4%) and pickup trucks (71.5%), the two most common vehicles in Wyoming. Vehicle occupants are most likely to be observed wearing seat belts when in Sport Utility Vehicles and vans.

Carbon, Laramie, Natrona, and Sweetwater counties have the most unbelted vehicle occupants in critical (fatal and serious injury) crashes. These counties also rank below the statewide average of observed seat belt use.

Female seat belt use is generally higher than male seat belt use for vehicle occupants in all four types of vehicles. Front seat passengers wearing a seat belt reduce the risk of fatal injury by 45% and moderate-to-critical injury by 50%.

Wyoming's 2019 crash data showed there were 942 crashes with unbelted vehicle occupants with 469 unbelted injuries with 175 critical injuries.

COUNTY	Estimate 2018	Estimate 2019	Difference Percent
NIOBRARA	93.5%	97.8%	4.3%
CROOK	91.1%	92.9%	1.8%
TETON	91.8%	91.6%	-0.2%
LINCOLN	91.0%	88.7%	-2.3%
ALBANY	89.5%	87.9%	-1.6%
JOHNSON	93.2%	87.8%	-5.4%
BIG HORN	73.3%	86.4%	13.1%
PLATTE	79.4%	85.3%	5.9%
FREMONT	78.7%	83.5%	4.8%
SHERIDAN	76.5%	79.8%	3.3%
NATRONA	87.4%	78.4%	-9.0%
LARAMIE	81.4%	74.9%	-6.5%
CONVERSE	85.5%	73.1%	-12.4%
PARK	89.6%	72.3%	-17.3%
CARBON	69.7%	67.6%	-2.1%
CAMPBELL	82.3%	67.5%	-14.8%
SWEETWATER	67.4%	63.5%	-3.9%
STATE	86.3%	78.3%	-8.0%

*RANKED BY 2019 ESTIMATES

Program Area: Impaired Driving

Impaired driving remains a major problem in Wyoming. According to the 2019 WY Report on Traffic Crashes impaired driving crashes were responsible for 50 fatalities and 466 injuries which equates to 32% of fatal crashes and 13% of injury crashes.

Per the Fatality Analysis Reporting System, Wyoming consistently ranks above the US alcohol-impaired driving fatality rate. Wyoming's 2017 alcohol-impaired driving fatality rate at 0.47 which is significantly higher than the national rate at 0.34.

Alcohol and Crime in Wyoming 2019 reported DUI's accounted for 27.78% of all statewide arrests with an average blood alcohol content (BAC) of 0.16. Forty-eight percent (48%) of the persons arrested for DUI had a reported BAC level above 0.16 and 13% had a BAC of 0.24 or greater.

An emerging trend in impaired driving are DUI's involving drugs. Twelve percent (12%) of persons arrested for DUI's involved drugs.

Program Area: Teen Traffic Safety Program

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 2019, the Wyoming Electronic Crash Records System indicates there were 14 young drivers involved in fatal crashes, 642 in injury crashes and 2,470 in property damage only crashes statewide.

Planned Activity: Planning & Administration
Planned Activity Number: PA-2021-FA-PA-01
Subrecipient: Highway Safety Office (HSO)

Funding Source: 402 P&A

Benefit to Local: \$0.00

Total Project: \$55,500.00

Federal Share: \$42,302.10

State Share: \$13,197.90

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

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.

Countermeasure Strategies

To reduce the number of persons in unbelted traffic belted traffic crashes the HSO will implement the following countermeasure strategies:

- Teen Safety Activities
- Mass Media Campaigns
- Observed Seat Belt Survey
- Law Enforcement Liaison
- High Visibility Enforcement
- Communication and Outreach (Educational Activities)
- Coalitions

Fast Act NHTSA 402 countermeasure strategies and activities will address and impact the following Core Performance Measures:

C1 Number of Traffic Fatalities (FARS)

C2 Number of Serious Injuries in Traffic Crashes (State)

C3 Fatalities/VMT (FARS/FHWA)

C4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

C5 Number of fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)

C9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

B1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)

Each Countermeasure Strategy will indicate the primary Core Performance Measure to be addressed.

Counter Measure Strategy	Planned Activity
Teen Safety Activities (C9)	A New Era in Reducing Teen Roadway Crashes

Project Safety Impacts

This 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 thus reducing traffic crashes and associated fatalities and injuries.

Linkage Between Program Area

Students Against Destructive Decisions is an organization whose aim is to prevent traffic crashes from students taking potentially destructive decisions. This project will assist in reducing teen crashes through sustained innovative activities aimed at improving driving behaviors through awareness and accountability. This activity will mitigate the risk of motor vehicle crashes among young drivers.

Rationale for Selection

Youth Programs are countermeasure strategies that are evidence-based as identified in NHTSA's Countermeasures That Work.

Planned Activity: A New Era in Reducing Teen Roadway Crashes

Planned Activity Number: TSP-2021-FA-TS-01

Subrecipient: Students Against Destructive Decisions

Funding Source: NHTSA 402

Benefit to Local: \$98,269.91

Total Project: \$108,597.53

Federal Share: \$98,269.91

State Share: \$10,327.63

SADD will implement a comprehensive, data-driven response to address teen traffic safety through new programming efforts and activities that will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use and speeding. SADD will focus on conducting sustained, year-long activities in the 10 counties with the highest rate of teen crashes.

This project will retain the services of a SADD personnel, who will cover all aspects for all grant related activities to increase the number of SADD chapters statewide, support national campaigns, conduct Rock the Belt/Text Less-Live More events, GDL education, media, and other activities that promote teen traffic safety. SADD will continue to build and strengthen relationships with school districts, law enforcement, and Safe Community partners.

Countermeasure Strategy	Planned Activity
Mass Media Campaigns (C4, C5)	Paid Media Native American Media Outreach

Project Safety Impacts

This comprehensive countermeasure strategy will conduct media campaigns that are a tried and true strategy that influences positive behavior change. Media campaigns providing education on

behavioral traffic safety challenges coupled with support of high visibility overtime enforcement will reduce fatalities and serious injuries.

Linkage Between Program Area

The countermeasure strategy will focus on multi-media communication outreach utilizing social media, TV, radio, billboards, newspapers, and other print media. Communication and outreach are important successful strategies providing education and outreach to high risk demographics and the general public, and to support high visibility enforcement campaigns.

Awareness and education will increase Wyoming’s Observed Seat Belt use rate at 78.3% thus reducing fatal and serious injuries. This same philosophy applies to the 32% of impaired driving crashes.

Rationale for Selection

Communication and Outreach is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work.

Planned Activity: Paid Media

Planned Activity Number: PM-2021-FA-PM-01

Subrecipient: WYDOT Public Affairs Office

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$241,065.36

Total Project: \$666,000.00

Federal Share: \$602,663.40

State Share: \$63,336.60

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

Planned Activity: Wind River Reservation – Occupant Protection

Planned Activity Number: PM-2021-FA-PM-02

Subrecipient: WYDOT District 5

Funding Source: 402

Benefit to Local: \$80,355.12

Total Project: \$88,800.00

Federal Share: \$80,355.12

State Share: \$8,444.88

This project will retain services of a creative consultant for relevant campaign messaging that will focus occupant protection traffic safety messaging through radio, print, billboard and social media for the high risk demographic located in District 5.

Countermeasure Strategy	Planned Activity
Observed Seat Belt Survey (C4)	Observed Seat Belt Survey

Project Safety Impacts

Analysis of data received from utilizing the observed seat belt survey NHTSA will assist Wyoming in understanding where to target countermeasure strategies throughout the State in under performing areas thus effectively using federal funds and reducing fatalities and serious injuries.

Linkage Between Program Area

The observed seat belt survey will assist in data driven analysis of Wyoming’s Occupant Protection Program. Wyoming’s statewide observed seat belt use for 2019 was 78.3% which is significantly lower than the national rate at 90.7%.

Rationale for Selection

The Observational Seat Belt Survey is a requirement of federal funding and provides data to target activities to improve seat belt use.

Planned Activity: Observed Seat Belt Survey

Planned Activity Number: OP-2021-FA-OP-01

Subrecipient: Highway Safety Office

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$0.00

Total Project: \$144,300.00

Federal Share: \$130,577.07

State Share: \$13,722.93

The Highway Safety Office will retain the services of a consultant to conduct the annual seat belt observation survey. The consultant will conduct 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.

Countermeasure Strategy	Planned Activity
Law Enforcement Liaison (C4, C5)	Law Enforcement Liaison (LEL)

Project Safety Impacts

This countermeasure strategy fosters and strengthens relationships with local law enforcement for duties not necessarily a priority for agencies with limited staff and allowing law enforcement to focus on the targeted high visibility enforcement events thus reducing fatalities and serious injuries.

Linkage Between Program Area

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 approximately 55 local law enforcement agencies that participate in high visibility overtime enforcement campaigns providing technical assistance and ensuring coordinated successful high visibility enforcement events aimed at reducing fatalities and serious injuries.

Rationale for Selection

The Law Enforcement Liaison promotes initiatives directed by the Governor’s Representative for Highway Safety. This strategy encourages aggressive enforcement of Wyoming’s traffic laws during national, state, and local traffic safety campaigns and throughout the year.

Planned Activity: Law Enforcement Liaison

Planned Activity Number: PT-2021-FA-PT-03

Subrecipient: Highway Safety Office

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$0.00

Total Project: \$230,856.69

Federal Share: \$208,902.22

State Share: \$21,954.47

The Law Enforcement Liaison Program will continue to foster relationships with state and local law enforcement agencies and provide on-site technical assistance and training in the areas of Impaired Driving and 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 Behavioral Grants Program as requested by the Governor's Representative for Highway Safety and will travel to traffic safety conferences to strengthen knowledge base and utilize networking opportunities.

Countermeasure Strategy	Planned Activity
High Visibility Enforcement (C4, C5, C6, S3)	WASCOP Occupant Protection LEC/HVE WASCOP Impaired Driving LEC/HVE WHP Impaired Driving Overtime Equipment – Radar’s Equipment – Video Camera’s

Project Safety Impacts

The law enforcement coordination and high visibility enforcement strategy will effectively deploy law enforcement resources using a data driven funding formula to reduce fatalities and serious injuries.

Linkage Between Program Area

This strategy will focus on participation by law enforcement agencies in NHTSA's national impaired driving and occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways. Sustained high visibility enforcement along with support programs have shown to be effective in modifying traffic safety behaviors reducing fatalities and serious injuries. This strategy will strategically target locations throughout the State that are high risk for fatalities and serious injuries

Rationale for Selection

Sustained high visibility enforcement supported by other enforcement efforts has shown to be effective in modifying traffic safety behaviors reducing fatalities and serious injuries. High visibility enforcement is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work.

Planned Activity: WASCOP Occupant Protection LEC/HVE
Planned Activity Number: OP-2021-FA-OP-02
Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: Fast Act NHTSA 402 **Benefit to Local:** \$287,269.55
Total Project: \$317,460.00
Federal Share: \$287,269.55
State Share: \$30,190.45

Local law enforcement will participate in year-long sustained high visibility overtime enforcement that will focus on NHTSA occupant protection enforcement campaigns, task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways.

Planned Activity: Impaired Driving Overtime
Planned Activity Number: AL-2021-FA-AL-01
Subrecipient: Wyoming Highway Patrol
Funding Source: 402 **Benefit to Local:** \$0.00
Total Project: \$222,000.00
Federal Share: \$200,887.80
State Share: \$21,112.20

The Wyoming Highway Patrol will conduct year-long sustained high visibility overtime enforcement that will focus on NHTSA impaired driving enforcement campaigns, DUI task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways.

Planned Activity: Impaired Driving Law Enforcement Coordination and Overtime
Planned Activity Number: AL-2021-FA-AL-02
Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: 402 **Benefit to Local:** \$397,757.84
Total Project: \$439,560.00
Federal Share: \$397,757.84
State Share: 41,802.16

Local law enforcement will participate in year-long sustained high visibility overtime enforcement that will focus on NHTSA impaired driving enforcement campaigns, task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways.

Planned Activity: Equipment - Video Camera's
Planned Activity Number: PT-2021-FA-PT-01
Subrecipient: Highway Safety Office
Funding Source: 402 **Benefit to Local:** \$50,221.95
Total Project: \$55,500.00
Federal Share: \$50,221.95
State Share: \$5,278.05

This activity will purchase video cameras in support of the impaired driving high visibility overtime enforcement and prosecution efforts based on updated and more stringent criteria.

Planned Activity: Equipment - Radar

Planned Activity Number: PT-2021-FA-PT-02

Subrecipient: Highway Safety Office

Funding Source: 402

Benefit to Local: \$30,133.17

Total Project: \$33,300.00

Federal Share: \$30,133.17

State Share: \$3,166.83

Radars will be purchased in support of the law enforcement high visibility enforcement campaigns.

Countermeasure Strategy	Planned Activity
Communication and Outreach (Educational Activities) (C4, C5, C9, C10, C11, S1, S2)	Road Warriors Traffic Safety Events Older Adult Highway Safety WHP Safety Education Comprehensive OP/DUI

Project Safety Impacts

The 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 reducing fatalities and serious injuries.

Linkage Between Program Area

Traffic safety education provides first-hand experience to the consequences of driving impaired, lack of seat belt use, distracted driving, speeding, etc. Awareness, knowledge and consequences are the first steps in changing behaviors thus reducing fatalities and injuries. In 2019 alone there were 147 fatalities and 3,488 injuries on Wyoming roadways. Project support is important to successful activities.

Rationale for Selection

Communication and Outreach is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work. 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.

Planned Activity: Road Warriors Traffic Safety Events

Planned Activity Number: CP-2021-FA-CP-01

Subrecipient: Injury Prevention Resources

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$202,587.35

Total Project: \$223,878.16

Federal Share: \$202,587.35

State Share: \$21,290.81

This activity will focus on comprehensive, localized, targeted and data driven occupant protection and impaired driving educational events in communities’ data deems high risk. Activities include partnering with traffic safety advocates, providing personnel to man safety booths, media to support events, developing and producing educational materials, etc.

Planned Activity: Older Adult Highway Safety
Planned Activity Number: CP-2021-FA-CP-02
Subrecipient: Wyoming Department of Health
Funding Source: Fast Act NHTSA 402 **Benefit to Local:** \$0.00
Total Project: \$42,216.79
Federal Share: \$38,201.97
State Share: \$4,014.82

The project will provide older adult traffic safety instruction to professionals who work with and engage Wyoming's older adult population and will conduct community outreach education in partnership with senior centers statewide.

Planned Activity: WHP Safety Education
Planned Activity Number: RS-2021-FA-RS-01
Subrecipient: Wyoming Highway Patrol
Funding Source: Fast Act NHTSA 402 **Benefit to Local:** \$0.00
Total Project: \$160,950.00
Federal Share: \$145,643.66
State Share: \$15,306.35

The WHP Safety Education Program will educate the general public, teens, and adult drivers through a variety of classes, training, programs, and media to promote proper restraint usage, the dangers and consequences of distracted and impaired driving along with non-motorized traffic safety.

Planned Activity: Comprehensive Occupant Protection/Impaired Driving
Planned Activity Number: RS-2021-FA-RS-02
Subrecipient: Highway Safety Office
Funding Source: Fast Act NHTSA 402 **Benefit to Local:** \$0.00
Total Project: \$33,300.00
Federal Share: \$30,133.17
State Share: \$3,166.83

The Highway Safety Office will collaborate with many traffic safety advocates to reduce fatalities and injuries due to lack of seat belt use and impaired driving. This project will augment planned traffic safety activities for local, state, and national events.

Countermeasure Strategy	Planned Activity
Coalitions (C4)	WYSBC Facilitator

Project Safety Impacts

This countermeasure strategy will work to identify, coordinate, and priorities issues with proven prevention strategies to reduce unbelted fatalities and injuries.

Linkage Between Program Area

Coalitions provide a multi-discipline platform to leverage legislation action, public education, law enforcement, health aspects and other tactics to reduce fatalities and serious injuries. This strategy will assist in reducing Wyoming’s fatalities as identified in the Occupant Protection Problem Identification.

Rationale for Selection

Coalitions are low cost and an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work. This strategy coordinates state efforts with local initiatives ensures the efforts compliment and reinforce each other where traffic safety partners bring resources such as expertise, funding, infrastructure.

Planned Activity: WYSBC Facilitator

Planned Activity Number: OP-2021-FA-PE-01

Subrecipient: Highway Safety Office

Funding Source: NHTSA 402

Benefit to Local: \$0.00

Total Project: \$244,200.00

Federal Share: \$220,976.58

State Share: \$23,223.42

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 WYSBC.

Fast Act NHTSA 405b Occupant Protection Low

Problem Identification:

The 2019 national observed seat belt use rate is at 90.7% compared to Wyoming's Observed Seat Belt use at 78.3% which is an 8% decline from 2018. In every county, the seat belt use rate is greater for passengers than for drivers and drivers of pickup trucks only buckle up 71.5% compared to other vehicle types with the majority of drivers being male.

Wyoming's 2019 crash data showed there were 942 crashes with unbelted vehicle occupants with 469 unbelted injuries with 175 critical injuries. Eighty-six percent (86%) of fatalities occur on rural roads. Carbon, Laramie, Natrona, and Sweetwater counties have the most unbelted vehicle occupants in critical crashes. These counties also rank below the statewide average of observed seat belt use.

In 2019, Census data reports that the age group 0-9 represents 13% of Wyoming's population with Wyoming's Child Passenger Safety Program reporting a child restraint misuse rate of 37%.

To reduce the number of persons in unbelted traffic belted traffic crashes the HSO will implement the following countermeasure strategies:

- High Visibility Enforcement
- Child Restraint System Inspection Station(s)

Fast Act NHTSA 405b countermeasure strategies and activities will address and impact the following Core Performance Measures:

C1 Number of Traffic Fatalities (FARS)

C2 Number of Serious Injuries in Traffic Crashes (State)

C4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

B1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)

Each Countermeasure Strategy will indicate the primary Core Performance Measure to be addressed.

Countermeasure Strategy	Planned Activity
High Visibility Enforcement (C4)	WHP Occupant Protection HVE

Project Safety Impacts

The law enforcement coordination and high visibility enforcement strategy will deploy law enforcement resources using a data driven funding formula to reduce fatalities and serious injuries.

Linkage Between Program Area

Sustained high visibility enforcement supported by mass media has shown to be effective in modifying traffic safety behaviors reducing fatalities and serious injuries. Eighty-six percent (86%) of fatalities occur on rural roads. In addition Wyoming's Observed Seat Belt use at 78.3% is well below the national average of 90.7%.

Rationale for Selection

High visibility enforcement is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work.

Planned Activity: WHP Occupant Protection HVE

Planned Activity Number: M2HVE-2021-FA-HV-01

Subrecipient: Wyoming Highway Patrol

Funding Source: 405b

Benefit to Local: \$0.00

Total Project: \$138,750.00

Federal Share: \$125,554.88

State Share: \$13,195.13

The Wyoming Highway Patrol will conduct year-long sustained high visibility overtime enforcement that will focus on NHTSA's occupant protection high visibility enforcement campaigns, task force and localized events during which data has shown an increase in traffic crashes on the roadways.

Countermeasure Strategy	Planned Activity
Child Restraint System Inspection Station(s) (C4)	Child Passenger Safety (CPS) Instructor Training & Education

Project Safety Impacts

This strategy will work to increase the number of CPS technicians statewide to the end of reducing youth fatalities and serious injuries with the proper use of child restraint systems. This strategy will directly impact children < 9 years old through proper child restraint usage.

Linkage Between Program Area

CPS inspection stations are critical to ensure the proper installation of child passenger seats to mitigate misuse of child restraint systems. 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. Technician trainings and recertification opportunities are designed to address this challenge and maintain or increase the technician re-certification rate of 77.3% which is above the national rate of 47.4%.

Rationale for Selection

This project will satisfy FAST Act 405b NHTSA requirements for grant funding. The Child Restraint System Inspection Station(s) is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work.

Planned Activity: Child Passenger Safety (CPS) Instructor Training & Education

Planned Activity Number: M2CPS-2021-FA-CR-01

Subrecipient: Highway Safety Office

Funding Source: 405b OP Low

Benefit to Local: \$0.00

Total Project: \$130,980.00

Federal Share: \$118,523.80

State Share: \$12,456.20

The Highway Safety Office will retain the services of a consultant to 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. Consultant will complete grant objectives and as directed by the Highway Safety Behavioral Grants Manager.

Fast Act 405c Traffic Records

Problem Identification

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.

Fast Act NHTSA 405c countermeasure strategies and activities will address and impact the following Traffic Records Performance Measures:

S-4 Crash Location Accuracy

S-5 State Roadway Integration (Linkable MIRE Features)

Counter Measure Strategy	Planned Activity
Comprehensive Traffic Records Projects (S-4, S-5)	Law Enforcement Access to Apportioned Plates Traffic Records Project Manager Traffic Records Filtering & Interface

Project Safety Impacts

This strategy will provide improved coordination, linkage and quality assurance to all traffic records data which will result in improved data analysis.

Linkage Between Program Area

The Traffic Records Coordinating Committee (WYTRCC) identifies projects to ensure a robust, accessible and quality traffic records system. Considerations and recommendations outlined in the FY2019 Traffic Assessment included:

- Work to identify resolution of linkage challenges with driver and vehicle systems.
- Continue to integrate the crash data system with the emergency medical systems data. This will enhance injury data quality and support the crash system.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Rationale for Selection

This strategy will address considerations and recommendations identified in the FY2019 Traffic Records Assessment working towards a high-quality traffic records system.

Planned Activity: Law Enforcement Access to Apportioned Plates

Planned Activity Number: M3DA-2021-FA-DA-01

Subrecipient: WYDOT Motor Vehicle Services

Funding Source: 405c

Benefit to Local: \$0.00

Total Project: \$69,375.00

Federal Share: \$62,777.44

State Share: \$6,597.56

This project will retain services of an IT professional to write computer code to provide Wyoming and other state's law enforcement access to the apportioned and temporary vehicle registration data through National Law Enforcement Telecommunications System (Nlets). Nlets is a private not for profit corporation that is the premiere interstate justice and public safety network data warehouse.

Planned Activity: Traffic Records Project Manager
Planned Activity Number: M3DA-2021-FA-DA-02
Subrecipient: Highway Safety Office
Funding Source: 405c

Benefit to Local: \$0.00

Total Project: \$166,500.00
Federal Share: \$150,665.85
State Share: \$15,834.15

This project will fund a subject matter expert for traffic records systems that will assist with on-going and future activities to ensure the success of traffic records projects in the WYTRCC Strategic Plan.

Planned Activity: Traffic Records Filtering & Interface
Planned Activity Number: M3DA-2021-FA-DA-03
Subrecipient: Highway Safety Office
Funding Source: 405c

Benefit to Local: \$0.00

Total Project: \$133,200.00
Federal Share: \$120,532.68
State Share: \$12,667.32

Enhancements and linkage to the State of Wyoming Safety Portal will improve linkages between the following databases:

- Crash
- Citation or adjudication
- Driver
- Emergency medical services or injury surveillance system
- Roadway
- Vehicle.

154AL Alcohol

Problem Identification

The level of alcohol abuse in Wyoming, as well as the inordinate number of persons who drive impaired pose significant risks to public safety in Wyoming. According to the 2019 WY Report on Traffic Crashes impaired driving crashes were responsible for 32% of fatal crashes and 13% of injury crashes. Alcohol and Crime in Wyoming 2019 reported DUI's accounted for 27.78% of all statewide arrests with an average blood alcohol content (BAC) of 0.16. Forty-eight percent (48%) of persons arrested for DUI had a reported BAC level above 0.16 and 13% had a BAC of 0.24 or greater.

To reduce the number of persons in impaired driving traffic crashes the HSO will implement the following countermeasure strategies:

- High Visibility Enforcement
- Post DUI Interventions
- Data and Outreach

154AL countermeasure strategies and activities will address and impact the following Core Performance Measures:

C1 Number of Traffic Fatalities (FARS)

C2 Number of Serious Injuries in Traffic Crashes (State)

C5 Number of fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)

Each Countermeasure Strategy will indicate the primary Core Performance Measure to be addressed.

Countermeasure Strategy	Planned Activity
High Visibility Enforcement (C5)	DUI Mobile Command Vehicle

Project Safety Impacts

High visibility enforcement strategy will deploy state and local law enforcement agencies and resources using a data driven funding formula to reduce impaired driving fatalities and serious injuries.

Linkage Between Program Area

This strategy will focus on participation by law enforcement agencies in NHTSA's national impaired driving enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways. DUI's made up 18.78% of all custodial arrests in Cheyenne and Laramie County with an average BAC of .1691.

Rationale for Selection

High visibility enforcement is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work. Sustained high visibility enforcement supported by mass media has shown to be effective in modifying traffic safety behaviors.

Planned Activity: DUI Mobile Command Vehicle
Planned Activity Number: 154AL-2021-FA-AL-01
Subrecipient: Cheyenne Police Department

Funding Source: 154AL

Benefit to Local: \$44,400.00

Total Project: \$44,400.00

Federal Share: \$44,400.00

State Share: \$0.00

This project will support high visibility enforcement of Wyoming DUI laws through participation in DUI Task Force and educational events locally and statewide in order to significantly reduce the percentage of alcohol-involved crashes in Wyoming.

Countermeasure Strategy	Planned Activity
Post DUI Interventions (C5)	DUI Supervised Probation & DUI Monitoring

Project Safety Impacts

DUI Courts are the first step after a DUI arrest in preventing future impaired driving by the offender. This countermeasure strategy provides supervised probation of DUI offenders and will impact drivers arrested for a DUI.

Linkage Between Program Area

This countermeasure strategy will target drivers convicted of a DUI by making them accountable through sentencing and supervised probation thus reducing impaired driving reducing the total yearly number of impaired driving crashes. This activity is imperative to this area of the State because local courts would be forced to place DUI offenders on unsupervised probation thus increasing recidivism rates, alcohol related traffic fatalities and serious injuries.

In 2019, four of the eight fatalities in Fremont County were in alcohol-related crashes. In addition, there were 34 alcohol related injury crashes with 54 people injured.

Rationale for Selection

Post DUI Interventions are an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work.

Planned Activity: DUI Supervised Probation & DUI Monitoring

Planned Activity Number: 154AL-2021-FA-AL-02

Subrecipient: Injury Prevention Resources

Funding Source: 154al

Benefit to Local: \$166,974.86

Total Project: \$166,974.86

Federal Share: \$166,974.86

State Share: \$0.00

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

Countermeasure Strategy	Planned Activity
Data and Outreach (C5)	Alcohol Factors

Project Safety Impacts

This comprehensive countermeasure strategy will collect, analyze, and disseminate arrest data which will provide an important aspect to the impaired driving problem in Wyoming thus reducing fatalities and serious injuries.

Linkage Between Program Area

Knowledge about the extent of impaired driving traffic crashes and high visibility enforcement support will assist in targeting the high risk demographic and implementing countermeasure strategies to reach impaired drivers.

Rationale for Selection

This project provides a data driven approach to target Wyoming’s impaired driving problem. Data is a critical component for identifying the who, what, when, and where of impaired driving arrests. Alcohol and Crime in Wyoming 2019 reported DUI’s accounted for 27.78% of all statewide arrests with an average blood alcohol content (BAC) of 0.16.

Planned Activity: Alcohol Factors

Planned Activity Number: 154AL-2021-FA-AL-03

Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police

Funding Source: 154AL

Benefit to Local: \$44,000.00

Total Project: \$44,000.00

Federal Share: \$44,000.00

State Share: \$0.00

This project will collect and analyze the alcohol/drug-related data for all custodial arrests from January 1 through December 31, 2030. 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.

Fast Act NHTSA 405d Impaired Driving Mid

Problem Identification

Impaired driving remains a major problem in Wyoming. Wyoming's 2017 alcohol-impaired driving fatality rate at 0.47 which is significantly higher than the national rate at 0.34. According to the 2019 WY Report on Traffic Crashes impaired driving crashes were responsible for 32% of fatal crashes and 13% of injury crashes. Alcohol and Crime in Wyoming 2019 reported DUI's accounted for 27.78% of all statewide arrests with an average blood alcohol content (BAC) of 0.16. Forty-eight percent (48%) of persons arrested for DUI had a reported BAC level above 0.16 and 13% had a BAC of 0.24 or greater.

An emerging trend in impaired driving are DUI's involving drugs. Twelve percent (12%) of persons arrested for DUI's involved drugs. DUI's, drug testing and prosecution remains a challenge that is being addressed through educating law enforcement and prosecutors in DUI detection, testing, and courtroom tactics. Many of these individuals promote within their respective agencies, thereby leaving DUI cases to less experienced individuals who lack the knowledge and tools to enforce and prosecute DUI cases.

To reduce the number of persons in impaired driving traffic crashes the HSO will implement the following countermeasure strategies:

- Post DUI Interventions
- Mass Media Campaigns
- Law Enforcement Training
- Coalitions

Fast Act NHTSA 405d countermeasure strategies and activities will address and impact the following Core Performance Measures:

C1 Number of Traffic Fatalities (FARS)

C2 Number of Serious Injuries in Traffic Crashes (State)

C5 Number of fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)

Each Countermeasure Strategy will indicate the primary Core Performance Measure to be addressed.

Countermeasure Strategy	Planned Activity
Post DUI Interventions (C5, S3)	Traffic Safety Resource Prosecutor 24/7 Program Confirmatory Drug Analysis in Toxicology

Project Safety Impacts

This countermeasure strategy is a comprehensive effort from the different traffic safety partners that are affected after an impaired driver is arrested. The combined efforts provides accountability for the DUI offender thus reducing recidivism and keeping Wyoming roadways safer from impaired drivers.

Linkage Between Program Area

This countermeasure strategy will target drivers convicted of a DUI by making them accountable and addressing their behaviors through testing, sentencing, and supervised probation. In 2019, DUI arrests accounted for 27.78% of all custodial arrests.

Post DUI interventions have success in improved testing and recidivism rates. The success rate for one 24/7 Program in Sheridan County was 99.87%. To continue improving upon the testing capabilities expansion of the drug confirmatory analysis to include the 15 drug panel for which only presumptive analysis is needed.

Rationale for Selection

Post DUI Interventions are an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work. Enforcement alone will not eliminate impaired driving. Consequences, supervision, and education together provide a solid foundation for working with DUI offenders.

Planned Activity: Traffic Safety Resource Prosecutor

Planned Activity Number: M5CS-2021-FA-CS-01

Subrecipient: City of Laramie

Funding Source: 405d

Benefit to Local: \$0.00

Total Project: \$149,850.00

Federal Share: \$135,599.27

State Share: \$14,250.74

The TSRP project will address the needs of stakeholders who contend with impaired driving 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.

Planned Activity: 24/7 Program

Planned Activity Number: F24SP-2021-FA-SP-01

Subrecipient: Attorney General of Wyoming

Funding Source: 405d

Benefit to Local: \$0.00

Total Project: \$33,300.00

Federal Share: \$30,133.17

State Share: \$3,166.83

The Attorney General, with assistance from the Governor's Council on Impaired Driving, continues expansion of a court-based management program designed for repeat DUI offenders statewide. 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 purchase software and tests, provide training to county officials implementing the

24/7 Program, purchase computers, peripheral equipment, supplies and travel expenses as required to facilitate the startup of the 24/7 Program

Planned Activity: Confirmatory Drug Analysis in Toxicology

Planned Activity Number: M5BAC-2021-FA-BC-01

Subrecipient: Attorney General of Wyoming Division of Criminal Investigation

Funding Source: 154AL

Benefit to Local: \$0.00

Total Project: \$22,200.00

Federal Share: \$20,088.78

State Share: \$2,111.22

Expand confirmatory analysis with a contractor to fast track the methods/validation, purchase supplies and ensure the analysts in the unit are fully qualified through continued training. In order to ensure uninterrupted service with setting up the drug confirmatory analysis process, a nitrogen gas generation system and compressor unit are required. Training ensures qualified analysts are effective and knowledgeable as an expert witness during courtroom testimony resulting in prosecution and ultimately reduce impaired drivers

Countermeasure Strategy	Planned Activity
Mass Media Campaigns (C5)	GCID Media

Project Safety Impacts

This comprehensive countermeasure strategy will educate the general public about the importance of impaired driving changing behaviors and thus reducing fatalities and serious injuries.

Linkage Between Program Area

Media campaigns are important to successful impaired driving strategies providing education and outreach to high risk demographics and the general public. Knowledge about the consequences of impaired driving and high visibility enforcement support will assist in improved driving behaviors thus reducing impaired driving fatalities and serious injuries.

Rationale for Selection

Mass media campaigns are an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work. The goal is to educate the public about roadway safety while increasing awareness and consequences of impaired driving.

Planned Activity: GCID Media

Planned Activity Number: M5PEM-2021-FA-PM-01

Subrecipient: WYDOT

Funding Source: 405d

Benefit to Local: \$0.00

Total Project: \$666,000.00

Federal Share: \$602,663.40

State Share: \$63,336.60

GCID is 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.

Countermeasure Strategy	Planned Activity
Law Enforcement Training (C5, S3)	Impaired Driving Program

Project Safety Impacts

This countermeasure strategy will reduce the number of impaired drivers on Wyoming’s roadways by ensuring law enforcement officers are trained in alcohol and drug detection methods as well as court room testimony.

Linkage Between Program Area

Removing impaired drivers from Wyoming roads requires the ability to detect drivers under the influence of alcohol, drugs and/or prescription medication. An emerging trend in impaired driving are DUI’s involving drugs. Twelve percent (12%) of persons arrested for DUI’s involved drugs.

Rationale for Selection

Law enforcement training is an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work.

Planned Activity: Impaired Driving Program

Planned Activity Number: M5TR-2021-FA-TR-01

Subrecipient: Wyoming Highway Patrol

Funding Source: 402

Benefit to Local: \$0.00

Total Project: \$333,000.00

Federal Share: \$301,331.70

State Share: \$31,668.30

This project will obtain the services of an Impaired Driving Program Manager to lead the efforts in training new and veteran peace officers, judicial officials and traffic safety advocates on the emerging trends of impaired driving on the road and in courtroom tactics.

The Impaired Driving Program Manager will conduct an Impaired Driving Conference with sessions targeting all aspects of impaired driving and recertification for DRE’s.

Countermeasure Strategy	Planned Activity
Coalitions (C5)	GCID Facilitator

Project Safety Impacts

This countermeasure strategy will work to facilitate the Governor’s initiatives focusing on identifying, coordinating, and prioritizing issues with proven prevention strategies related to traffic safety to reduce injuries and fatalities.

Linkage Between Program Area

Coalitions provide a multi-discipline platform to leverage legislation action, public education, law enforcement, health aspects and other tactics to reduce fatalities and serious injuries.

Rationale for Selection

Coalitions are low cost and an evidence-based countermeasure strategy as identified in NHTSA's Countermeasures That Work. This strategy coordinates state efforts with local initiatives ensures the efforts compliment and reinforce each other where traffic safety partners bring resources such as expertise, funding, infrastructure.

Planned Activity: GCID Facilitator

Planned Activity Number: M5IDC-2021-FA-ID-01

Subrecipient: Highway Safety Office

Funding Source: 405d

Benefit to Local: \$0.00

Total Project: \$122,100.00

Federal Share: \$110,488.29

State Share: \$11,611.71

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.

Fast Act NHTSA 405f Motorcycle Safety

Problem Identification

Wyoming has 61,482 licensed motorcycle drivers and 25,140 registered motorcycles. WECRS 2019 data shows that there were 212 motorcycle crashes with 15 fatalities and 178 injuries of which 40 were unhelmeted motorcycle fatalities and serious injuries. Laramie (28) and Natrona (37), which are Wyoming's most populous counties, represent the counties with the most motorcycle crashes. All Wyoming counties experienced motorcycle crashes.

To reduce the number of persons in motorcycle crashes the HSO will implement the following countermeasure strategies:

- Communication and Outreach: Motorist Awareness of Motorcyclists

Fast Act NHTSA 405f countermeasure strategies and activities will address and impact the following Core Performance Measures:

C1 Number of Traffic Fatalities (FARS)

C2 Number of Serious Injuries in Traffic Crashes (State)

C7 Number of Motorcycle Fatalities (FARS)

C8 Number of Unhelmeted Motorcycle Fatalities (FARS)

Each Countermeasure Strategy will indicate the primary Core Performance Measure to be addressed.

Counter Measure Strategy	Planned Activity
Communication and Outreach: Motorist Awareness of Motorcyclists (C7, C8)	Motorcycle Safety Media

Project Safety Impacts

This media campaign will target the general public to provide public awareness of motorcyclists on Wyoming roadways thus reducing Wyoming's motorcycle fatalities and serious injuries.

Linkage Between Program Area

Awareness campaigns will assist in reducing motorcycle fatalities and serious injuries by reminding and educating the public of increased motorcycle activity during the peak riding season on Wyoming roadways. The five year average (2015-2019) of motorcycle crashes is 250 with 83 critical (fatal and serious) injuries. In 2019 alone eighty-nine (89) crashes were collisions with another motor vehicle.

Rationale for Selection

Communication and Outreach: Motorist Awareness of Motorcyclists is an evidence-based countermeasure as identified in NHTSA's Countermeasures That Work.

Planned Activity: Motorcycle Media
Planned Activity Number: M11X-2021-FA-M1-01
Subrecipient: WYDOT Public Affairs
Funding Source: 405f
 Total Project: \$72,150.00
 Federal Share: \$65,288.54
 State Share: \$6,861.47

Benefit to Local: \$0.00

The WYDOT Public Affairs Office will create and conduct a media campaign that heightens awareness of motorcycles on the roadway.