

**WYOMING'S HIGHWAY SAFETY
BEHAVIORAL PROGRAM**

**HIGHWAY SAFETY PLAN
FFY2017**

JULY 1, 2016

**MATTHEW H. MEAD
GOVERNOR OF WYOMING**

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

**Kenneth Ledet
Highway Safety Behavioral Grants Manager**

INTRODUCTION



Matt Mead was sworn in as Wyoming's 32nd Governor on January 3, 2011, re-elected on November 4, 2014, and inaugurated for his second term on January 5, 2015. Born in Jackson, Wyoming, Matt was raised on the family ranch in Teton County. He has a law degree from the University of Wyoming and a BA degree from Trinity University in San Antonio. The Governor has served as a county and federal prosecutor, practiced in a private firm, and served as United States Attorney for Wyoming from October 2001 to June 2007. After he stepped down as U.S. Attorney, Matt and his wife Carol, the First Lady, returned full time to operating their farming and ranching business in southeast Wyoming.

Since taking office, the Governor has put a focus on economic growth, a state energy strategy, consolidation of government services, supporting local government and enhancing infrastructure, and creating additional access to high-speed broadband. Highway safety has also been a priority. During his first year in office, by executive order, the Governor established his Governor's Council on Impaired Driving.

Representing the interests of the state, the Governor Mead serves in regional and national leadership roles. He is Chairman of the Western Governors' Association. He serves on the Council of Governors and as Chair of the Natural Resources Committee of the National Governors Association. He is also co-chair of the State and Federal Sage Grouse Task Force, which brings together federal officials and representatives of 11 western states for a regional conservation effort.

Matt and Carol have two teenaged children, Mary and Pete.

Wyoming Information & Demographics

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

U.S. Congressional Delegation

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

Representative: Cynthia M. Lummis (R)

Governor’s Representative:

Matthew D. Carlson, P.E.
Highway Safety Program
Department of Transportation

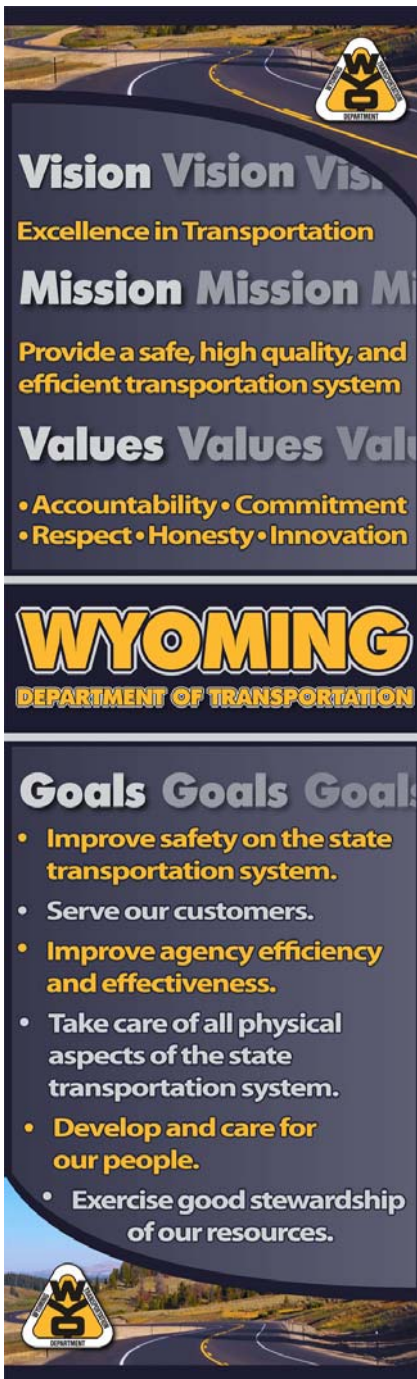

Highway Safety Behavioral Grants Manager:

Kenneth Ledet
Highway Safety Behavioral Grant Program
Department of Transportation

Status of Key Wyoming Traffic Safety Laws

Safety Belt Law	Yes, secondary enforcement
Administrative license revocation	Yes
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Graduated licensing	Yes
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
Child Safety Seat Law	Yes
Booster Seat Law	Yes
Texting While Driving	Yes
Cell Phone Use While Driving	Partial (Note: No statewide ban but select municipalities have enacted law)


Agency Overview



Vision Vision Vision
Excellence in Transportation
Mission Mission Mission
Provide a safe, high quality, and efficient transportation system
Values Values Values
• Accountability • Commitment
• Respect • Honesty • Innovation

WYOMING
DEPARTMENT OF TRANSPORTATION

Goals Goals Goals
• Improve safety on the state transportation system.
• Serve our customers.
• Improve agency efficiency and effectiveness.
• Take care of all physical aspects of the state transportation system.
• Develop and care for our people.
• Exercise good stewardship of our resources.



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

The Highway Safety Program maintains Wyoming's crash reporting database and compiles and analyzes safety-related statistics. Also available is information about motorcycle operator training opportunities. The Owner/Operator Crash Form is no longer required to be sent to the Highway Safety office, but is available and can be used by individuals, counties, municipalities for insurance or personal records.

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

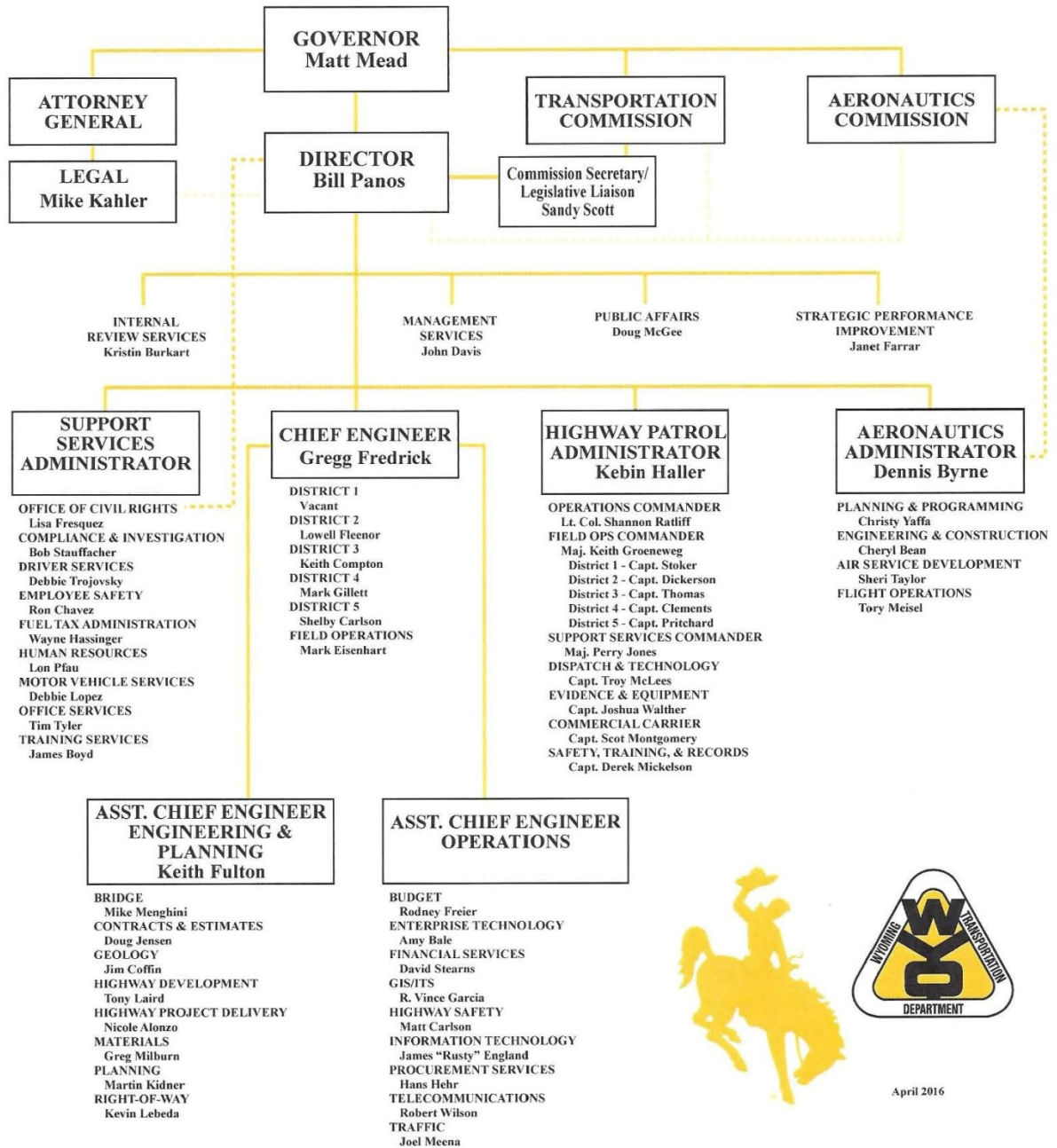
The Wyoming Department of Transportation is the largest State agency, with more than 2,000 employees dispersed throughout the State. Employees are responsible for overseeing 6,800 miles of highways, of which more than 900 miles are interstate. Job functions vary from construction, maintenance, law enforcement,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

The Wyoming Department of Transportation's current budget can be viewed at

<http://www.dot.state.wy.us/home/administration/budget.html>

WYDOT ORGANIZATION CHART

Wyoming Department of Transportation



April 2016

**Wyoming Department of Transportation
FFY2017 Highway Safety Behavioral Grant Program**

Office Structure

The Wyoming Highway Safety Behavioral Grant Office is one of the Highway Safety Program sections within the Department of Transportation. The section is comprised of four staff members that report to the Governor's Representative for Highway Safety. Together with an experienced traffic records staff, all are focused on refinements in data trends as measured by the 11 core performance measure targets.

The Highway Safety Behavioral Grant Program

Governor's Representative for Highway Safety:

Matthew D. Carlson, P.E.
State Highway Safety Engineer

Highway Safety Behavioral Grant Program staff:

Kenneth Ledet, Manager

Karson James, Senior Financial/Grant Office Manager
Areas: Agency Financial, Grants Tracking System (GTS), Governor's Council on Impaired Driving (GCID), Wyoming's Task Force on Occupant Protection, etc.

Stephanie Lucero, Senior Grants Manager
Areas: Law Enforcement, Impaired Driving, Occupant Protection, Data Analysis, Traffic Records, Problem Identification, etc.

Meghan Connor, Grants Manager
Areas: Safe Communities, Motorcycle Safety, Traffic Safety Resource Prosecutor, Distracted Driving, Media, etc.

Each employee is cross-trained and able to represent the office when others are not available. The staff is committed to reducing the number of persons injured and killed on Wyoming roadways.

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I. Highway Safety Planning Process

Wyoming's highway safety-related problem identification is developed annually by the Traffic Records Office within the Wyoming Department of Transportation (WYDOT) using the most current Fatality Analysis Reporting System (FARS) and State data available. These data are published as Wyoming Report on Traffic Crashes and the Problem Identification and are available for review and further analysis by the Highway Safety Behavioral Program Office when soliciting and developing projects for the subsequent years highway safety plan.

Derived primarily from law enforcement's traffic crash reports, "Wyoming's Comprehensive Report on Traffic Crashes" is the primary source of traffic crash information statewide. Individual operator/owner crash reports are also utilized if the crash was not investigated. It is provided to the general public, law enforcement, schools, lawyers, judges, insurance agencies, and governmental agencies at www.dot.state.wy.us. Information provided contributes to Wyoming's traffic crash general statistics in the following categories:

1. General crash information
2. Occupant protection usage
3. Environmental factors
4. Vehicle type, including motorcycles
5. Statewide location
6. Young drivers
7. Impaired drivers
8. Motorcycles

Other sources of data and information include "Alcohol and Crime in Wyoming", "Wyoming's Observed Seat Belt Usage", "Attitude and Awareness Survey", ad hoc crash data, vehicle/driver registrations, and more. These collective reports help identify the locations with the greatest highway safety needs statewide.

Wyoming's highway safety-related problem identification is compiled annually for a more in-depth analysis of traffic safety program areas that are eligible for federal funding consideration. These funds are apportioned and obligated each year to the State of Wyoming through the National Highway Traffic Safety Administration for distribution to data-driven locations statewide. The Wyoming Department of Transportation, Highway Safety Behavioral Program has the assigned responsibility of managing the pass-through funds each year. Program areas most-recently impacted through the application of highway safety funds include:

1. Occupant Protection
2. Alcohol
3. Speed
4. Police Traffic Services
5. Traffic Records
6. Motorcycle
7. Distracted Driving

Partners in this data collection process consist of the WYDOT-Crash Data Management Section, WYDOT-Financial Services, WYDOT-Internal Review, WYDOT-Planning Department, Wyoming Highway Patrol (WHP), Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) Traffic Safety Committee, Johnson & Associates (Alcohol Factors), NHTSA (FARS), DLN Consulting, and Wyoming's Impaired Driving Program Manager.

Projects that are included in Wyoming's Fiscal Year 2017 Highway Safety Plan are based on the problem identification previously described. Data-driven grant applications addressing one of the 11 core performance measures and state performance measures are solicited using the new and standardized process developed by the Highway Safety Behavioral Program in 2016. Applications were due May 2nd.

The applications are reviewed by the Highway Safety Office who determines the ability of the proposed activity to improve statewide performance numbers. A Risk Assessment is also performed for each grantee or contractor application, using the WYDOT Risk Assessment Form; past performance enters into the selection equation. Resources are subsequently aligned with project-level activity based on the significance of the problem and the availability of funding.

The FFY2017 HSP aligns with the Wyoming Strategic Highway Safety Plan. Efforts to coordinate these two plans are detailed later in this section.

Cyclical Planning Calendar

Jan/Mar	Vet/revise legal documents with WYDOT Internal Review.
Feb/Mar	Solicit and accept grant applications by May 2 nd .
Mar/April	Prepare Performance Plan, Problem ID, Core Performance Measures; Ensure C1-C3 consistency with WYDOT Strategic Plan.
April/June	Prepare draft 405 Application.
May	Review Grant Applications; Organize and prepare Highway Safety Plan; Approve projects for inclusion into the Highway Safety Plan; Provide Traffic Records projects to WYTRCC for concurrence; Approve projects.
June	Organize and prepare a draft of the Highway Safety Plan and S405 Application for review; Finalize.
July	Submit to NHTSA by July 1 st .
July/Aug	Observe WYDOT Policies and Procedures and draft appropriate project documents (Internal Scope of Work, Subaward Agreements).
Aug/Sept	Send Internal Scope of Work and Subaward Agreements to sub-recipients for signature; Receive Highway Safety Plan approval from NHTSA.
Sept	Send Internal Scope of Work and Subaward Agreements to WYDOT Staff for signature; Post signed documents to the HSO Project Site; End fiscal years project on September 30 th .
Oct	Implement new FY 2017 Projects on October 1 st ; Receive prior year project final expenditures and reports by October 15.
Oct/Nov	Evaluate program and fiscal outcomes; Prepare draft Annual Report.
Dec	Finalize Annual Report; Submit Annual Report to NHTSA by December 31 st .

II. PERFORMANCE REPORT

The Highway Safety Behavioral Grant Program (HSBP) will continue to build and strengthen partnerships with traffic safety advocates to include law enforcement, Safe Communities, Governor's Council on Impaired Driving, the Seat Belt Coalition, WYDOT Public Affairs Office, as well as many others. Partnering with different groups and agencies has allowed the HSBP to eliminate redundancy, distribute the same message statewide, grow partnerships and more effectively target the at-risk Wyomingites through education, outreach and enforcement.

The HSBP did not meet its FY2015 targets in areas of fatalities, serious injuries, unbelted fatalities and impaired driving fatalities, speed related fatalities, motorcycle fatalities and young drivers as noted below.

C1-Fatalities*

C2-Serious Injuries*

C3-Fatalities/VMT

C4-Unbelted Fatalities*

C5-Impaired Driving Fatalities*

C6-Speed Related Fatalities*

C7-Motorcycle Fatalities*

C8-Unhelmeted Fatalities

C9-Young Drivers*

C10-Pedestrians

C11-Bicyclists

* Did Not Meet Goal Set

In order to meet goals set for FY2017, the HSBP revised its trend lines to more realistically demonstrate change in Wyoming due to the very small dataset and fluctuating yearly fatality numbers. Additionally, funds for existing over-performing projects will be reduced to redirect funds to program areas not meeting goals set or that are experiencing little or no change.

The common thread to affect behavioral change to all fatalities is education, outreach and enforcement. Projects that have been successful in the past and that will continue to help Wyoming meet its Performance Targets are included within the Comprehensive Traffic Safety Enforcement Plan.

The continuous, comprehensive, evidence-based traffic safety enforcement plan to prevent traffic crashes, fatalities and injuries in areas most at risk statewide was conducted through partnerships and programs in the form of education, outreach and enforcement. This enforcement plan joined together WYDOT Public Affairs Office, Safe Communities, Governor's Council on Impaired Driving, Wyoming Task Force on Occupant Protection, Law Enforcement Liaisons, CLICK and other traffic safety partners with emphasis given to the enforcement efforts during the Holiday, May Mobilization and August Crackdown campaigns.

Strategies included the high visibility enforcement program that was developed based on pertinent criteria: injury/fatal traffic crashes, seat belt non-usage, speed related crashes, and DUI arrest data. These data are applied to each county's percent of the traffic safety problem and then drilled down to individual agencies. In 2015, each law enforcement agency receiving grant funds was required to participate in the May Mobilization and August Crackdown events and have a department seat belt policy on file. In 2015, Wyoming law enforcement made 381 DUI arrests, issued 8,099 speed citations and 961 seat belt citations on overtime enforcement. Enforcement coupled with media is a major factor in getting Wyomingites to adhere to Wyoming's traffic safety laws.

The Mobile DUI Command Vehicle brought high visibility to the Impaired Driving Program. The vehicle usage is in the second year and was requested for use by nine law enforcement agencies outside Cheyenne/Laramie County during FY2015. The requests for this Command Vehicle increased with the outreach efforts to statewide law enforcement agencies.

The Cheyenne Police Department (CPD) was able to reduce the number of alcohol-related crashes and overall DUI's through participation in specific campaigns and events, including: Christmas Season DUI Task Force; New Year's Eve DUI Task Force; Super Bowl Sunday; St. Patrick's Day DUI Task Force; May Mobilization (Campbell County, HWY 59); Brewer's Festival; Flaming Gorge Days (Sweetwater County) DUI Task Force; July 4th enforcement; and Cheyenne Frontier Days enforcement (two weeks). Statistics show a decrease in the specific areas of DUI enforcement. The FY2013-14 numbers compared to FY2014-15 show a 10.6%* decrease in overall alcohol-related crashes within Laramie County (Cheyenne). In Cheyenne, the DUI Crashes have been on a downward trend since 2012 (82) compared to 2015 (50). Alcohol-related crashes involving under-age drinkers (under 21) experienced a 44%* decrease in the numbers. In one DUI task force event (December 19, 2015), there were 6 DUI arrests processed through the DUI Command Post in Cheyenne.

The CPD maintains and stores the vehicle at no cost to the grant. The vehicle is stored inside a climate controlled facility at the Fire Training Center in Cheyenne and the service schedule for the vehicle was added to the existing service schedule through the City of Cheyenne shops. In addition, CPD provided information which identified equipment and accessories purchased for the vehicle. The upgrades were made locally to the vehicle to increase its evidence collection capability. For example, microphones were added throughout the vehicle to capture audio evidence to go with the pre-existing video evidence. The CPD provides in-kind man hours that are not grant related to the operation of this vehicle.

The CPD has worked with the Wyoming Highway Patrol, Wyoming State Parks Police, Laramie County Sheriff's Office, Campbell County Sheriff's Office, Sweetwater County Sheriff's Office, and Green River Police during periods of active overtime enforcement. This show of force sends the message that DUI is taken seriously and enforced on a large scale.

The Law Enforcement Liaison (LEL) Program put a "face" to the Highway Safety Behavioral Grant Program. With limited staff, the LELs have filled a gap by fostering important relationships with State and local law enforcement agencies with on-site technical assistance. The project educated and aligned-law enforcement with Highway Safety priorities. This project

assisted the Highway Safety Behavioral Grant Program with addressing traffic safety challenges over Wyoming's vast geographic area.

LELs assisted with generating local press involvement for mobilizations (seat belt and impaired driving) and task force events. For example, LELs assisted with 3 multi-jurisdiction enforcement/media initiatives. The WY 59 May Mobilization Task Force resulted in 600 traffic stops, no fatalities, and no injury crashes during the operations period.

Over the course of the FY2015 grant year, the DRE/SFST/DECP/ARIDE Program delivered over 9400 contact hours of training for law enforcement officers. Over 100 officers were trained at the Wyoming Law Enforcement Academy, 145 officers were given ARIDE training, 52 officers received SFST refresher training, 37 DRE overtime callouts, and over 250 people attended the Governor's Conference on Impaired Driving.

To support the comprehensive enforcement campaign, town halls are conducted statewide to educate legislators at city/county levels of government on the effects of impaired driving and fatalities. This provides a foundation for support when updating Wyoming laws to provide stricter laws to deter impaired driving. The Wyoming Task Force on Seat Belts is charged with the same goal but strategies are different. The revamped Task Force is an Executive level committee that will look short and long term goals and implementation strategies: educate, outreach and enforce. The task force will also look to ways Wyoming could successfully implement a primary seat belt law.

Media Campaigns had great success in advancing the Highway Safety messages across the state. Media outlets including TV, radio, newspaper, billboards, internet radio, DMS, social networks, banner programs in schools and colleges, messaging at University sporting events, rodeos of all levels across the state and so much more were utilized.

Sustained media messaging and Mobilization support showed that occupant protection messaging included 13,145 TV spots with half the spots provided as in-kind support. Radio included 21,254 radio spots with an 80% in-kind ratio and print media included 63 ads. Alcohol messaging saw 21,254 spots, radio with 21,254 and 29 print ads.

Traffic safety partners supported and augmented by the Governor's Council on Impaired Driving, Safe Communities, law enforcement community, Department of Health Injury Prevention Resources, District 5 Native American Media Outreach.

III. PERFORMANCE PLAN/MEASURES OF SUCCESS

Wyoming's Highway Safety Behavioral Program is dedicated to developing an annual Highway Safety Plan that allocates Federal Highway Safety Funds in a reasonable, responsible, cost-effective manner. Performance measure targets for Core Measures 1-11 are structured using a five-year moving trend line analysis.

Wyoming's primary safety emphasis areas include occupant protection, speeding, and impaired driving, with attention afforded to lane departures, curve crashes, and young drivers. This Plan is consistent with the Wyoming Strategic Highway Safety Plan (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 WYDOT Safety Management System (SMS) Committee is the coordinating body for the SHSP; the 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 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.

FFY2017 Core Performance Goals & Measure of Success

Planning and Administration Performance Goal:

Provide professional development and training in the area of grant administration to the Highway Safety Behavioral Office staff.

Conduct on-site monitoring activities with all sub-recipients awarded grants funded in excess of \$80,000.

WYOMING FY2017 CORE PERFORMANCE MEASURES

		Annual / 5 Year Moving Average	2009	2010	2011	2012	2013	State 2014	State 2015	Target 2017
C-1	Traffic Fatalities (FARS)	Annual	134	155	135	123	87	150	145	
		5-Year Moving Average	161.6	158.6	146.6	141.2	126.8	130.0	128.0	125.5
C-2	Serious Injuries in Traffic Crashes (State Data)	Annual	640	571	491	458	467	476	460	
		5-Year Moving Average	920.8	816.2	705.8	582.0	525.4	492.6	470.4	516.0
C-2a	Serious Injuries/VMT (State Data)	Annual	6.69	6.12	5.31	4.95	4.99	5.05	4.85	
		5-Year Moving Average	9.85	8.66	7.50	6.20	5.61	5.28	5.03	5.54
C-3	Fatalities / VMT (FARS)	Annual	1.40	1.66	1.46	1.33	0.93	1.59	1.53	
		5-Year Moving Average	1.72	1.68	1.56	1.51	1.36	1.39	1.37	1.49
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	78	69	63	50	41	67	81	
		5-Year Moving Average	81	78	72	69	60	58	60	59
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	48	53	38	41	24	48	45	
		5-Year Moving Average	56	56	51	49	41	41	39	39
C-6	Speeding-Related Fatalities (FARS)	Annual	56	57	51	41	40	48	56	
		5-Year Moving Average	60	60	57	54	49	47	47	47
C-7	Motorcycle Fatalities (FARS)	Annual	13	33	16	12	9	16	24	
		5-Year Moving Average	18	21	20	19	17	17	15	16
C-8	Unhelmeted Motorcycle Fatalities (FARS)	Annual	10	25	13	10	5	10	18	
		5-Year Moving Average	12	14	14	14	13	13	11	12
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	26	15	17	12	14	14	13	
		5-Year Moving Average	23	21	20	18	17	14	14	16

WYOMING FY2017 CORE PERFORMANCE MEASURES

		Annual / 5 Year Moving Average	2009	2010	2011	2012	2013	State 2014	State 2015	Target 2017
C-10	Pedestrian Fatalities (FARS)	Annual	2	3	6	6	4	5	5	
		5-Year Moving Average	5	4	4	5	4	5	5	3
C10a	Pedestrian Serious Injuries (State Data)	Annual	16	20	15	14	12	18	13	
		5-Year Moving Average	25.4	22.0	20.4	17.6	15.4	15.8	14.4	15.2
C-11	Bicycle Fatalities (FARS)	Annual	2	0	1	0	0	5	0	
		5-Year Moving Average	1	1	1	1	1	1	1	1
C11a	Bicycle Serious Injuries (State Data)	Annual	6	8	12	8	5	10	7	
		5-Year Moving Average	3.2	4.8	7.2	8.8	7.8	8.6	8.4	7.7
S-1	Distracted Driving (State Data)	Annual	6	13	11	9	6	8	10	
		5-Year Moving Average	n/a	11	12	10	9	7	9	8
S-2	Non-Motorized Fatal & Serious Injuries	Annual	26	31	34	28	21	38	25	
		5-Year Moving Average	34.4	31.4	32.4	32.0	28.0	30.4	29.2	27.7
S-T1	Crash Timeliness	Annual	n/a	n/a	16.2	10.4	13.9	10.4	9.9	8.9
S-T2	EMS Timeliness	Annual	n/a	n/a	100	51.5	55	12	2.5	1.7
S-T3	LRS	Annual	n/a	n/a	6894	12719	12839	12857	16211	17832
S-T4	Roadway Integration	Annual	n/a	n/a	n/a	29	33	42	42	46.2
S-T5	Roadway Integration & Safety Analysis System	Annual	n/a	n/a	18	19	20	20	20	21
S-T5	Number of Additional Data Sets Available for Safety Analysis	Annual	n/a	n/a	4	6	10	10	10	12
S-T6	Crash Quality Assurance	Baseline	n/a	n/a	n/a	n/a	n/a	n/a	64.1	70.4
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	New Methodology implemented in 2012*	n/a	n/a	n/a	77.0%	81.9%	79.2%	79.8%	81.0%
A-1	Seat Belt Citations	Fiscal Year	n/a	1001	891	701	1109	1202	961	n/a
A-2	Impaired Driving Arrests	Fiscal Year	n/a	332	466	395	583	529	377	n/a
A-3	Speeding Citations	Fiscal Year	n/a	6034	6852	5727	6789	7040	8099	n/a

* Collection Sites Modified in FFY2017

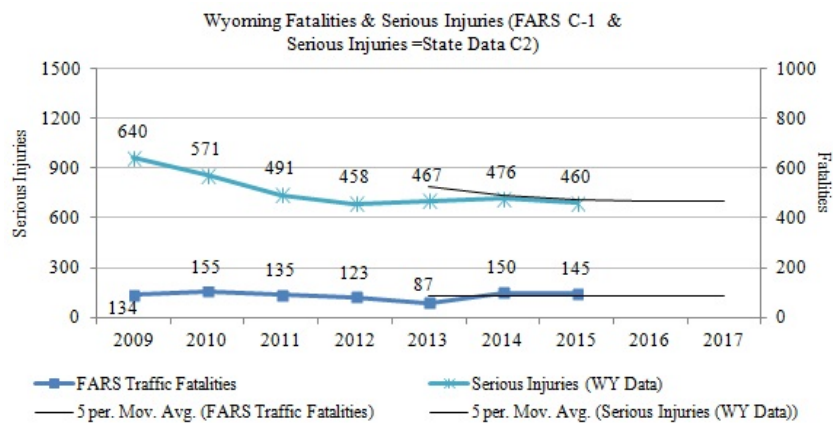
Core Activity, Behavioral and Outcome Measures:

(C-1) To reduce fatalities from the 5 year average (2009-2013) of 126.8 to 125.5 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

Goal: Wyoming did not meet its goal of no more than 106 fatalities by December 31, 2015. The 2014 FARS file indicates there were 150 fatalities. In 2013, Wyoming had its lowest number of fatalities on record since 1945 at 87.

(C-2) To reduce serious traffic injuries (State Data) from the 2009-2013 calendar base year average of 525.4 serious injuries to 516.0 serious injuries by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan

Goal: The number of serious injuries in CY2013 was 448 and in CY2014 there were 475 based on State data. Wyoming did not meet the goal of 410 injuries by December 31, 2015 however; it is still below the 2010-2014 calendar base year average of 490.



(C-3) To reduce Wyoming’s fatality rate (100 MVMT) from the 2008-2012 average of 1.51 to 1.49 by December 31, 2017. This goal aligns with the Wyoming Strategic Highway Safety Plan.

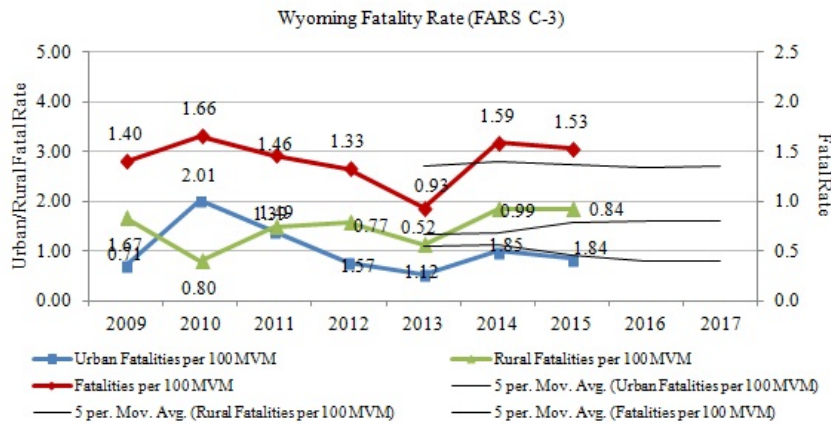
Goal: Wyoming has met this goal. The FARS 2013 fatality rate was 0.93 which is below the project goal of 1.41 by December 31, 2015. Only 2013 FARS fatality rates were available.

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

Goal: Wyoming met and exceeded its goal of 1.19 by December 31, 2015. FARS 2013 data indicates Wyoming’s urban fatality rate was 0.52.

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

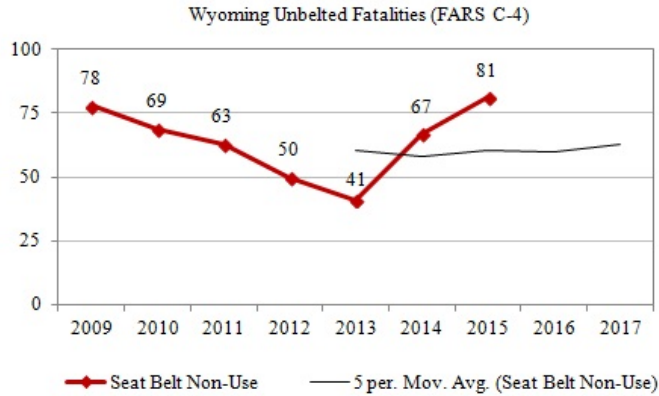
Goal: Wyoming met its goal for the rural fatality rate of 1.56 by December 31, 2015. The FARS 2013 rural fatality rate was 1.12. This is the most current FARS data available.



The fatality rates are running behind the regular FARS final data. The 2014 and 2015 data are from the Wyoming Electronic Crash Records System (WECRS).

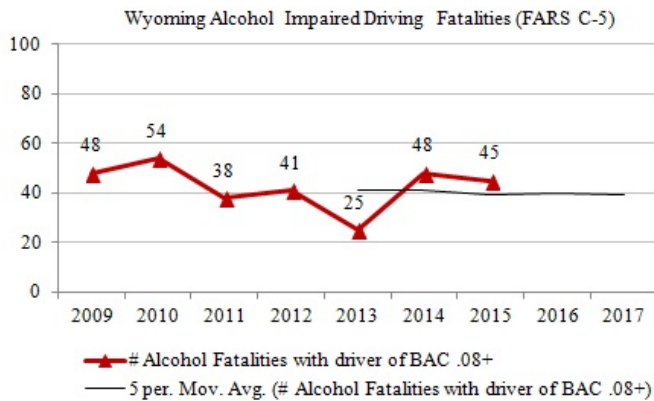
(C-4) To reduce unrestrained passenger vehicle occupant fatalities, in all seating positions, from the 2009-2013 average of 60 to 59 by December 31, 2017.

Goal: Wyoming did not meet its goal of 54 unrestrained passenger vehicle occupant fatalities, in all seating positions by December 31, 2015. In 2014, Wyoming experienced 67 unrestrained passenger fatalities. Law enforcement utilizes traffic safety enforcement to combat unbelted fatalities to support Wyoming’s secondary seat belt law.



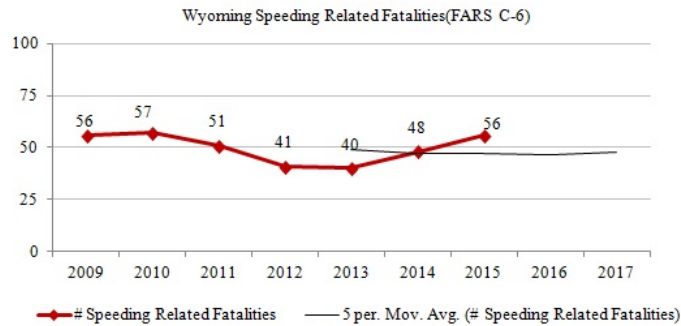
(C-5) To reduce alcohol impaired driving fatalities from the 2009-2013 average of 41 to 39 by December 31, 2017.

Goal: Wyoming did not meet its goal of 39 impaired driving fatalities. In 2014, Wyoming experienced 48 impaired driving fatalities. The Governor’s Council on Impaired Driving (GCID), law enforcement, safe communities and statewide media are partners in combating impaired driving fatalities.



(C6) To reduce speed-related fatalities from 2009-2013 average of 49 to 47 by December 31, 2017. NOTE: Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.

Goal: Wyoming was close to meeting its goal of no more than 47 speeding related fatalities. In 2014, Wyoming experienced 48 speeding related fatalities. Speeding is used as a trigger offense to enforce Wyoming seat belt laws and encourage safer driving behaviors.

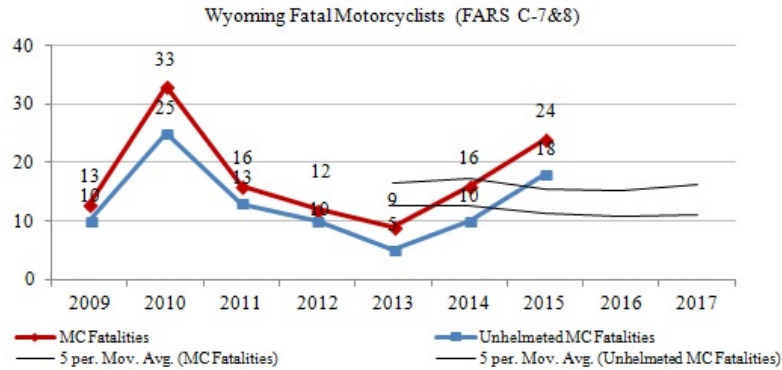


(C-7) To reduce motorcyclist fatalities from the 2009-2013 average of 17 to 16. Wyoming’s motorcycle fatalities can fluctuate dramatically from year to year. The year 2010 was abnormally high and changed the direction of Wyoming’s downward trend.

Goal: Wyoming’s goal of no more than 12 motorcyclist fatalities was not met. In 2014, Wyoming experienced 16 motorcyclist fatalities. The Wyoming Department of Transportation Highway Safety Office, Public Affairs Office, the Wyoming Highway Patrol and local law enforcement are all partners in reducing motorcyclist fatalities through enforcement, education and media.

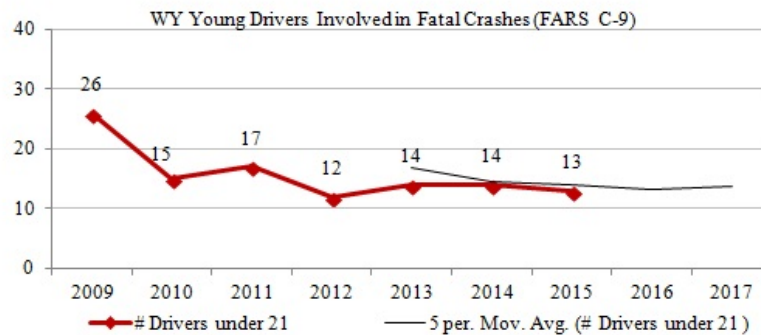
(C-8) To reduce unhelmeted motorcyclist fatalities from the 2009-2013 average was 13 to 12. Wyoming’s motorcycle fatalities can fluctuate dramatically from year to year.

Goal: Wyoming’s goal of no more than 11 unhelmeted motorcyclist fatalities was exceeded. In 2014, Wyoming experienced 6 unhelmeted motorcyclist fatalities. The Wyoming Department of Transportation Highway Safety Office, Public Affairs Office, the Wyoming Highway Patrol and local law enforcement are all partners in reducing motorcyclist fatalities through enforcement, education and media. Impaired riding is enforced especially during Sturgis and Ham ‘n Jam annual motorcycle events.



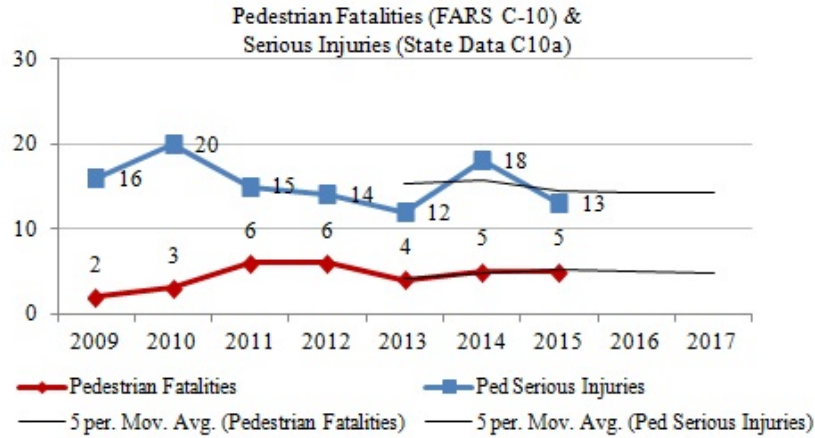
(C-9) To reduce young drivers, age 20 or younger, involved in fatal crashes from the 2009-2013 average of 17 to 16 by December 31, 2017.

Goal: Wyoming’s goal of 12 young drivers involved in fatal crashes was not met. In 2014, there were 14 young drivers involved in fatal crashes. Wyoming traffic safety partners are collaboratively working to decrease this number through safe communities, education, media and enforcement.



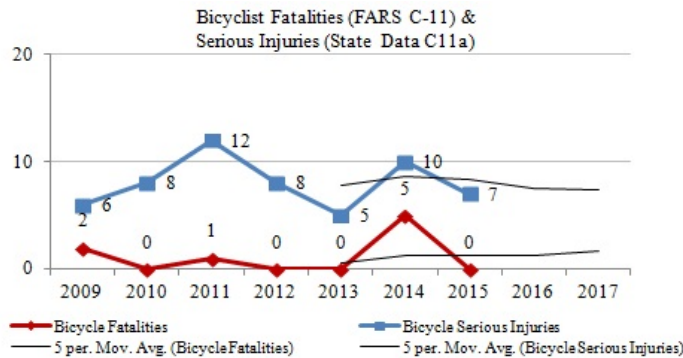
(C-10) To reduce pedestrian fatalities from the 2009-2013 average of 4 to 3 by December 31, 2017.

Goal: In 2014, Wyoming did not meet its goal of no more than 4 pedestrian fatalities. Per FARS, there were 5 pedestrians killed in 2014. The WYDOT Bicycle/Pedestrian Program is aware of the number and is working diligently to curtail this number. The Program works collaboratively with the Highway Safety Office grant sub recipients to affect change and driving behaviors.



(C-11) To reduce bicyclist fatalities from the 2009-2013 average of 1 to 0 by December 31, 2017.

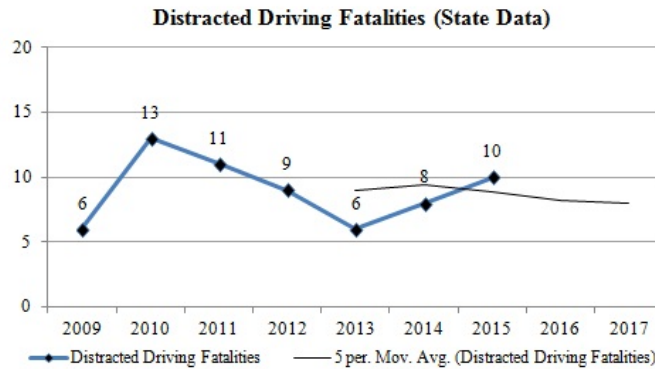
Goal: In 2014, Wyoming experienced an abnormally high number of bicyclists killed of 5. The WYDOT Bicycle/Pedestrian Program is aware of the number and is working diligently to curtail this number. The Program works collaboratively with the Highway Safety Office grant sub recipients.



*The Wyoming Department of Transportation houses, staffs, and funds the Bicycle/Pedestrian Program. This Program is not federally-funded through the Highway Safety Behavioral Grants Program but is active in the State. The Bicycle/Pedestrian Coordinator works closely with the Highway Safety Behavioral Program and all traffic safety partners as applicable.

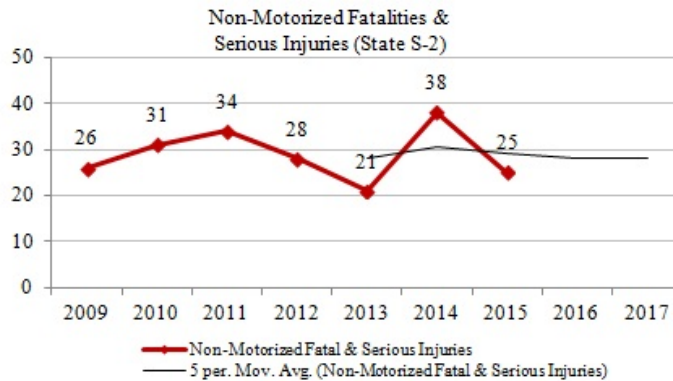
(S-1) To reduce distracted driving fatalities from the 2009-2013 average of 9 to 8 by December 31, 2017.

Goal: Wyoming did not meet its goal of no more than 4 distracted driving fatalities. In 2014 there were 8 distracted driving fatalities.



(S-2) To reduce non-motorized fatalities and serious injuries from the 2009-2013 average of 28.0 to 27.7 by December 31, 2017.

Goal: This is the first year with this goal.

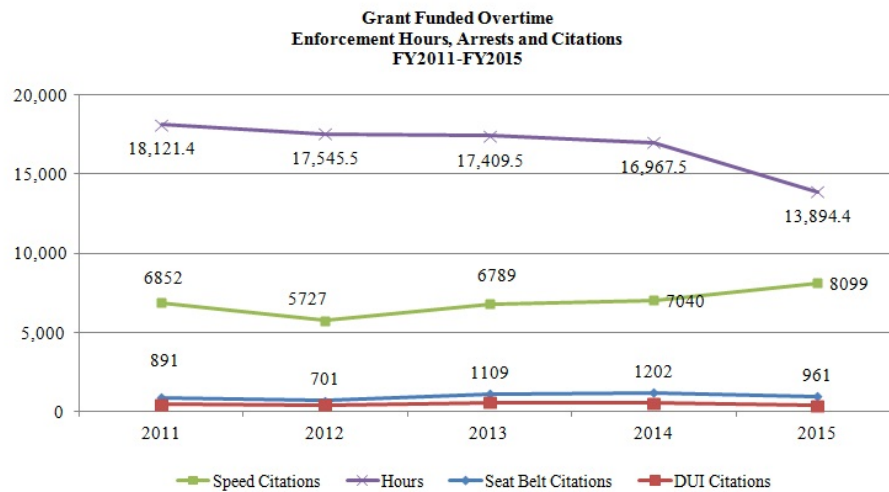


Traffic Records Performance Measures

- S-T1 Crash timeliness (crash event to record in the shadow database)
- Wyoming will improve the Timeliness of the Crash system as measured in terms of a decrease of the average number of days from event to entry. **Goal:** To reduce number of event to entry days from 9.9 to 8.9 by December 31, 2017.
- S-T2 EMS timeliness (EMS run to record in the database)
- Wyoming will improve the Timeliness of the Injury Surveillance / EMS system as measured in terms of a decrease of the average number of days from the EMS run to the record being available in the EMS database. **Goal:** To reduce number of days from event to availability in EMS database from 2.5 days to 1.7 days by December 31, 2017.
- S-T3 Extension of the Wyoming LRS to cover all Public Roads
- Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS. **Goal:** To increase the number of valid roads from 16,211 to 17,832 by December 31, 2017.
- S-T4 Roadway Integration in Safety Analysis System (CARE)
- Wyoming will improve the Integration of the Roadway system as measured in terms of an increase in the number of Roadway feature sets available in the CARE Safety Analysis application. **Goal:** To increase the number of roadway feature sets from 42 to 46.2 by December 31, 2017.
- S-T5 Number of additional data sets available for safety analysis
- Wyoming will improve the Integration of the Crash system as measured in terms of an increase in the number of ADDITIONAL data sets (i.e. not one of the "big six") available on line (e.g. in Oracle) that can link to CRASH data for safety analysis (e.g. through Crystal reports, SQL queries, etc.). By design, all crash records can link to these different data sets, so the measure is the number of data sets available. **Goal:** To increase the number of data sets in Oracle from 10 to 12 by December 31, 2017.
- S-T6 Crash Quality Assurance
- Wyoming will improve the Accuracy of the Crash system as measured in terms of an increase the percentage of crash records with no location errors. **Goal:** To improve the accuracy of the crash reports from a baseline data set from 64.05 to 70.4% by December 31, 2017.

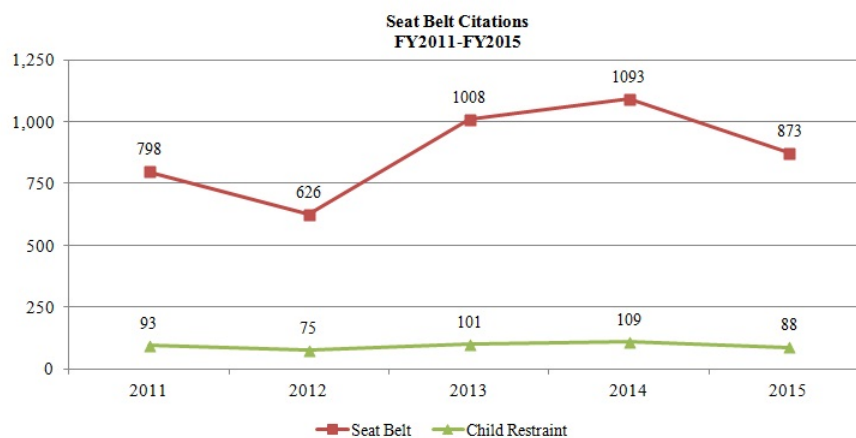
Activity Measures

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



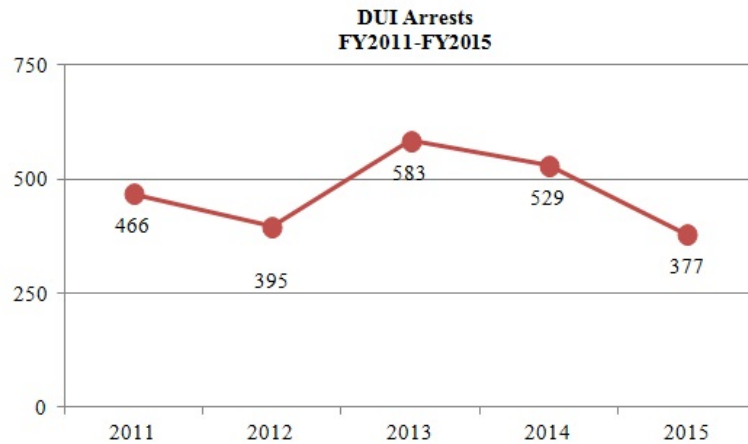
A1 – Number of seat belt citations issued during grant-funded enforcement activities.

FFY2015 Seat belt and child restraint citations issued were 961 (873 seat belt and 88 child restraint). The Wyoming Highway Patrol and Wyoming Association of Sheriffs and Chiefs of Police Traffic Safety Committee made seat belt enforcement a priority during grant funded overtime activities.



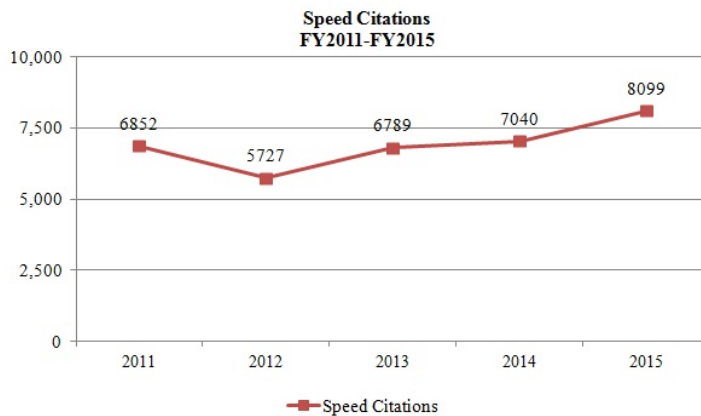
A2 – Number of impaired driving arrests made during grant-funded enforcement activities.

The number of DUI arrests during the FFY2015 grant-funded overtime enforcement activities was 377.



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

The number of speed citations issued during FFY2015 was 8,099. Speeding is also used as a trigger offense to educate and cite individuals not wearing their seat belts.



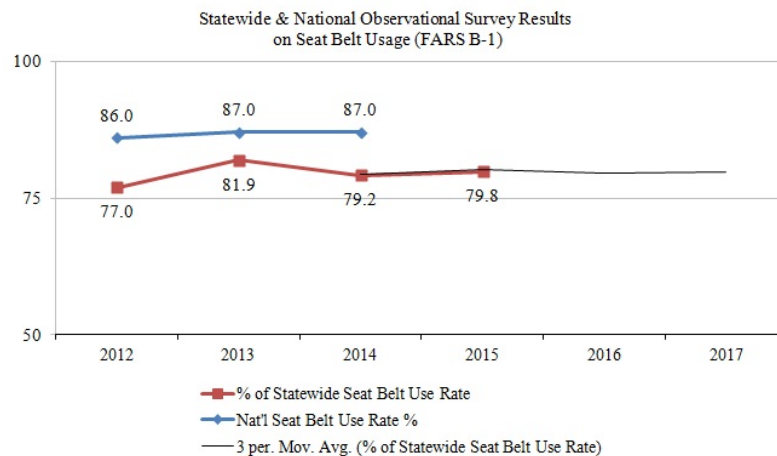
B1 – Observational Seat Belt Survey

The Survey of Seat Belt Use is conducted annually during the first full week of June. The standards and protocols align with the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 CFR Part 1340. At present, 16 of the 23 counties are included in the survey with 18 sites in each county for a total of 288 different intersections. The 2015 rate of 79.8% represents an increase of 0.6% from the previous year at 79.2 % in 2014. Collection Sites to be modified in FFY2017.

Wyoming’s goal is to increase seat belt usage to 81% by FFY2017.

Goal: The overall estimate of seat belt use in 2015 for all vehicle occupants was 79.8% belted, with a standard error of 2.3%. The 2015 rate represents an increase of 0.6% over the rate of 79.2% in 2014. Wyoming did not meet its goal of seat belt usage of 84% in FFY2015.

Wyoming has reorganized the Wyoming Seat Belt Coalition into an executive level group to increase Wyoming’s seat belt use.

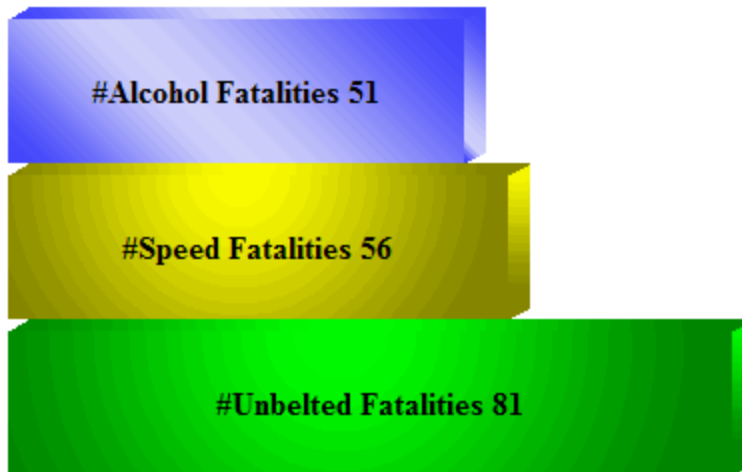


IV. PROBLEM IDENTIFICATION

2015 OVERVIEW

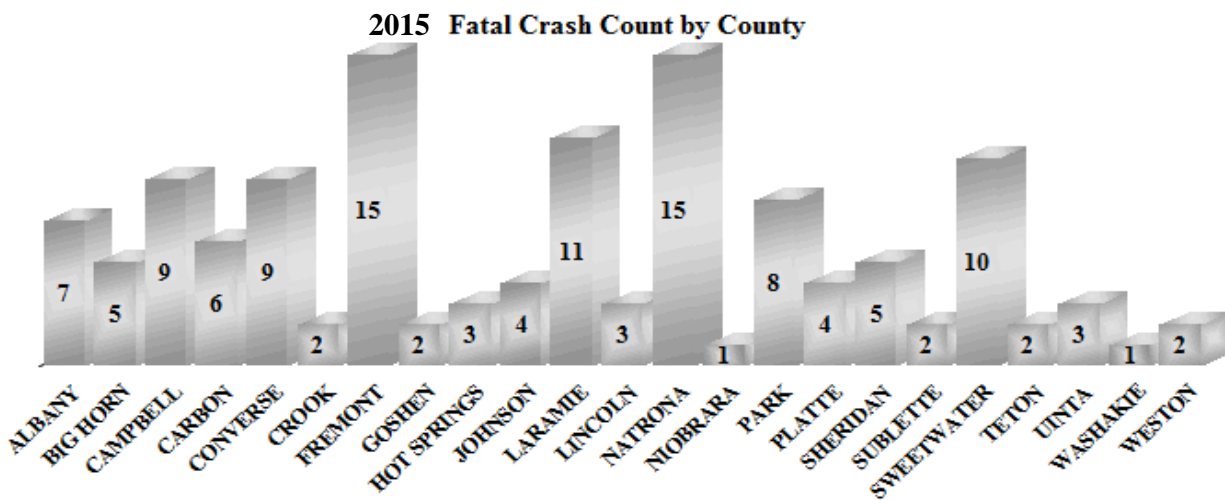
Data Driven Traffic Safety Priorities

There were 129 fatal crashes with 145 fatalities. 48 of those crashes involved alcohol with 51 fatalities, 50 crashes involved speeding with 56 fatalities and 83 crashes had 81 unbelted fatalities.



Of the 51 alcohol fatalities 38 of those also did not wear seat belts and 21 were both alcohol and speed related. Of the 81 unbelted fatalities 30 also included speed and 17 of the fatalities involved alcohol, speed, and no belts.

Fatal Crashes decreased from 131 in 2014 to 129 in 2015, a 2% decrease. Fatalities decreased from 150 in 2014 to 145 in 2015, a 3% decrease.

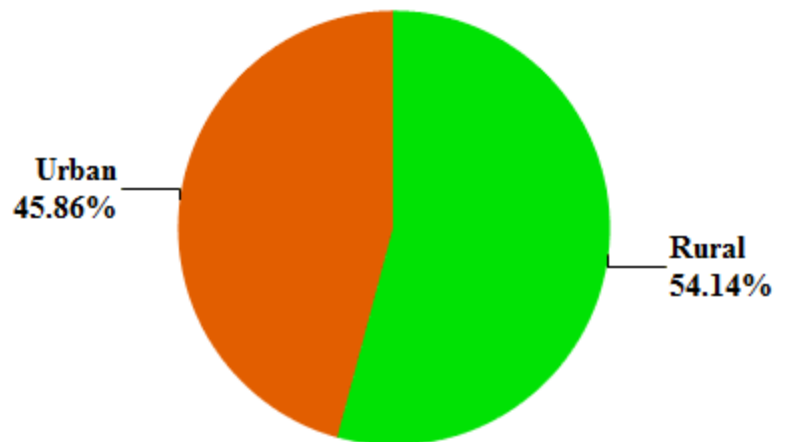


UNBELTED CRASH STATISTICS

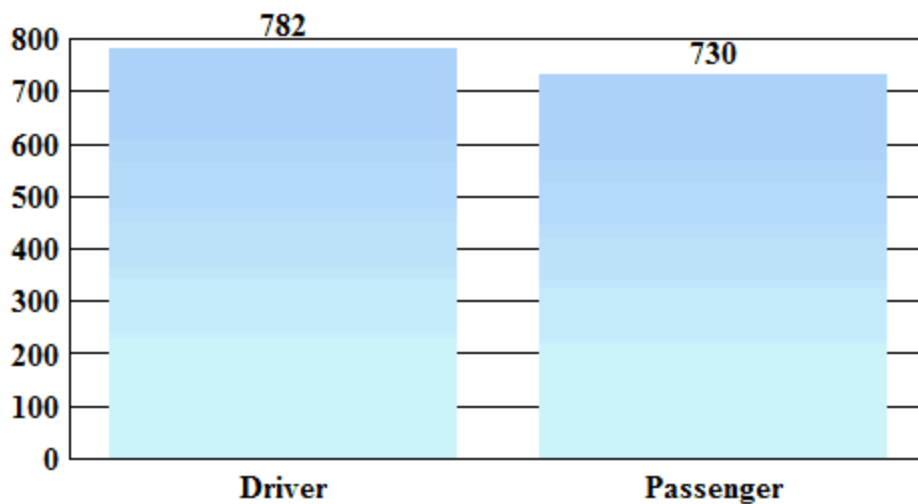
2015 Information

In 2015, there were 1062 traffic crashes with an unbelted driver or passenger of which: 83 were fatal crashes with 81 unbelted fatalities, 516 injury crashes with 569 people injured and 463 property damage only crashes resulting in a decrease of unbelted crashes from 2014.

Unbelted Crashes by Urban/Rural



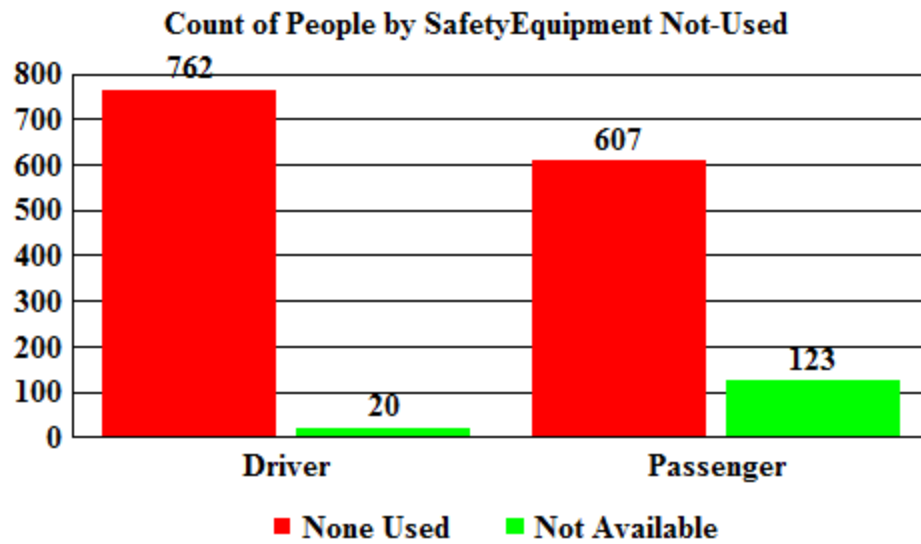
People Unbelted



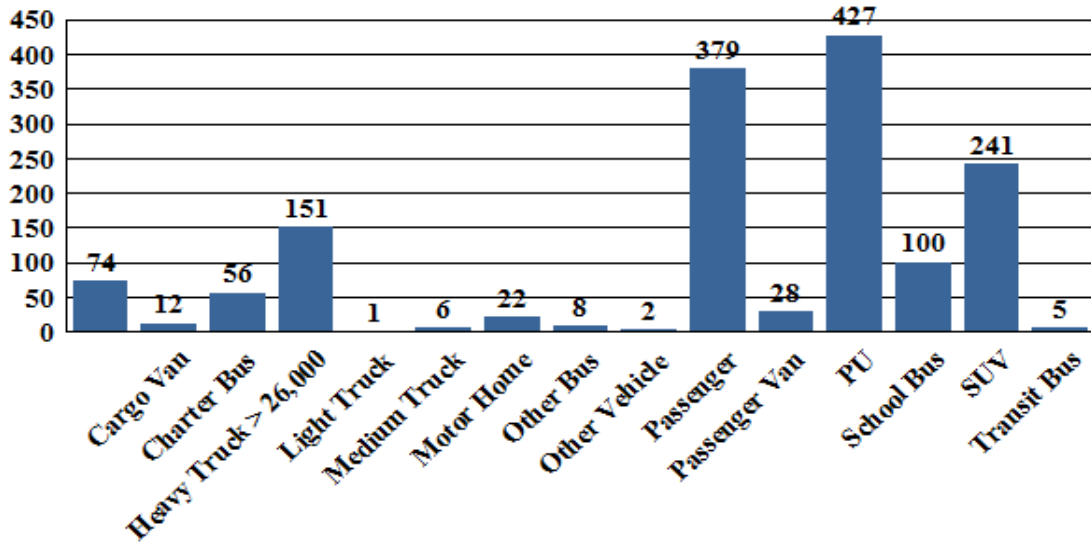
Of the 3021 people involved in the 1062 unbelted crashes 1512 (50%) were not using seat belts. In 2015 56% of all the fatalities did **NOT** use seat belts.

Unbelted Person Type by Injury Status

	Driver	Passenger	Total
Fatal Injury	61	20	81
Incapacitating Injury	75	47	122
Non-Incapacitating Injury	147	108	255
Possible Injury	121	71	192
No Injury	361	476	837
Unknown	17	8	25



#Unbelted People by Vehicle Type

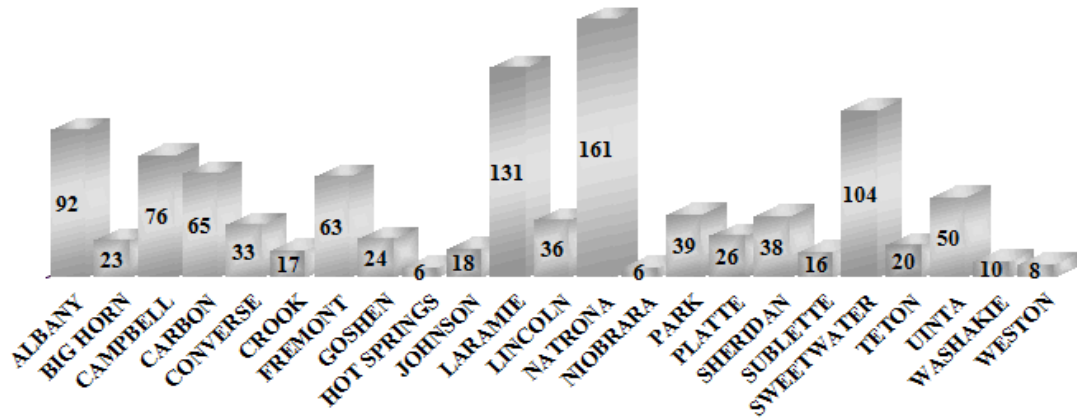


Blank vehicle type is from the animal crash form where this data is not collected.

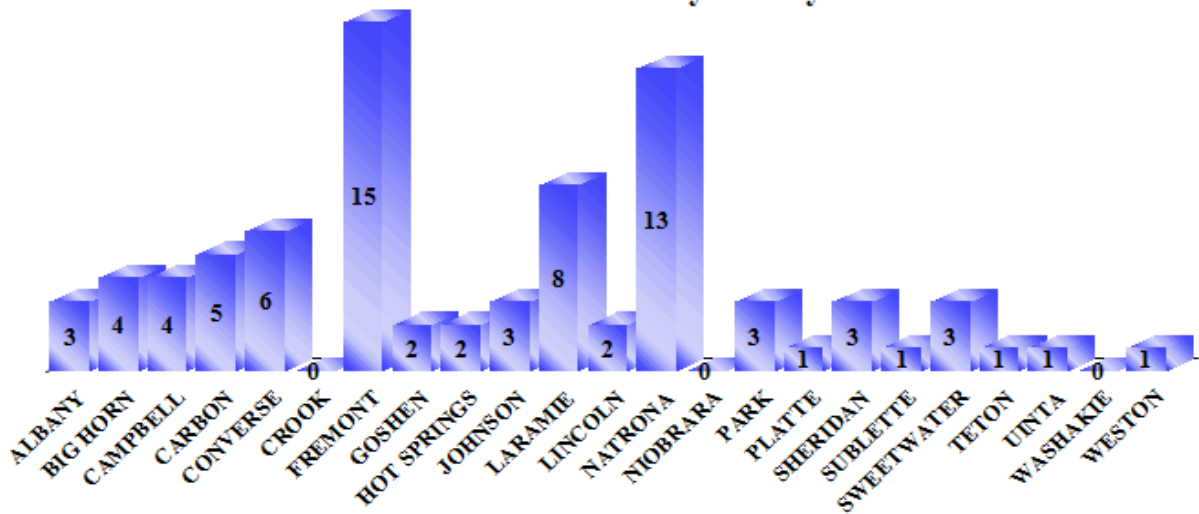
Unbelted Person Type by Age Group

	Driver	Passenger	Total
0 - 13	0	110	110
14 - 16	28	75	103
17 - 20	117	74	191
21 - 24	119	78	197
25 - 29	116	71	187
30 - 39	141	86	227
40 - 49	98	92	190
50 - 59	72	78	150
60 - 69	55	27	82
70 - 79	20	6	26
80 +	16	11	27
Unknown	0	22	22
Total	782	730	1512

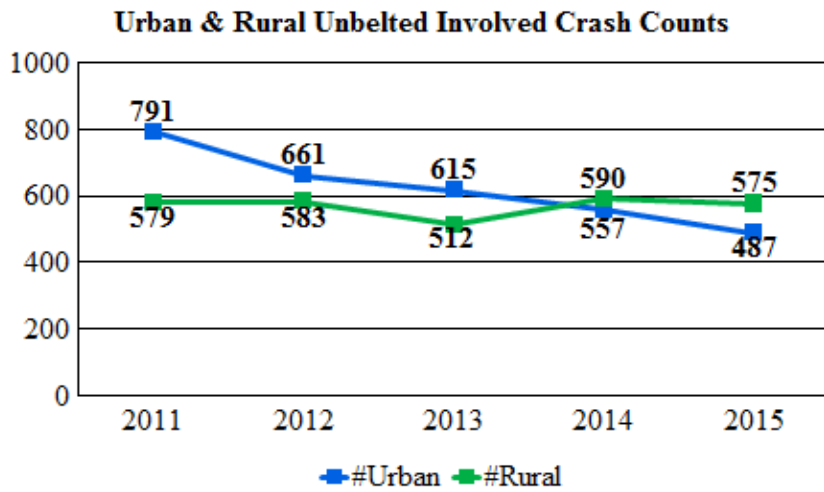
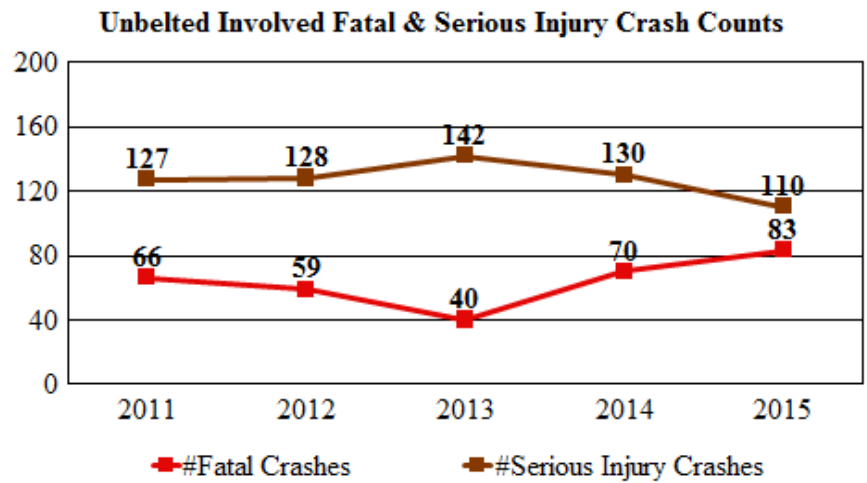
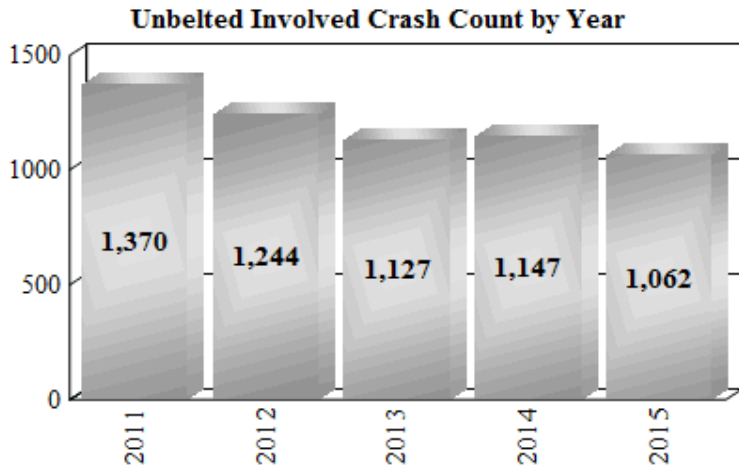
Unbelted Crash Count by County



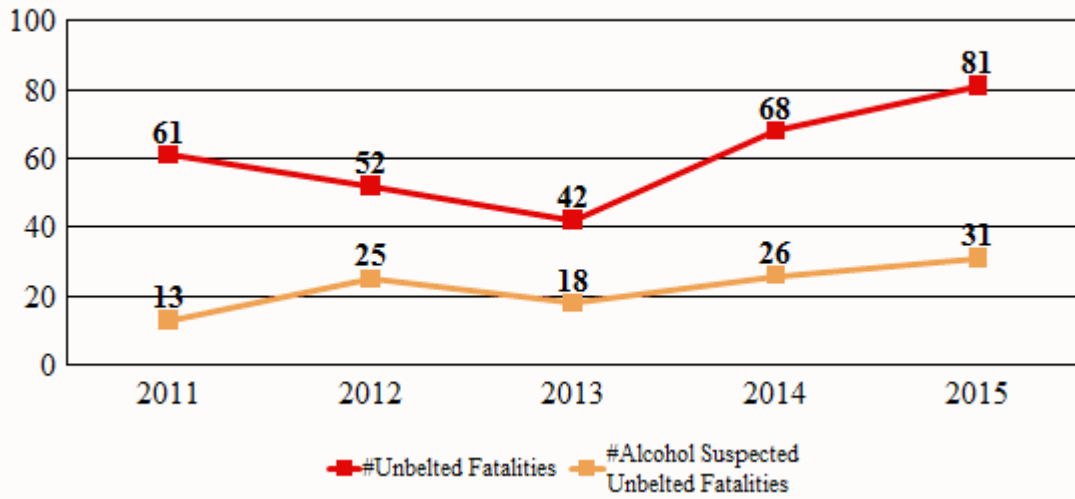
Unbelted Fatalities by County



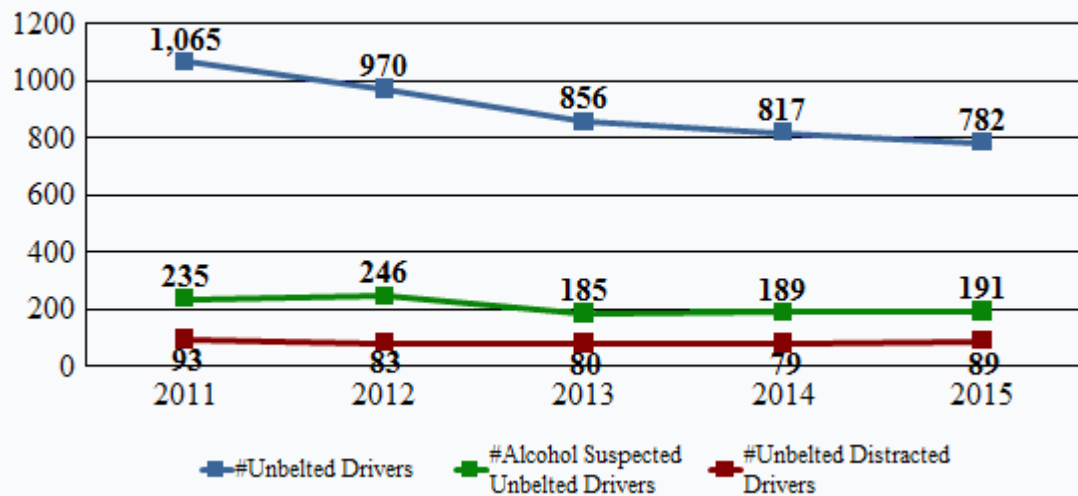
2011 - 2015 Unbelted Trend Information



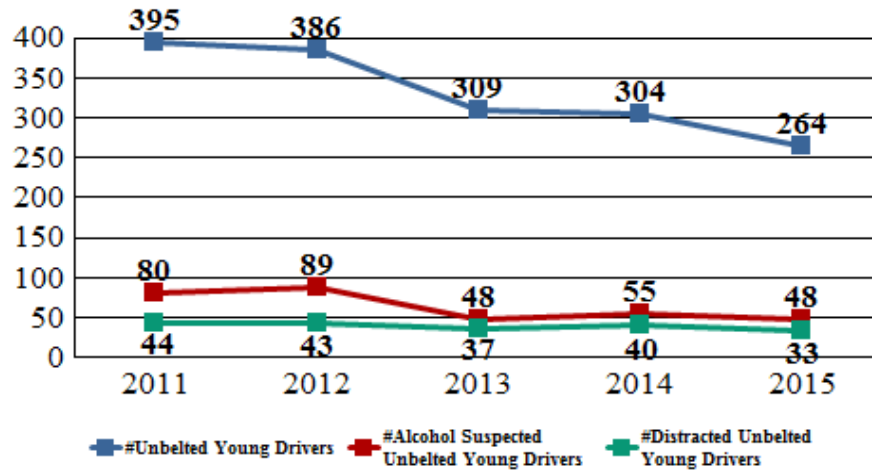
Unbelted Fatalities



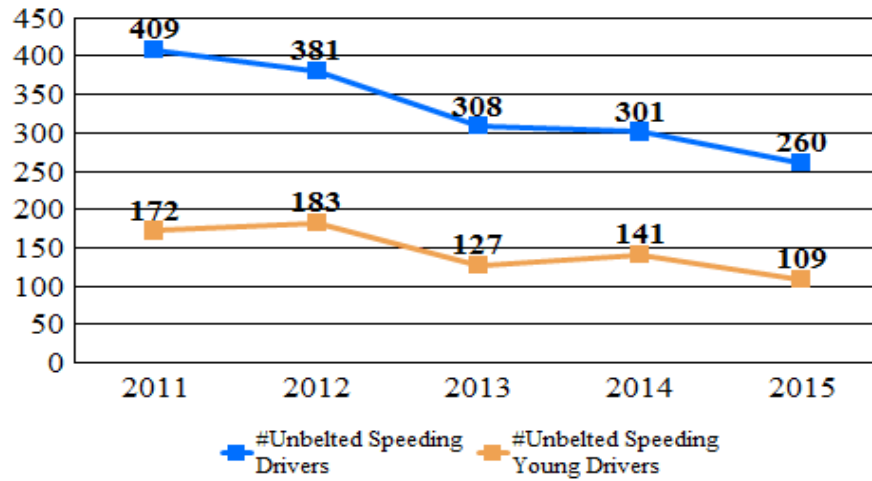
Unbelted Drivers



Unbelted Young Drivers Age 13 - 24



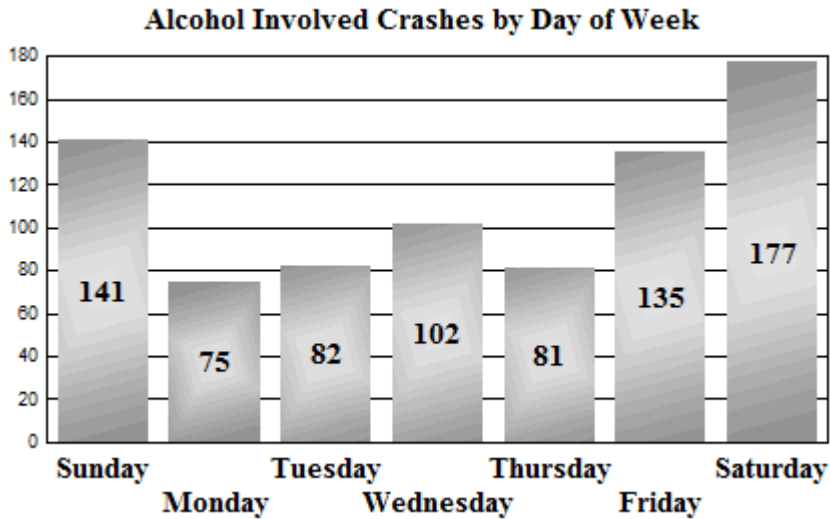
Unbelted Drivers Involving Speeding



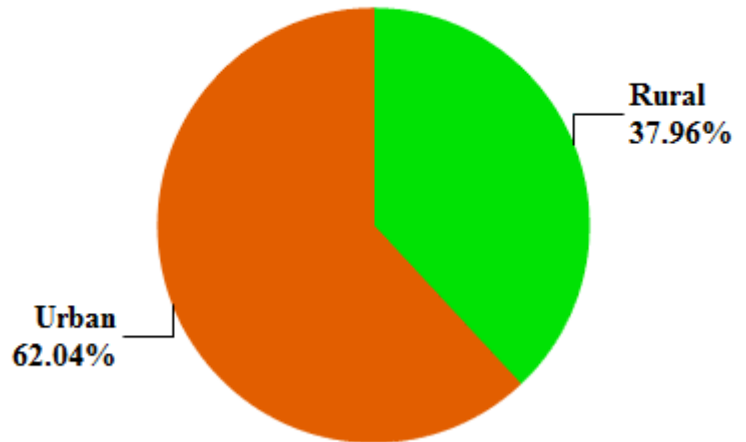
ALCOHOL INVOLVED CRASH STATISTICS

2015 Information

In 2015, there were 793 alcohol involved traffic crashes of which: 48 were fatal crashes with 51 fatalities, 324 injury crashes with 447 people injured, and 421 property damage only crashes, resulting in an 11% decrease of alcohol involved crashes from 2014.



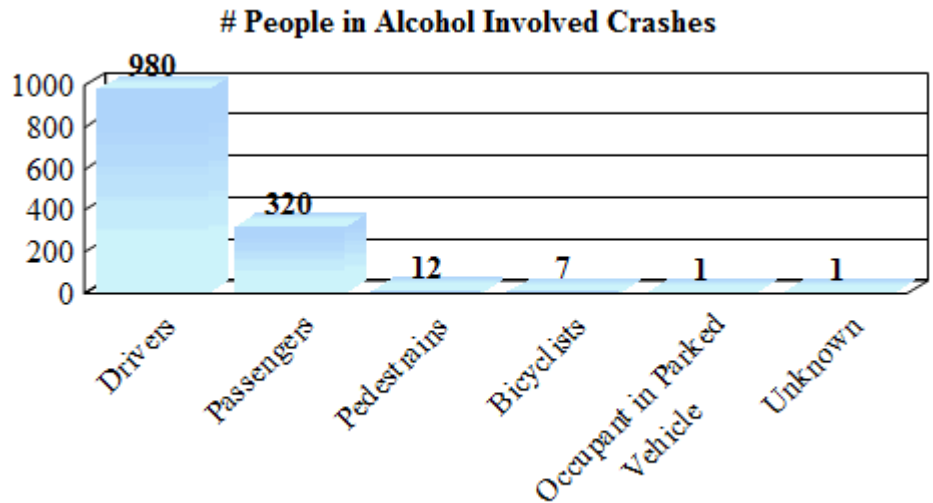
Alcohol Involved Crashes by Urban/Rural



January and March were the two highest months with 76 (10%) & 84 (11%) alcohol crashes respectively. The weekends (Friday, Saturday, and Sunday) make up 57% of all alcohol involved crashes. 41% of the alcohol crashes occurred between 9 pm to 3 am.

Alcohol Involved Crashes

Time of Day	Total Crashes
Midnight - 3 am	175
3 am - 6 am	64
6 am - 9 am	24
9 am - Noon	30
Noon - 3 pm	67
3 pm - 6 pm	124
6 pm - 9 pm	158
9 pm - Midnight	151
Total	793



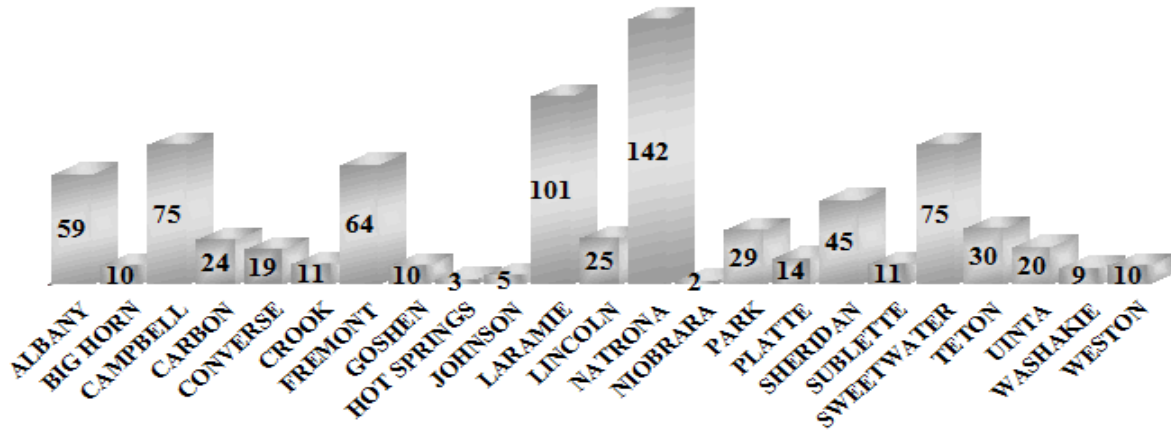
There were 1321 people involved in the 793 alcohol crashes of which: 786 Drivers were suspected of alcohol, 8 Pedestrians were suspected and, 5 Bicyclists were suspected.

Of the 1300 drivers & passengers 618 (48%) were not using seat belts.

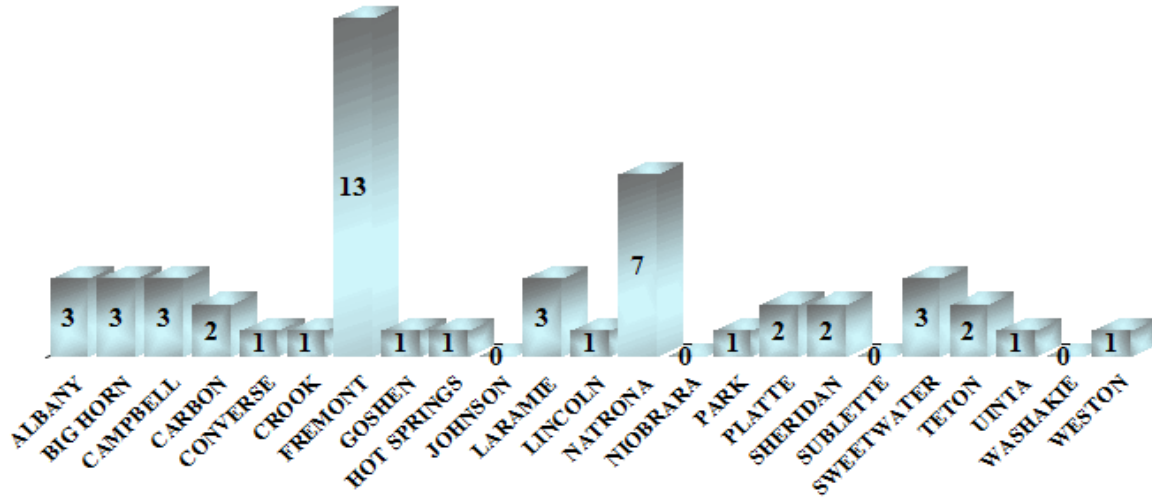
Alcohol Suspected Involved Type by Age Group & Gender

	Driver				Bicyclists		Pedestrian			Total
	Female	Male	Unk	Total	Male	Total	Female	Male	Total	
14 - 16	3	7	0	10	0	0	0	0	0	10
17 - 20	12	40	0	52	0	0	0	0	0	52
21 - 24	24	102	0	126	1	1	0	0	0	127
25 - 29	29	107	0	136	0	0	0	0	0	136
30 - 39	52	138	0	190	2	2	0	1	1	193
40 - 49	26	88	0	114	1	1	2	1	3	118
50 - 59	17	84	0	101	0	0	0	3	3	104
60 - 69	9	31	0	40	1	1	0	0	0	41
70 - 79	0	8	0	8	0	0	0	0	0	8
80+	0	2	0	2	0	0	0	0	0	2
Unk	0	1	6	7	0	0	0	1	1	8
Total	172	608	6	786	5	5	2	6	8	799

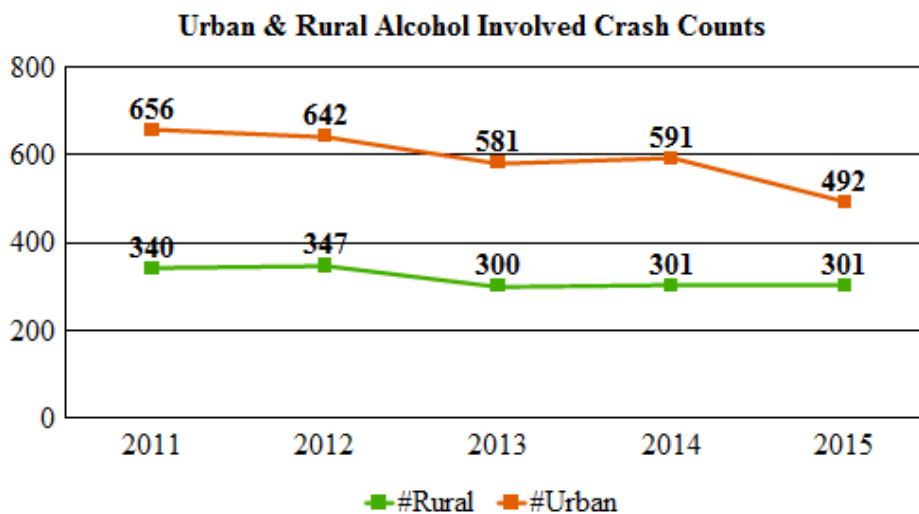
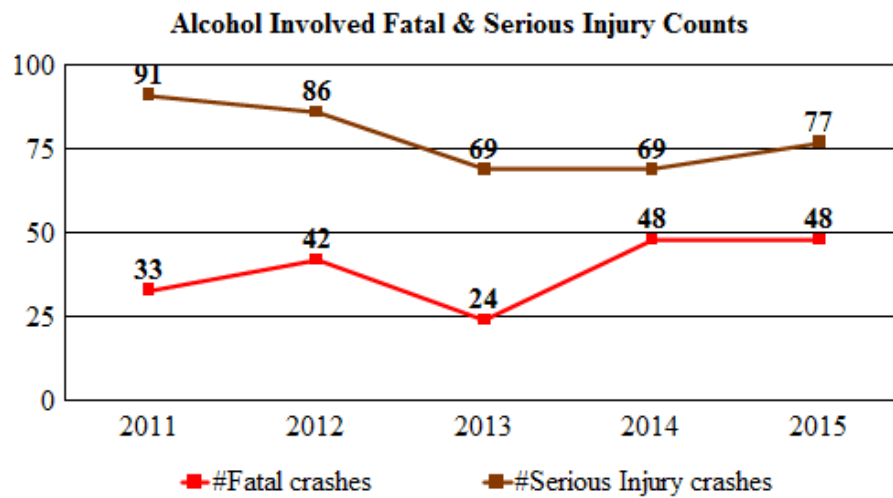
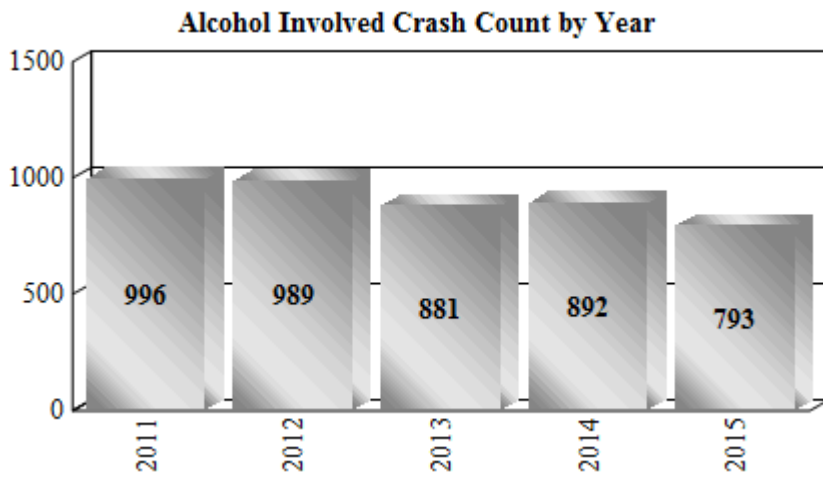
Alcohol Involved Crash Count by County



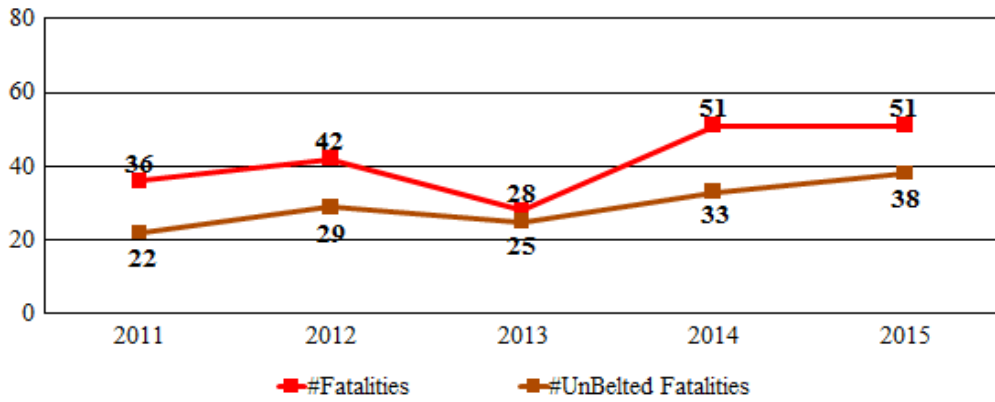
Alcohol Involved Fatalities by County



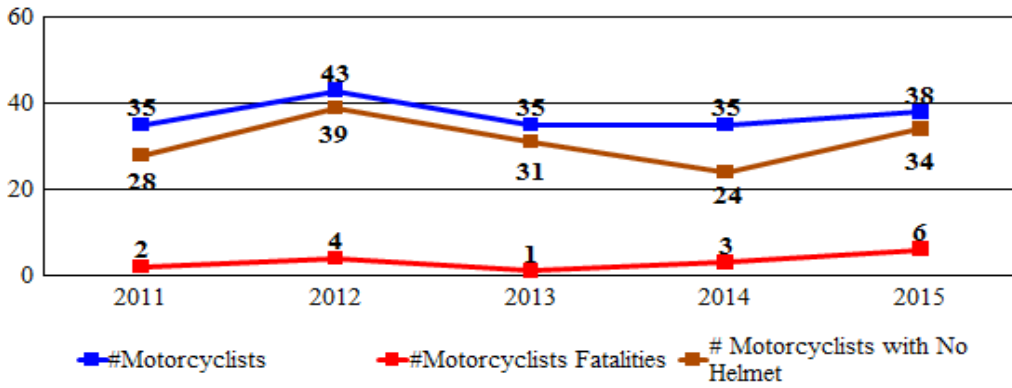
2011 - 2015 Alcohol Trend Information



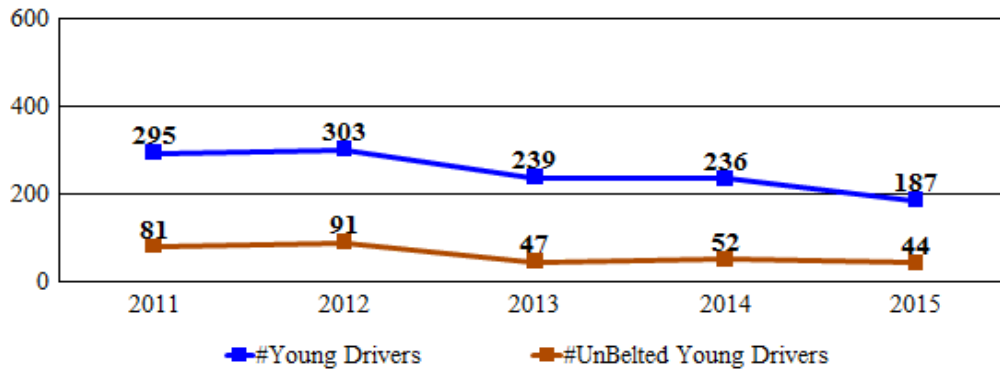
Alcohol Involved Fatalities & UnBelted Fatalities



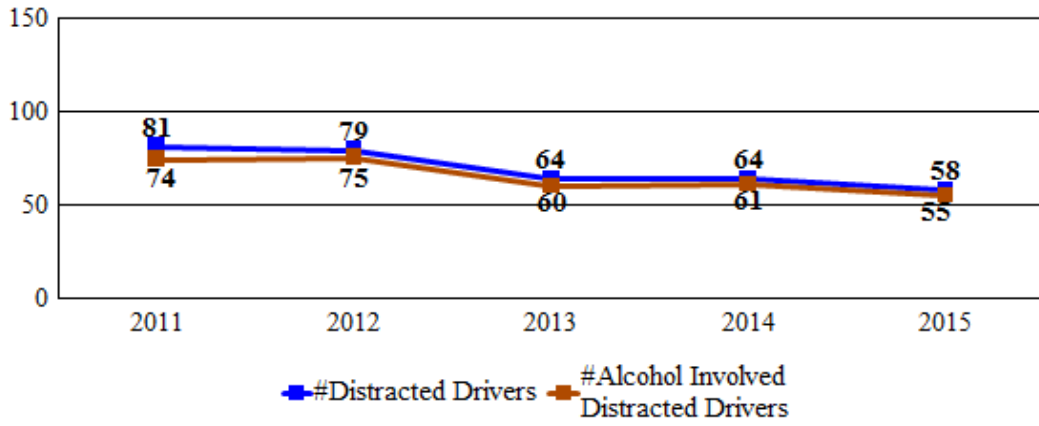
Motorcyclists Involved in Alcohol Crashes



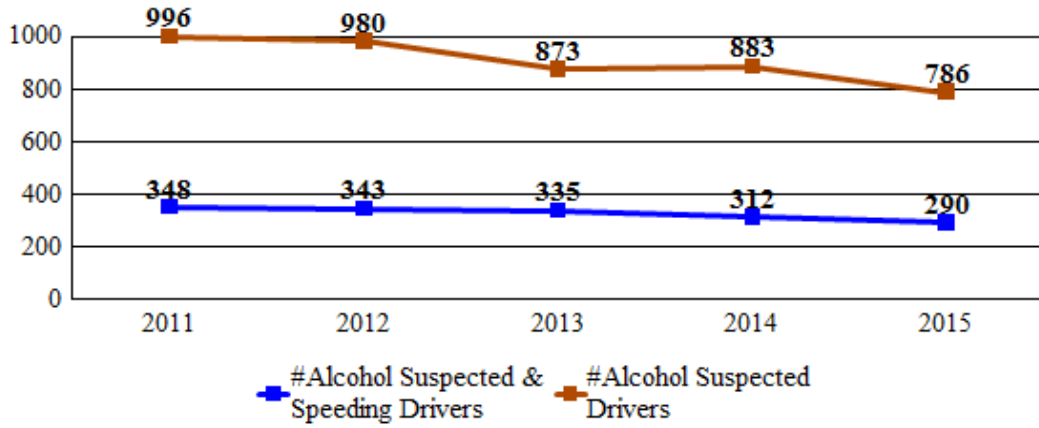
**# Alcohol Involved Young Drivers
Age 13 - 24**



Distracted Drivers Involved in Alcohol Crashes



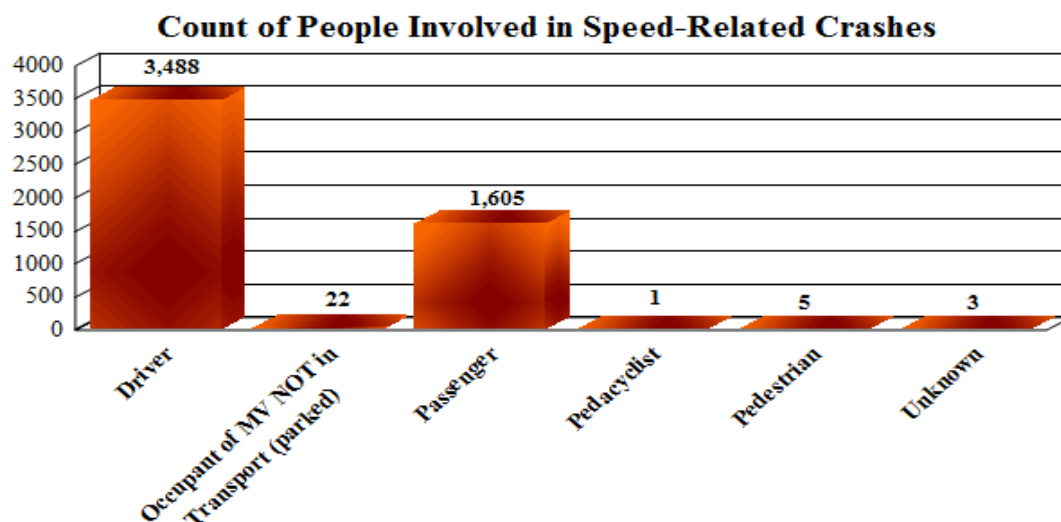
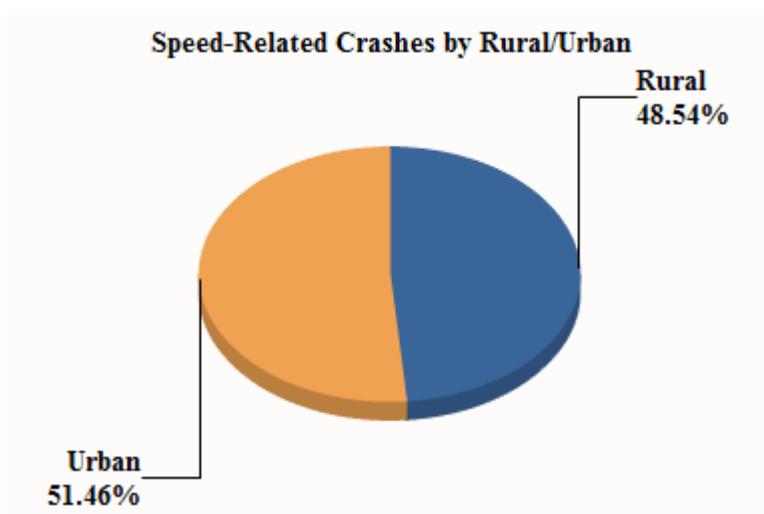
Speeding Drivers Involved in Alcohol Crashes



SPEED-RELATED CRASH STATISTICS

2015 Information

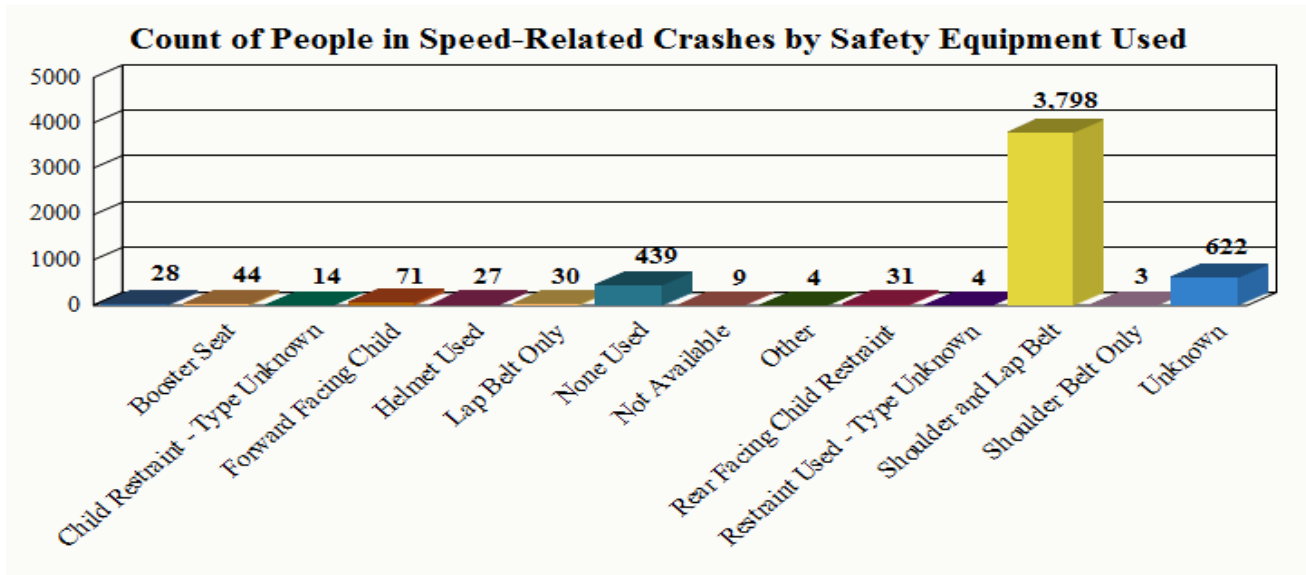
In 2015, there were 2,637 traffic crashes that were speed related of which: 50 were fatal crashes with 56 fatalities, 694 injury crashes with 946 people injured, and 1,893 property damage only crashes, resulting in a 23% decrease in speed related crashes from 2014.



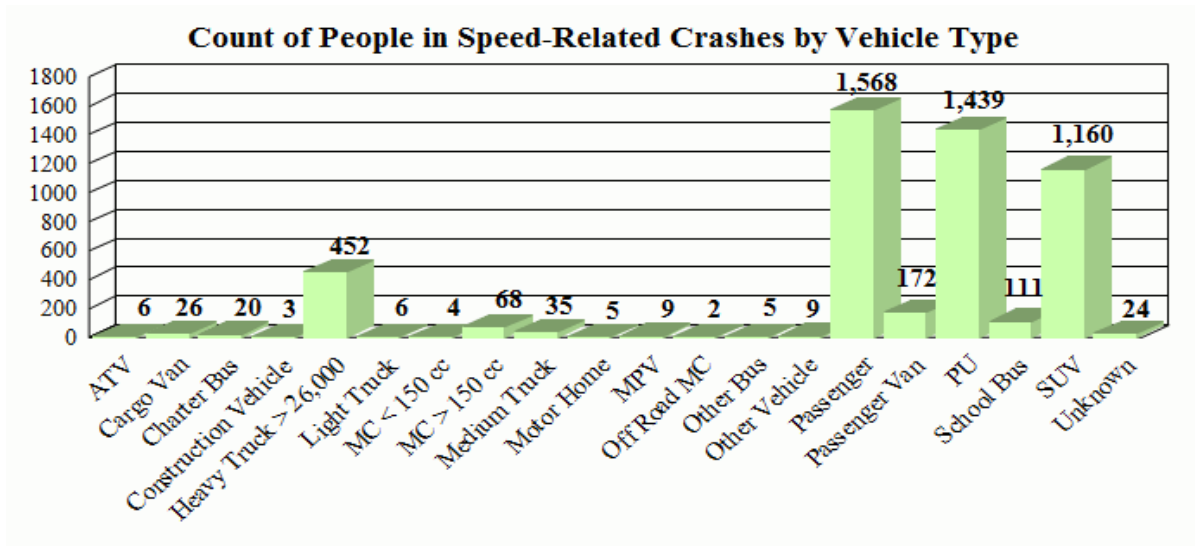
Of the 3,488 drivers involved in speed-related crashes 3,002 drivers (86%) were speeding.

Count of People in Speed-Related Crashes by Injury Status

	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Unknown	Total
Fatal Injury	45	0	11	0	0	0	56
Incapacitating Injury	89	0	33	0	2	0	124
No Injury	2,655	17	1,277	0	0	2	3,951
Non-Incapacitating Injury	270	3	150	0	3	0	426
Possible Injury	280	1	114	1	0	0	396
Unknown	149	1	20	0	0	1	171
Total	3,488	22	1,605	1	5	3	5,124



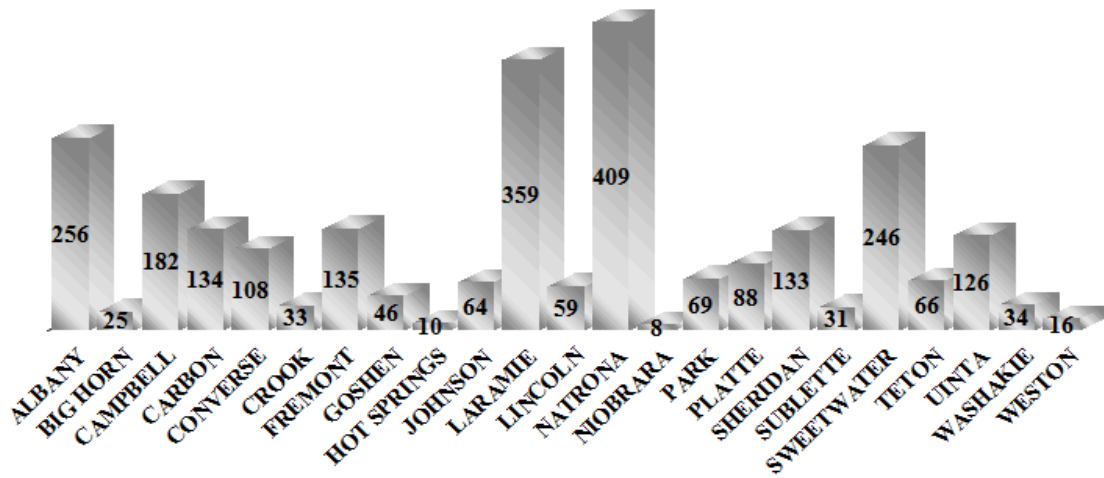
Blank Safety Equipment is Pedestrians, Pedacyclists & Occupants of a vehicle.



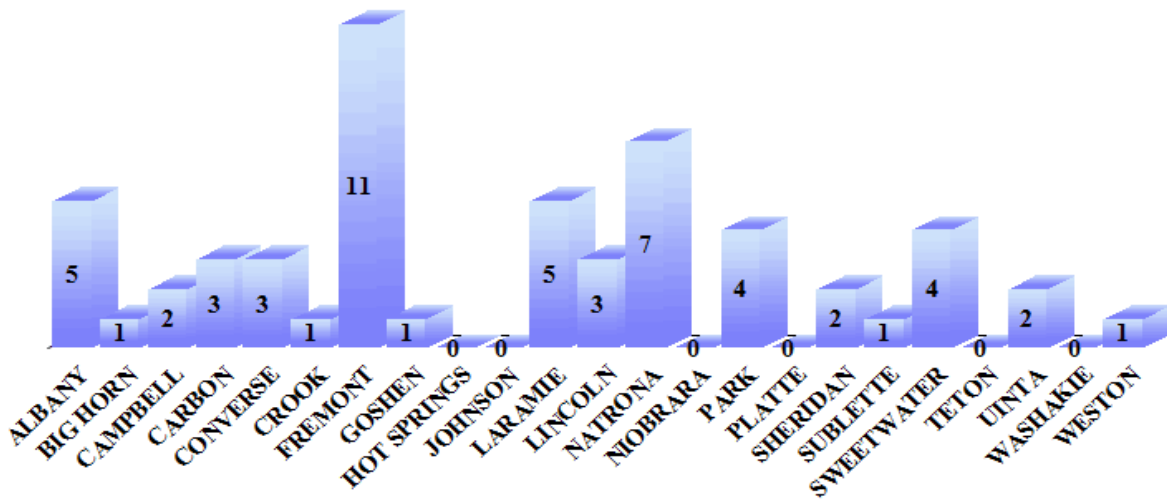
Count of People in Speed-Related Crashes by Age Group

	Driver	Occupant of MV NOT in Transport	Passenger	Pedacyclist	Pedestrian	Unknown	Total
0 - 13	3	3	311	0	1	0	318
14 - 16	134	0	151	0	0	0	285
17 - 20	509	1	212	0	0	0	722
21 - 24	441	3	156	0	0	0	600
25 - 29	423	0	171	1	0	0	595
30 - 39	622	3	167	0	0	1	793
40 - 49	500	5	136	0	2	0	643
50 - 59	419	4	86	0	1	0	510
60 - 69	234	2	50	0	0	1	287
70 - 79	82	0	20	0	1	0	103
80 +	121	1	145	0	0	1	268
Total	3,488	22	1,605	1	5	3	5,124

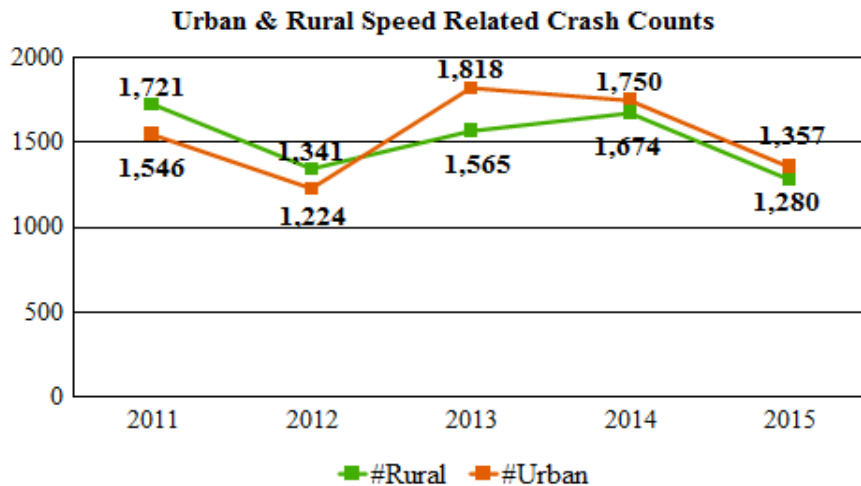
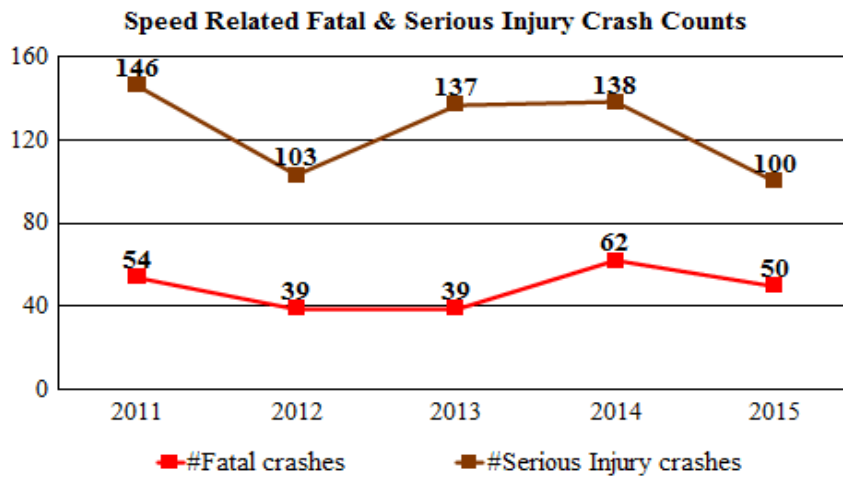
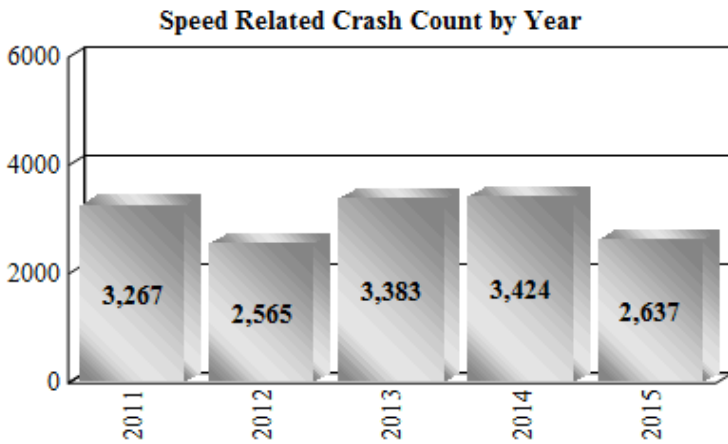
Speed-Related Crashes by County

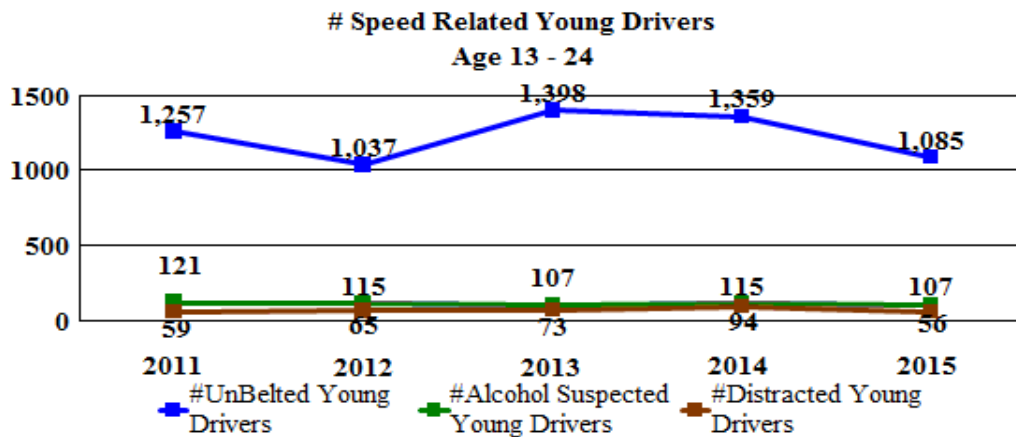
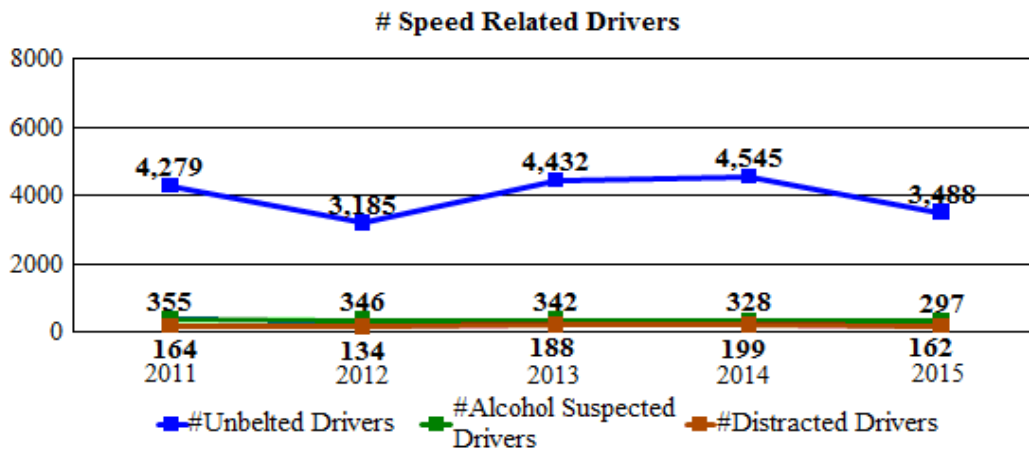
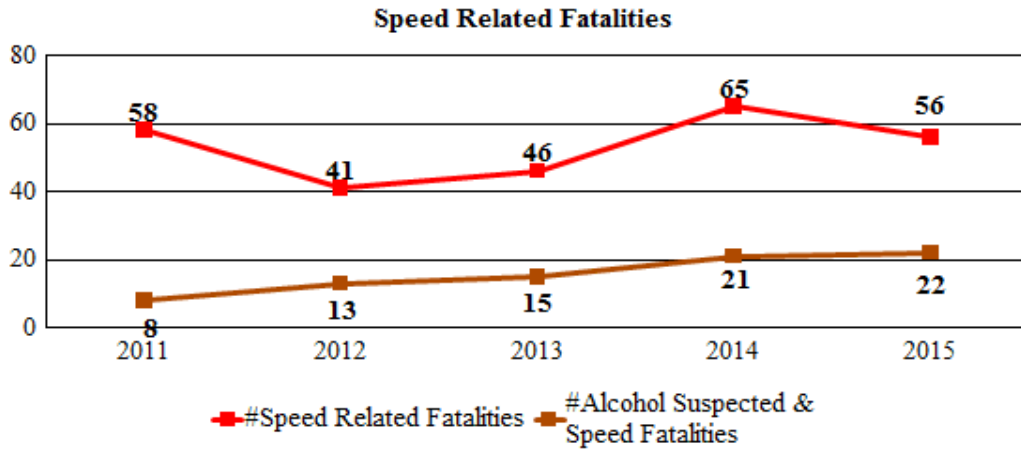


Speed-Related Fatalities by County



2011 - 2015 Speed Related Trend Information





Attachment B
NHTSA Order 462-6C
November 30, 1993

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 of the U.S. Department of Transportation, shall take effect on October 1, 2016 and extend through September 30, 2017, 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 15th day of June, 2016.



Governor's Representative for
Highway Safety



NHTSA Regional Administrator

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

State: Wyoming

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Report Date: 06/29/2016

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-17-PA-01	Planning & Administration	\$.00	\$34,745.20	\$.00	\$111,365.80	\$111,365.80	\$.00
	Planning and Administration Total		\$.00	\$34,745.20	\$.00	\$111,365.80	\$111,365.80	\$.00
Alcohol								
	AL-2017-17-AL-01	Comprehensive Impaired Driving	\$.00	\$2,058.53	\$.00	\$19,587.47	\$19,587.47	\$.00
	AL-2017-17-AL-02	DUI Monitoring & Probation	\$.00	\$12,744.26	\$.00	\$121,264.74	\$121,264.74	\$121,264.74
	Alcohol Total		\$.00	\$14,802.79	\$.00	\$140,852.21	\$140,852.21	\$121,264.74
Police Traffic Services								
	PT-2017-17-PT-01	Law Enforcement Liaison - South	\$.00	\$11,394.03	\$.00	\$108,416.97	\$108,416.97	\$.00
	PT-2017-17-PT-02	Law Enforcement Liaison - North	\$.00	\$11,394.03	\$.00	\$108,416.97	\$108,416.97	\$.00
	PT-2017-17-PT-03	WASCOP LEC - Occupant Protection	\$.00	\$8,518.49	\$.00	\$81,055.51	\$81,055.51	\$81,055.51
	PT-2017-17-PT-04	WASCOP - Radars	\$.00	\$7,719.55	\$.00	\$73,453.45	\$73,453.45	\$73,453.45
	PT-2017-17-PT-05	WASCOP - Video Cameras	\$.00	\$14,924.42	\$.00	\$142,009.58	\$142,009.58	\$142,009.58
	PT-2017-17-PT-06	WHP - Radars	\$.00	\$7,204.87	\$.00	\$68,556.13	\$68,556.13	\$.00
	Police Traffic Services Total		\$.00	\$61,155.39	\$.00	\$581,908.61	\$581,908.61	\$296,518.54
Roadway Safety								
	RS-2017-17-RS-01	DUI Policy Advisor	\$.00	\$12,351.21	\$.00	\$117,524.79	\$117,524.79	\$.00
	RS-2017-17-RS-02	WHP - Highway Safety Education	\$.00	\$15,439.01	\$.00	\$146,905.99	\$146,905.99	\$.00
	Roadway Safety Total		\$.00	\$27,790.22	\$.00	\$264,430.78	\$264,430.78	\$.00
Safe Communities								
	SA-2017-17-SA-01	WDH Injury Prevention Program	\$.00	\$3,877.23	\$.00	\$36,892.77	\$36,892.77	\$.00
	SA-2017-17-SA-02	Safe Communities Region 1 Occupant Protec	\$.00	\$14,510.07	\$.00	\$138,066.93	\$138,066.93	\$138,066.93

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	SA-2017-17-SA-03	Safe Communities Region 2 Occupant Protec	\$.00	\$8,990.56	\$.00	\$85,547.44	\$85,547.44	\$85,547.44
	SA-2017-17-SA-04	Safe Communities Region 5 Occupant Protec	\$.00	\$10,447.88	\$.00	\$99,414.12	\$99,414.12	\$99,414.12
	SA-2017-17-SA-05	Attitude and Awareness Survey	\$.00	\$4,117.07	\$.00	\$39,174.93	\$39,174.93	\$.00
	Safe Communities Total		\$.00	\$41,942.81	\$.00	\$399,096.19	\$399,096.19	\$323,028.49
	<i>Paid Advertising</i>							
	PM-2017-17-PM-01	Highway Safety Statewide Media	\$.00	\$62,754.40	\$.00	\$597,123.60	\$597,123.60	\$.00
	PM-2017-17-PM-02	Native American Media Outreach	\$.00	\$8,234.14	\$.00	\$78,349.86	\$78,349.86	\$78,349.86
	Paid Advertising Total		\$.00	\$70,988.54	\$.00	\$675,473.46	\$675,473.46	\$78,349.86
	<i>Teen Safety Program</i>							
	TSP-2017-17-TS-01	Students Against Destructive Decisions	\$.00	\$13,889.36	\$.00	\$132,160.65	\$132,160.65	\$132,160.65
	Teen Safety Program Total		\$.00	\$13,889.36	\$.00	\$132,160.65	\$132,160.65	\$132,160.65
	NHTSA 402 Total		\$.00	\$265,314.31	\$.00	\$2,305,287.70	\$2,305,287.70	\$951,322.28
	<i>405 OP SAFETEA-LU</i>							
	<i>405 Occupant Protection</i>							
	K2-2017-17-K2-01	CPS Instructor Training	\$.00	\$100,004.25	\$.00	\$33,334.75	\$33,334.75	\$.00
	K2-2017-17-K2-02	Comprehensive Occupant Protection	\$.00	\$16,234.50	\$.00	\$5,411.50	\$5,411.50	\$.00
	K2-2017-17-K2-03	CLICK	\$.00	\$53,772.75	\$.00	\$17,924.25	\$17,924.25	\$.00
	405 Occupant Protection Total		\$.00	\$170,011.50	\$.00	\$56,670.50	\$56,670.50	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$170,011.50	\$.00	\$56,670.50	\$56,670.50	\$.00
	<i>MAP 21 405b OP Low</i>							
	<i>405b Low HVE</i>							
	M2HVE-2017-17-HV-01	WASCOP - Occupant Protection Overtime	\$.00	\$71,659.00	\$.00	\$286,636.00	\$286,636.00	\$.00
	M2HVE-2017-17-HV-02	WHP - Occupant Protection Overtime	\$.00	\$32,469.00	\$.00	\$129,876.00	\$129,876.00	\$.00
	405b Low HVE Total		\$.00	\$104,128.00	\$.00	\$416,512.00	\$416,512.00	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405b Low Public Education								
	M2PE-2017-17-PE-01	Observed Seat Belt Survey	\$.00	\$27,057.60	\$.00	\$108,230.40	\$108,230.40	\$.00
	M2PE-2017-17-PE-02	WY Seatbelt Coalition Facilitator	\$.00	\$23,810.60	\$.00	\$95,242.40	\$95,242.40	\$.00
405b Low Public Education Total			\$.00	\$50,868.20	\$.00	\$203,472.80	\$203,472.80	\$.00
MAP 21 405b OP Low Total			\$.00	\$154,996.20	\$.00	\$619,984.80	\$619,984.80	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2017-17-DA-01	Electronic Reporting System	\$.00	\$16,255.60	\$.00	\$65,022.40	\$65,022.40	\$.00
	M3DA-2017-17-DA-02	HS Data Integration Analysis and Reporti	\$.00	\$36,798.20	\$.00	\$147,192.80	\$147,192.80	\$.00
	M3DA-2017-17-DA-03	Traffic Records IT Specialist	\$.00	\$25,975.20	\$.00	\$103,900.80	\$103,900.80	\$.00
	M3DA-2017-17-DA-04	TR Geolocation GIS Service	\$.00	\$25,975.20	\$.00	\$103,900.80	\$103,900.80	\$.00
	M3DA-2017-17-DA-05	Geolocating (GCID)	\$.00	\$4,329.20	\$.00	\$17,316.80	\$17,316.80	\$.00
	M3DA-2017-17-DA-06	FARS	\$.00	\$1,298.80	\$.00	\$5,195.20	\$5,195.20	\$.00
	M3DA-2017-17-DA-07	POST Computer Software	\$.00	\$12,987.60	\$.00	\$51,950.40	\$51,950.40	\$.00
	M3DA-2017-17-DA-08	Traffic Records Project Manager	\$.00	\$32,469.00	\$.00	\$129,876.00	\$129,876.00	\$.00
405c Data Program Total			\$.00	\$156,088.80	\$.00	\$624,355.20	\$624,355.20	\$.00
MAP 21 405c Data Program Total			\$.00	\$156,088.80	\$.00	\$624,355.20	\$624,355.20	\$.00
MAP 21 405d Impaired Driving Mid								
405d Mid HVE								
	M5HVE-2017-17-HV-01	Mobile Impaired Driving Command Vehicle	\$.00	\$21,646.00	\$.00	\$86,584.00	\$86,584.00	\$.00
	M5HVE-2017-17-HV-02	DUI Overtime & Impaired Riding OT	\$.00	\$101,517.00	\$.00	\$406,068.00	\$406,068.00	\$.00
	M5HVE-2017-17-HV-03	WHP - Impaired Driving Overtime	\$.00	\$43,292.00	\$.00	\$173,168.00	\$173,168.00	\$.00
405d Mid HVE Total			\$.00	\$166,455.00	\$.00	\$665,820.00	\$665,820.00	\$.00
405d Mid ID Coordinator								
	M5IDC-2017-17-ID-01	Safe Communities Region 5 Impaired Drivin	\$.00	\$14,756.60	\$.00	\$59,026.40	\$59,026.40	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	M5IDC-2017-17-ID-02	Safe Communities Region 1 Impaired Drivin	\$.00	\$33,104.40	\$.00	\$132,417.60	\$132,417.60	\$.00
	M5IDC-2017-17-ID-03	Safe Communities Region 2 Impaired Drivin	\$.00	\$13,369.00	\$.00	\$53,476.00	\$53,476.00	\$.00
	405d Mid ID Coordinator Total		\$.00	\$61,230.00	\$.00	\$244,920.00	\$244,920.00	\$.00
	405d Mid Paid/Earned Media							
	M5PEM-2017-17-PM-01	GCID Impaired Driving Media	\$.00	\$108,230.00	\$.00	\$432,920.00	\$432,920.00	\$.00
	405d Mid Paid/Earned Media Total		\$.00	\$108,230.00	\$.00	\$432,920.00	\$432,920.00	\$.00
	405d Mid Training							
	M5TR-2017-17-TR-01	DRE/ARIDE/SFST Training	\$.00	\$47,621.20	\$.00	\$190,484.80	\$190,484.80	\$.00
	405d Mid Training Total		\$.00	\$47,621.20	\$.00	\$190,484.80	\$190,484.80	\$.00
	405d Mid Information System							
	M5IS-2017-17-IS-01	Traffic Safety Resource Prosecutor	\$.00	\$35,771.60	\$.00	\$143,086.40	\$143,086.40	\$.00
	M5IS-2017-17-IS-02	GCID Facilitator	\$.00	\$40,770.20	\$.00	\$163,080.80	\$163,080.80	\$.00
	405d Mid Information System Total		\$.00	\$76,541.80	\$.00	\$306,167.20	\$306,167.20	\$.00
	405d Mid Other Based on Problem ID							
	M5OT-2017-17-OT-01	WASCOP LEC - Impaired Driving	\$.00	\$17,914.80	\$.00	\$71,659.20	\$71,659.20	\$.00
	M5OT-2017-17-OT-02	Alcohol Factors	\$.00	\$13,137.40	\$.00	\$52,549.60	\$52,549.60	\$.00
	405d Mid Other Based on Problem ID Total		\$.00	\$31,052.20	\$.00	\$124,208.80	\$124,208.80	\$.00
	MAP 21 405d Impaired Driving Mid Total		\$.00	\$491,130.20	\$.00	\$1,964,520.80	\$1,964,520.80	\$.00
	MAP 21 405f Motorcycle Programs							
	405f Motorcyclist Awareness							
	M9MA-2017-17-MA-01	Motorcycle Awareness	\$.00	\$8,606.60	\$.00	\$34,426.40	\$34,426.40	\$.00
	405f Motorcyclist Awareness Total		\$.00	\$8,606.60	\$.00	\$34,426.40	\$34,426.40	\$.00
	MAP 21 405f Motorcycle Programs Total		\$.00	\$8,606.60	\$.00	\$34,426.40	\$34,426.40	\$.00
	NHTSA Total		\$.00	\$1,246,147.61	\$.00	\$5,605,245.40	\$5,605,245.40	\$951,322.28

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Total			\$.00	\$1,246,147.61	\$.00	\$5,605,245.40	\$5,605,245.40	\$951,322.28

FFY 2017 - Match Summay Report

Safetea-Lu Match Categories

Section	State	Federal
405	75%	25%

MAP-21 and FAST Act Match Catagories

Section	State	Federal
402 - P&A	23.78%	76.22%
402	9.51%	94.49%
405 Incentive Grants	20.00%	80.00%
154AL	0.00%	100.00%

Project Name:	Planning & Administration		
Project Number:	PA-2017-17-PA-01		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	402	Performance Target:	C1
Match:	\$34,745.20	Maintenance of Effort:	N/A
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

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

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.

This project will include:

- Traveling to traffic safety conferences;
- Traveling to traffic safety trainings;
- Membership fees and other related expenses;
- Purchasing office supplies;
- Traveling within the state for traffic related events and to fulfill grant responsibilities.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 55,100.00
	Contractual	\$ 0.00
	Equipment	\$ 60,000.00
	Other Direct Costs	\$ 19,900.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$135,000.00
	WYDOT CAP (8.23%)	<u>\$ 11,110.50</u>
	Total	\$146,110.50

Project Name:	Comprehensive Alcohol		
Project Number:	AL-2017-17-AL-01		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	402	Performance Target:	C5
Match:	\$2,058.53	Maintenance of Effort:	\$2,058.53
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Alcohol was involved in 59% of all custodial arrests. Driving under the influence arrests accounted for 26% of all arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The average reported BAC for 536 persons who were arrested for DUI after being involved in a traffic crash was 0.17. The age group, in 5-year increments, with the highest percentage of DUI arrests was age 21 – 25 (17%), followed by age 26-30 (15%) and 31-35 (12%). (Source: 2015 Alcohol and Crime in Wyoming).

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

This project will augment planned activities such as the following local state and national events:

- National Teen Driver Safety Week;
- Halloween Campaign;
- Holiday Campaign (Thanksgiving, Christmas, New Years);
- Super Bowl Media Campaign;
- St. Patrick’s Day Media Campaign;
- State Fair and Rodeo Seasons;
- 4th of July Campaign;
- National Crackdown Campaign;
- Traffic safety summits.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs		\$20,000.00
	Indirect Costs	\$	0.00
	Sub Total		\$20,000.00
	WYDOT CAP (8.23%)		\$ 1,646.00
	Total		\$21,646.00

Project Name:	IPR DUI Monitoring and Probation		
Project Number:	AL-2017-17-AL-02		
Project Sub Recipient:	Injury Prevention Resources		
Funding Source:	402	Performance Target:	C5
Match:	\$12,744.26	Maintenance of Effort:	\$12,744.26
Local Benefit:	\$121,264.74	Capital Equipment:	N/A

Project:

In 2015, Fremont County accounted for 13 of the 51 Wyoming alcohol related traffic fatalities. Seventy percent of all arrests made were alcohol related with an average BAC of .16. Seventeen percent of Fremont County arrests were DUIs. From 2010 to 2015, IPR’s DUI Supervised Probation Program has a successful completion rate of at least 80%. Of the 80% that successfully complete the program, there is a recidivism rate of less than one percent.

The Wind River Indian Reservation within Fremont County is an at-risk population served by IPR. Important points of reference are jurisdictional issues, joint probation supervision obstacles and lack of recognition relevant to warrants and other court related documents. According to the 2010 census, Fremont County is at a poverty level of 13%, which is nearly 2x the Wyoming state average of 7%.

This project activities include:

- Maintaining DUI Supervised Probation for the 175+ clients defined as "hardcore drunk drivers" (typically a BAC of .15 or greater);
- Maintaining an 80% or greater successful completion rate;
- Maintaining a less than 1% intra-agency DUI recidivism rate;
- Continuing to offer the SCRAMx bracelets generated by DUI traffic offenses as ordered by the courts (pre and post sentencing);
- Evaluating and gauge effectiveness of Remote Alcohol Breath GPS units;
- Improving compliance rate of 92% during the base FY2014 by 1% during FY2016;
- Reducing fatalities in Fremont County.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: IPR DUI Monitoring and Probation- Continued
Project Number: AL-2017-17-AL-02
Project Sub Recipient: Injury Prevention Resources

			Other Safety Partner
Budget Summary:	Personal Services	\$100,920.00	\$20,000.00
	Travel/Training	\$ 10,000.00	\$ 3,250.00
	Contractual	\$ 0.00	\$ 0.00
	Equipment	\$ 1,500.00	\$ 3,250.00
	Other Direct Costs	\$ 20,399.00	\$10,000.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	Sub Total	\$123,819.00	\$36,500.00
	WYDOT CAP (8.23%)	<u>\$ 10,190.30</u>	<u>\$ 0.00</u>
	Total	\$134,009.30	\$36,500.00

Project Name:	Law Enforcement Liaison (South)		
Project Number:	PT-2017-17-PT-01		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	402	Performance Target:	C4, C5
Match:	\$11,394.03	Maintenance of Effort	\$2,848.51 OP
			\$8,545.52 AL
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

A fulltime Law Enforcement Liaison provides grant coordination and technical assistance to all law enforcement agencies in the State of Wyoming in the areas of DUI Enforcement, Occupant Protection Enforcement and other traffic safety related challenges. To best assist law enforcement, site visits are needed to educate, coordinate, move Highway Safety Office traffic initiatives forward throughout each fiscal year cycle. These site visits also provide valuable reciprocal interaction and education between the Highway Safety Office and the individual law enforcement agencies.

The project activities include:

- Interfacing with local, state and national traffic safety initiatives as directed;
- Conducting on-site visits to law enforcement agencies to advance the mission of the Highway Safety Office;
- Traveling to traffic safety conferences to strengthen knowledge base and utilize networking opportunities;
- Submitting a monthly administrative overview and summary report of all grant activity to the Highway Safety Office;
- Assisting with coordination and/or facilitation of state regional meetings for all law enforcement;
- Providing media and/or campaign assistance to law enforcement agencies and Safe Communities;
- Attending meetings on behalf of the Highway Safety Office as requested by the Highway Safety Program Manager.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Law Enforcement Liaison (South) – Continued
Project Number: PT-2017-17-PT-01
Project Sub Recipient: Highway Safety Office

Budget Summary:	Personal Services	\$ 95,700.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	\$110,700.00
	WYDOT CAP (8.23%)	\$ 9,110.61
	Total	\$119,810.61

Project Number:	PT-2017-17-PT-02		
Project Name:	Law Enforcement Liaison (North)		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	402	Performance Target:	C4, C5
Match:	\$11,394.03	Maintenance of Effort	\$2,848.51 OP \$8,545.52 AL
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

A Law Enforcement Liaison provides grant coordination and technical assistance to law enforcement agencies in the State of Wyoming in the areas of DUI Enforcement and Occupant Protection Enforcement. To best assist law enforcement, site visits are needed to educate, coordinate, move Highway Safety Office traffic initiatives forward throughout each fiscal year cycle. These site visits also provide valuable reciprocal interaction and education between the Highway Safety Office and the individual law enforcement agencies.

The project activities include:

- Interfacing with local and state law enforcement agencies on traffic safety initiatives as directed;
- Conducting on-site visits to law enforcement agencies to advance the mission of the Highway Safety Office;
- Traveling to traffic safety conferences to strengthen knowledge base and utilize networking opportunities;
- Submitting a monthly administrative overview and summary report of all grant activity to the Highway Safety Office;
- Assisting with coordination and/or facilitation of state regional meetings for all law enforcement;
- Providing media and/or campaign assistance to law enforcement agencies and Safe Communities;
- Attending meetings on behalf of the Highway Safety Office as requested by the Highway Safety Program Manager.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Law Enforcement Liaison (North) – Continued
Project Number: PT-2017-17-PT-02
Project Sub Recipient: Highway Safety Office

Budget Summary:	Personal Services	\$ 95,700.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	\$110,700.00
	WYDOT CAP (8.23%)	\$ 9,110.61
	Total	\$119,810.61

Project Name:	Law Enforcement Coordination – Occupant Protection		
Project Number:	PT-2017-17-PT-03		
Project Sub Recipient:	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
Funding Source:	402	Performance Target:	C4
Match:	\$8,518.49	Maintenance of Effort:	\$8,518.49
Local Benefit:	\$81,055.51	Capital Equipment:	N/A

Project:

WASCOP will oversee the administration of the of the Selective Traffic Enforcement Program grants. There are approximately 60 individual grant applications each year. The efficient administration of these grants and the effective coordination of all local grant funded enforcement activities is a critical component of the state’s Highway Safety Plan. The process must satisfy NHTSA and WYDOT Highway Safety Office requirements, rules and regulations.

This project will coordinate the Enhanced Occupant Protection Enforcement Initiative. This consolidated approach will result in effective and coordinated grant funded enforcement activities associated with national, state, local and targeted events.

The project activities include:

- Processing and administering all authorized Highway Safety Selective Traffic Enforcement Program grants for FY 2017;
- Assessing and improving existing law enforcement grants management system;
- Maintaining with the HSO the online/consolidated grant reporting system currently in use;
- Providing all grant announcements, information and follow-up to law enforcement agencies;
- Monitoring and recording event activity reports submitted by grantee agencies;
- Providing the Highway Safety Office with official reports of law enforcement overtime grant activities and productivity numbers; of contribution to state activity measures;
- Reviewing vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments;
- Ensuring that all necessary and required grant documentation is reported and recorded;
- Providing campaign media/events assistance to local law enforcement agencies;
- Coordinating all state activities with national initiatives;
- Assisting coordination of all local and state traffic safety initiatives;
- Traveling as required to facilitate/participate in Traffic Safety Committee meetings, including travel associated with instate and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project;
- Submitting monthly administrative overview and summary report of all grant activity to HSO;
- Scheduling and coordinating/facilitating regional or statewide meetings for all law enforcement grantee agencies as needed, directed by HSO;

Project Name: Law Enforcement Coordination–Occupant Protection – Continued
Project Number: PT-2017-17-PT-03
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

- Coordinating the FY2018 grant application process for law enforcement;
- Providing technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or Highway Safety Office;
- Maintaining a communication/project management system for all participants;
- Scheduling meetings of designated representatives of the HSO, WASCOP and Johnson and Associates to review the status of the grant administration process and to discuss relative issues or concerns.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$65,500.00
	Travel/Training	\$ 2,200.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 4,500.00
	Indirect Costs10.35%	<u>\$ 7,762.50</u>
	Sub Total	\$82,762.50
	WYDOT CAP (8.23%)	<u>\$ 6,811.35</u>
	Total	\$89,573.85

Project Name:	WASCOP Radars		
Project Number:	PT-2017-17-PT-04		
Project Sub Recipient:	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
Funding Source:	402	Performance Target:	C4
Match:	\$7,719.55	Maintenance of Effort:	N/A
Local Benefit:	\$73,453.45	Capital Equipment:	N/A

Project:

There are many causal factors involved in traffic related crashes. Speed and a lack of seat belt usage in crashes are top traffic safety priorities in every county. In 2015, there were 2,637 traffic crashes that were speed related of which: 50 were fatal crashes with 56 fatalities; 694 injury crashes with 946 people injured; and 1,893 property damage only crashes.

Radar units will be purchased to use as a trigger mechanism to enforce Wyoming’s seat belt law. There were 1,062 unbelted driver or passenger crashes in 2015 of which 81 were fatalities.

WASCOP requests funds for radar units that are a proven tool for law enforcement agencies to reduce crash injuries and fatalities. Only agencies with active law enforcement overtime grants are eligible for equipment.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment (Radars-Up to \$3,000 ea)	\$75,000.00	
	Other Direct Costs	\$	0.00
	Indirect Costs 10.35%	\$	<u>0.00</u>
	Sub Total	\$75,000.00	
	WYDOT CAP (8.23%)	\$	<u>6,172.50</u>
	Total	\$81,172.50	

Project Name: WASCOP Video Cameras
Project Number: PT-2017-17-PT-05
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: 402 **Performance Target:** C5
Match: \$14,924.42 **Maintenance of Effort:** N/A
Local Benefit: \$142,009.58 **Capital Equipment:** Video Cameras

Project:

Alcohol continues to be a significant factor in one third of the fatal and serious injury crashes in Wyoming. In 2015, 51 fatalities occurred in 48 alcohol related crashes; 447 people were injured in 324 alcohol related injury related crashes.

Detecting and arresting impaired drivers is instrumental in achieving this core performance measure. Video cameras assist law enforcement by providing a visual recap of the arrest for court testimony.

Camera placement will be based on high DUI fatality locations, high alcohol involved crash locations, high DUI arrest areas. Only agencies with active law enforcement overtime grants are eligible for equipment.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment (29 @ \$5,000 ea.)		\$145,000.00
	Other Direct Costs	\$	0.00
	Indirect Costs 10.35%	\$	<u>0.00</u>
	Sub Total		\$145,000.00
	WYDOT CAP (8.23%)		\$ <u>11,933.50</u>
	Total		\$156,933.50

Project Number:	PT-2017-17-PT-06		
Project Name:	WHP Radars		
Project Sub Recipient:	Wyoming Highway Patrol		
Funding Source:	402	Performance Target:	C4
Match:	\$7,204.87	Maintenance of Effort:	N/A
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

There are many causal factors involved in traffic related crashes. Speed and a lack of seat belt usage in crashes are top traffic safety priorities in every county. In 2015, there were 81 unbelted fatalities and 56 speed related fatalities.

Combating the occupant protection problem in Wyoming requires radar units that use state of the art technology. The WHP requests funds for radar units that are a proven tool to impact aggressive driving behaviors thereby reducing crash injuries and fatalities.

WHP will conduct overtime occupant protection enforcement using speed as a trigger offense for Wyoming's Seat Belt Law.

WHP project activities include:

- Ensuring equipment distribution is based on data;
- Ensuring the grant funds will be event based and will include the May Mobilization Campaign as a mandatory event;
- Ensuring that seat belt citations are issued in conjunction with probable cause citations.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$70,000.00	
	Other Direct Costs	\$	0.00
	Indirect Costs	\$	0.00
	Sub Total	\$70,000.00	
	WYDOT CAP (8.23%)	\$	5,761.00
	Total	\$75,761.00	

Project Name:	Governor's DUI Policy Coordinator		
Project Number:	RS-2017-17-RS-01		
Project Sub Recipient:	Office of Governor Mathew H. Mead		
Funding Source:	402/Fast Act 24/7	Performance Target:	C5
Match:	\$13,367.73	Maintenance of Effort	\$3,341.93 OP \$10,025.80 AL
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Wyoming communities, councils, task forces, agencies and programs are working to address alcohol issues and reduce impaired driving. These independent initiatives cross many state agencies; Transportation, Health, Family Services, Corrections, Education, Revenue and others, messages and timing are confusing and results in an overall reduction in the effectiveness of the initiatives. To obtain a maximum and sustained reduction in impaired driving the position of DUI Policy Coordinator is necessary.

This position results in the coordination of state efforts with local initiatives which ensures the efforts compliment and reinforce each other. This position is within the Governor's Office, has the authority to effectively deliver the Governor's policy directives on impaired driving and continues to work closely with driving countermeasures to leverage each agency's budget more effectively.

The best defense against an impaired driver is your seat belt. This countermeasure is another tool for the DUI Policy Coordinator, serving as the Governor's Liaison, to utilize when working with traffic safety professionals to partner with and provide expertise.

The project activities include:

- Representing Governor's vision for impaired driving through work on the Governor's Council on Impaired Driving;
- Serving as Liaison between the Governor Office and the Governor's Council on Impaired Driving on seat belt usage and Highway Safety;
- Reporting the activities of the Council to the Governor;
- Engaging in a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;
- Identifying and employing prevention strategies and behavioral interventions related to impaired driving;
- Recommending content and timing of public awareness and education efforts related to impaired driving;
- Assisting with the implementation of the 24/7 sobriety program;
- Funds for 24/7 will be used to assist in setting up sites for the 24/7 program;
- Speaking at a variety of venues concerning impaired driving to enhance public awareness and create behavior change;

Project Name: Governor’s DUI Policy Coordinator - Continued
Project Number: RS-2017-17-RS-01
Project Sub Recipient: Office of Governor Mathew H. Mead

- Traveling statewide in support of Governor’s Council on Impaired Driving and 24/7 Sobriety Program;
- Attending national traffic safety and impaired driving conferences/trainings to strengthen knowledge base and utilizing networking opportunities with other traffic safety professionals.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 96,750.00
	Travel/Training	\$ 22,050.00
	Contractual	\$ 0.00
	Equipment	\$ 1,200.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	<u>\$120,000.00</u>
	WYDOT CAP (8.23%)	<u>\$ 9,876.00</u>
	Total	\$129,876.00

Project Name:	WHP Highway Safety Education		
Project Number:	RS-2017-17-RS-02		
Project Sub Recipient:	Wyoming Highway Patrol		
Funding Source:	402	Performance Target:	C4, C5, C9
Match:	\$15,439.01	Maintenance of Effort:	\$7,719.50
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Wyoming roadways experience a large number of deaths and serious injuries that could be prevented through education on the topics of occupant restraints, distracted driving, speed and impaired driving. In 2015, approximately 66% of fatalities were unrestrained; 82% were Wyoming residents. Seventy-three percent of the deaths to those under 21 years of age were unrestrained. Distracted driving continues to be a problem for drivers and is a leading cause of crashes. Alcohol or drugs were involved in 43% of all fatalities.

This project activities include:

Alive @25 Education

- Promoting and expand participation in the Alive at 25 Program through media, social networks and other venues that speak to young drivers;
- Teaching Alive @ 25 classes, teaching at least 50 classes;
- Providing instructor training to sworn Law Enforcement Officers;
- Providing for travel expenses while instructing Alive @ 25, if applicable;
- Securing course materials and evaluate the program through the Colorado State Patrol Family Foundation;
- Providing instructors with the necessary equipment and materials to teach the course;
- Tracking the course participant fees (program income) according to WYDOT policies and procedures;
- Sending certified instructors to a traffic safety conference that will enhance their knowledge and skills relative to the Alive at 25 Program and share this information with other instructors upon return.

Impaired Driving Education

- Promoting impaired driving messaging at high schools, colleges, community events, and other venues statewide in an effort to change behaviors and reduce impaired driving fatalities and injuries;
- Educating the public on impaired driving;
- Sending sworn officers instructors to impaired driving-related traffic safety conference, and share this information with other instructors upon return.

Project Name: WHP Highway Safety Education - Continued
Project Number: RS-2017-17-RS-02
Project Sub Recipient: Wyoming Highway Patrol

Occupant Protection Education

- Providing in-service training on adult occupant protection to instructors/presenters;
- Educating the public on occupant protection education;
- Conducting or participate in at least 3 Child Passenger Safety Events statewide to educate parents, caregivers and children on the importance of proper child restraint use;
- Promoting occupant protection messaging, consistent with HSO messaging for this program area;
- Sending sworn officers to occupant protection-related traffic safety conference, and share this information with other instructors upon return.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 90,000.00
	Travel/Training	\$ 25,000.00
	Contractual	\$ 30,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 5,000.00
	Indirect Costs	\$ 0.00
	Sub Total	\$150,000.00
	WYDOT CAP (8.23%)	<u>\$ 12,345.00</u>
	Total	\$162,345.00

Project Name:	Injury Prevention Resources Position		
Project Number:	SA-2017-17-SA-01		
Project Sub Recipient:	Department of Health – Injury Prevention Resources		
Funding Source:	402	Performance Target:	C1
Match:	\$3,877.23	Maintenance of Effort:	N/A
Local Benefit:	\$36,892.70	Capital Equipment:	N/A

Project:

Injuries are responsible for lost lives, decreasing quality of life, lost productivity, and undue burden to the community. In Wyoming, the leading cause of unintentional injury death is motor vehicle related crashes. Between 2004 and 2013, the age-adjusted Wyoming unintentional motor vehicle crash (MVC) death rate was consistently above the US rate. In 2013, the Wyoming MVC age-adjusted death rate was 14.5 per 100,000 persons as compared to the US age-adjusted rate of 10.4 per 100,000 persons. Between 2009 and 2012, Wyoming’s second leading cause of unintentional injury hospitalizations are MVC. Wyoming residents between the ages of 15 and 24 have the highest rates of unintentional motor vehicle-related injury deaths and hospitalizations with male residents accounting for 71% of unintentional motor vehicle-related deaths and 38% of hospitalizations.

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

This project activities include:

- Identifying community for highway safety summit;
- Planning, developing and executing traffic safety summit;
- Conducting after-action meeting to review summit planning process, to identify opportunities and challenges, and to make recommendations for future summit implementation;
- Identifying and conducting interest meetings in potential communities and partners for Safe Communities;
- Establishing one additional Safe Community in Wyoming;
- Providing resources and technical assistance to SADD;
- Developing motor vehicle crash-focused facts sheets, infographics, or education materials;
- Networking and/or communicating with potential partners or stakeholders;
- Providing technical assistance and resources to stakeholders or organizations.

Project Name: Injury Prevention Resources Position – Continued
Project Number: SA-2017-17-SA-01
Project Sub Recipient: Department of Health – Injury Prevention Resources

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:		Other Safety Partner
Personal Services	\$20,000.00	\$53,474.00
Travel/Training	\$ 5,984.00	\$ 1,000.00
Contractual	\$ 0.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 0.00	\$ 1,000.00
Indirect Costs (21.5%)	<u>\$ 6,665.86</u>	<u>\$ 0.00</u>
Sub Total	\$37,669.86	\$55,474.00
WYDOT CAP (8.23%)	<u>\$ 3,100.23</u>	<u>\$ 0.00</u>
Total	\$40,770.09	\$58,195.00

Project Name:	Safe Communities Region 1– Occupant Protection		
Project Number:	SA-2017-17-SA-02		
Project Sub Recipient:	CRMC Injury Prevention Foundation		
Funding Source:	402	Performance Target:	C4
Match:	\$14,510.07	Maintenance of Effort:	\$14,510.07
Local Benefit:	\$148,507.66	Capital Equipment:	N/A

Project:

Safe Communities Region #1 consists of Albany, Carbon, Goshen and Laramie Counties. In 2015, statewide seat belt usage rate was 79.8%: Albany 85.0%, Carbon 91.3%, and Laramie 80.8%. There were 3,954 crashes in these counties with 30 fatalities and 1,189 injuries.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving, seat belt usage, speed compliance, distracted driving, and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

This project activities include:

- Conducting a comprehensive May Mobilization media campaign in Region 1 counties;
- Creating a Media Toolkit for combined statewide effort with other Safe Communities for radio spots, billboards, TV interviews, social media and print advertising;
- Conducting region wide comprehensive seat belt, child passenger safety, Teen Driver Safety Week (TDSW) campaigns with local PMOs and other traffic safety partners;
- Having presence at community events to educate attendees about the importance and proper usage of seat belts;
- UW Awareness and Media Campaign for the football and basketball season;
- Attending appropriate safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Attending quarterly regional meetings;
- Outreach to WYDOT Regions 3 and 4 with the Safe Communities Program;
- Partnering with Region #5 Safe Communities to mimic Life RU Ready and Battle of the Belts programs.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Statewide Safe Communities - Occupant Protection- Continued
Project Number: SA-2017-17-SA-02
Project Sub Recipient: CRMC Injury Prevention Foundation

Budget Summary:	402	Other Safety Partner
Personal Services	\$ 52,975.00	\$35,150.00
Travel/Training	\$ 4,500.00	\$ 0.00
Contractual	\$ 83,200.00	\$ 400.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 300.00	\$22,645.00
Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
Sub Total	\$140,975.00	\$58,195.00
WYDOT CAP (8.23%)	<u>\$ 11,602.24</u>	<u>\$ 0.00</u>
Total	<u>\$152,577.24</u>	<u>\$58,195.00</u>

Project Name:	Region 2 Safe Communities – Occupant Protection		
Project Number:	SA-2017-17-SA-03		
Project Sub Recipient:	Wyoming Medical Center		
Funding Source:	402	Performance Target:	C4
Match:	\$8,990.56	Maintenance of Effort:	\$8,990.56
Local Benefit:	\$85,547.44	Capital Equipment:	N/A

Project:

Safe Communities Region #2 consists of Converse, Natrona, Niobrara and Platte Counties. In 2015, statewide seat belt usage rate was 79.8%: Natrona 74.0% and Platte 79.1%. There were 3,261 crashes in these counties with 35 fatalities and 757 injuries.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving, seat belt usage, speed compliance, distracted driving, and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

This project activities include:

- Conducting a comprehensive May Mobilization media campaign in Region 2 counties;
- Conducting media campaigns to include print, social, radio, TV ads;
- Conducting region-wide distracted driving, seat belt, child passenger safety, Teen Driver Safety Week (TDSW) media campaigns;
- Partnering with local Prevention Management Organizations (PMO) and other traffic safety partners to provide education;
- Conducting TDSW program at one (1) high school in Region 2;
- Having presence at community events to educate attendees about the importance and proper usage of seat belts;
- Participating in Students Against Destructive Decisions (SADD) and Prevent Alcohol and Risk-Related Trauma in Youth (PARTY) events in Natrona and Converse counties by providing seat belt and distracted driving education to participants;
- Holding car seat inspection stations in Region 2;
- Providing Little Convincer presentations to kindergartens in Casper, WY.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Region 2 Safe Communities – Occupant Protection -Continued
Project Number: SA-2017-17-SA-03
Project Sub Recipient: Wyoming Medical Center

		Local Match	
Budget Summary:	Personal Services	\$ 57,199.46	\$ 0.00
	Travel/Training	\$ 5,600.00	\$ 0.00
	Contractual	\$ 24,550.00	\$ 0.00
	Equipment	\$ 0.00	\$10,000.00
	Other Direct Costs	\$ 10,680.00	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	Sub Total	\$ 87,349.46	\$10,000.00
	WYDOT CAP (8.23%)	<u>\$ 7,188.86</u>	<u>\$ 0.00</u>
	Total	\$ 94,538.32	\$10,000.00

Project Name:	Region 5 Safe Communities – Occupant Protection		
Project Number:	SA-2017-17-SA-04		
Project Sub Recipient:	Injury Prevention Resources		
Funding Source:	402	Performance Target:	C4
Match:	\$10,447.88	Maintenance of Effort:	\$10,447.88
Local Benefit:	\$99,414.12	Capital Equipment:	N/A

Project:

Safe Communities Region #5 consists of Big Horn, Fremont, Hot Springs, Park and Washakie Counties. In 2015, the statewide seat belt usage rate was 79.8%: Big Horn 74.0%, Fremont 83.6%, and Park 72.8%. There were 1,853 crashes in these counties with 34 fatalities and 544 injuries. All 2015 fatalities in Fremont County were unbelted.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving, seat belt usage, speed compliance, distracted driving, and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

The purpose of this grant is to reduce death and injury on highways in Safe Communities Region #5.

This project activities include:

- Conducting a comprehensive May Mobilization media campaign in Region 5 counties;
- Conducting region wide distracted driving, seat belt, child passenger safety, Teen Driver Safety Week (TDSW) media campaigns;
- Partnering with local traffic safety advocates to provide education through but not limited to:
 - Seat Belt Survivor award
 - Life RU Ready
 - Gift of a Mothers Love
 - Safety Rodeos
 - Prime for Life Education
 - Operation Safe Kids
 - Wind River Summer Safety Event
- Attending appropriate safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Attending regional meetings to coordinate events;
- Outreach to WYDOT Regions 3 and 4 with the Safe Communities Program.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Region 5 Safe Communities – Occupant Protection - Continued
Project Number: SA-2017-17-SA-04
Project Sub Recipient: Injury Prevention Resources

	402	Other Safety Partner
Budget Summary: Personal Services	\$ 57,768.00	\$20,000.00
Travel/Training	\$ 12,000.00	\$ 3,250.00
Contractual	\$ 18,000.00	\$ 3,250.00
Equipment	\$ 1,500.00	\$ 0.00
Other Direct Costs	\$ 12,240.00	\$10,000.00
Indirect Costs	\$ 0.00	\$ 0.00
	Sub Total	\$101,508.00 \$36,500.00
WYDOT CAP (8.23%)	\$ 8,354.11	\$ 0.00
	Total	\$109,862.11 \$36,500.00

Project Name:	Attitude and Awareness Survey		
Project Number:	SA-2017-17-SA-05		
Sub Recipient:	Highway Safety Office		
Funding Source:	402	Performance Target:	C4, C5, C6
Local Benefit:	\$0.00	Maintenance of Effort:	\$0.00
Match:	\$4,117.07	Capital Equipment:	N/A

Traffic safety surveys obtain information on the public’s knowledge, opinions, and self reported driving behavior. The population of interest is all Wyoming drivers.

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

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

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual		\$40,000.00
	Equipment	\$	0.00
	Other Direct Costs	\$	0.00
	Indirect Costs	\$	0.00
	Sub Total		\$40,000.00
	WYDOT CAP (8.23%)		\$ 3,292.00
	Total		\$43,292.00

Project Number:	PM-2017-17-PM-01		
Project Name:	Paid Media		
Project Sub Recipient:	WYDOT Public Affairs Office (PAO)		
Funding Source:	402 / Fast Act Distracted Driving		
		Performance Target:	C4, C5, S1
Match:	\$62,754.40	Maintenance of Effort:	\$31,377.20 OP
			\$31,377.20 AL
Local Benefit:	\$149,280.90	Capital Equipment:	N/A

Project:

In 2015, 145 persons were killed and at least 3,824 were injured on Wyoming roadways. Alcohol was involved in 35% of the fatalities and 83 fatalities were unbelted.

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

This project activities include:

- Using data to design messaging that will modify the behaviors of targeted demographics;
- Developing, producing and distributing media messaging to address priority traffic safety programs statewide;
- Design, produce and distribute Distracted Driving messaging;
- Providing Alcohol and Drug Education information for young drivers through Highway Safety presentations with SADD, Click, and Safe Communities;
- Providing highway safety education training opportunities throughout the state;
- Traveling to Traffic Safety Conferences to remain current on media trends and communication strategies;
- Modifying attitudes and behaviors as measured by annual survey;
- Traveling throughout the State on media location shoots as required.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:

Personal Services	\$ 0.00
Travel/Training	\$ 3,200.00
Contractual	\$586,500.00
Equipment	\$ 0.00
Other Direct Costs	\$ 20,000.00
Indirect Costs	\$ 0.00
Sub Total	\$609,700.00
WYDOT CAP (8.23%)	<u>\$ 50,178.31</u>
Total	\$659,878.00

Project Name: Wind River Reservation Occupant Protection/Alcohol Outreach
Project Number: PM-2017-17-PM-02
Project Sub Recipient: Wyoming Department of Transportation – District 5
Funding Source: 402 **Performance Target:** C4, C5
Match: \$8,234.14 **Maintenance of Effort:** \$4,117.07 OP
 \$4,117.074 AL
Local Benefit: \$78,349.86 **Capital Equipment:** N/A

Project:

Wyoming Department of Transportation District 5 is located in the central and northwest part of Wyoming and includes residents of Fremont County and the Wind River Indian Reservation. In 2015, 17 people died on Fremont County roadways, of which, all were unbelted. Motor vehicle crashes were the second-leading cause of accident deaths for this population. The number one contributing factor was alcohol, drugs or both. Based on a three-year average (2013-15) in Fremont County, there were 223 alcohol involved crashes.

This project activities include:

- Retaining a design/creative services consultant for campaign messaging;
- Conducting impaired driving highway safety campaigns;
- Conducting occupant protection media campaigns;
- Traveling to traffic safety conferences and meetings to remain current on traffic safety issues.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting Objectives and the overall Performance Measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 4,000.00
	Contractual	\$76,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$80,000.00
	WYDOT CAP (8.23%)	<u>\$ 6,584.00</u>
	Total	\$86,584.00

Project Name:	Students Against Destructive Decisions (SADD)		
Project Number:	TSP-2017-17-TS-01		
Project Sub Recipient:	SADD National		
Funding Source:	402	Performance Target:	C9
Match:	\$13,889.36	Maintenance of Effort:	\$0.00
Local Benefit:	\$132,160.65	Capital Equipment:	N/A

Project:

Teen drivers have crash rates three times those of driver 20 and older per mile driven. Inability to judge risks leads to speeding and other bad habits like distracted driving and low seat belt use. Moreover, inexperience means teen drivers often don't recognize or know how to respond to hazards appropriately. Since 2005, almost 200 teen drivers have been killed in car crashes in Wyoming. The majority of these teen fatalities were not wearing seat belts.

SADD will focus on the counties with the top ten fatality rates to have the highest impact of teen drivers. According to NHTSA's "Traffic Safety Facts Wyoming 2010-2014" those counties are: Niobara, Platte, Big Horn, Carbon, Converse, Johnson, Hot Springs, Sublette, Campbell and Fremont. SADD will evaluate programs and success based upon numerous factors to ensure that SADD programs are effective in saving lives and reducing injuries.

A comprehensive approach is needed that uses peer to peer model of education, engages parents, and engages communities. SADD will implement a data driven approach to address teen safety.

This project activities include:

- Retaining the services of a State Coordinator, who will serve as the on the ground project manager for all grant related activities;
- Starting SADD chapters across the state by building and strengthening relationships with school districts, law enforcement and Safe Community partners;
- Implementing the Rock the Belt program as part of National Teen Driver Safety Week;
- Supporting "Drive Sober or Get Pulled Over" Mobilization by implementing the "Is it Worth the Risk" program;
- Selecting at least one community to implement round two of the pilot of "U R the Key"
- Implementing the Impact Teen Drivers program, "What Do You Consider Lethal?" to support Distracted Driving Awareness Month;
- Implementing the underage drinking and impaired driving program "Buzzcheck";
- Hosting a training for Law Enforcement and other partners on "Best Practices in Evidence-Based Programming in Teen Traffic Safety";
- Supporting May Mobilization by conducting the "Rock the Belt" program;
- Distributing regular communication to chapters and partners highlighting the efforts of SADD.

Project Name: Students Against Destructive Decisions (SADD) – Continued
Project Number: TSP-2017-17-TS-01
Project Sub Recipient: Highway Safety Office

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 84,676.80
	Travel/Training	\$ 16,500.00
	Contractual	\$ 0.00
	Equipment	\$ 2,250.00
	Other Direct Costs	\$ 19,250.00
	Indirect Costs	<u>\$ 12,267.68</u>
	Sub Total	\$134,944.48
	WYDOT CAP (8.23%)	<u>\$ 11,105.93</u>
	Total	\$146,050.41

Project Name:	Child Passenger Safety Instructors		
Project Number:	K2-2017-17-K2-01		
Project Sub Recipient:	CRMC Injury Prevention/Foundation		
Funding Source:	405 SAFETEA-LU	Performance Target:	C4
Match:	\$100,004.25	Maintenance of Effort:	\$100,004.25
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

In 2014, there were 79 fatally injured occupants that were unbelted, of which, 10 were under the age of 20. The misuse rate for child restraints in Wyoming is at 89.8%.

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.

This project activities include:

- Planning and implementing Standardized Child Passenger Safety Technician Training Classes on a statewide basis;
- Training and completing the instructor candidacy of an employee from Injury Prevention Resources in Fremont County to work with the Child Passenger Safety Program serving the high-risk Native American population;
- Planning and hosting regional Renewal or Refresher Training for technicians;
- Supporting technician efforts by providing supplies and educational materials;
- Planning and hosting an annual Instructor meeting to further the knowledge of the Instructors and collaborate on the progress of the program, possibly linked with a Special Needs training in Wyoming;
- Providing administrative, technical and material support to CPS Technicians, Instructor Candidates and Instructors on conducting awareness classes and facilitating community-based child safety clinics;
- Collaborating with safety partners to streamline efforts educating the public on proper child passenger safety and seat belt usage for the parent/caregiver;
- Traveling to Traffic Safety Conferences and meetings to maintain current on traffic safety issues;
- Providing a quarterly newsletter titled Buckle Up Express which provides CPS and Seat belt information.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Number: K2-2017-17-K2-01- Continued
Project Name: Child Passenger Safety Instructors
Project Sub Recipient: CRMC Injury Prevention/Foundation

		Other Safety Partner	
Budget Summary:	Personal Services	\$ 65,000.00	\$ 99,875.00
	Travel/Training	\$ 5,000.00	\$ 3,000.00
	Contractual	\$ 0.00	\$ 800.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 53,200.00	\$ 41,145.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	Sub Total	\$123,200.00	\$144,820.00
	WYDOT CAP (8.23%)	<u>\$ 10,139.36</u>	<u>\$ 0.00</u>
	Total	\$133,339.36	\$144,820.00

Project Name:	Comprehensive Occupant Protection		
Project Number:	K2-2017-17-K2-02		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	405 SAFETEA-LU	Performance Target:	C4
Match:	\$16,234.50	Maintenance of Effort:	\$16,234.50
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Every year Wyoming has a large number of highway related deaths and serious injuries that could be prevented or reduced through the proper use of occupant restraints. In 2015, there were 83 unbelted fatalities on Wyoming Highways per Wyoming’s Electronic Crash Record System (WECRS). Almost 46% of the unrestrained deaths were 25-39 years of age. Ninety percent of fatalities were either the driver or the front row right occupant. The Highway Safety Office will partner with the many traffic safety advocates to reduce death and injury to unrestrained fatalities.

This project will augment planned activities such as the following local state and national events:

- National Teen Driver Safety Week;
- Halloween Campaign;
- Holiday Campaign (Thanksgiving, Christmas, New Years);
- Super Bowl Media Campaign;
- St. Patrick’s Day Media Campaign;
- May Mobilization;
- State Fair and Rodeo Seasons;
- 4th of July Campaign;
- National Crackdown Campaign;
- National Child Passenger Safety Week;
- Traffic safety summits.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	0.00
	Contractual	\$	0.00
	Equipment	\$	0.00
	Other Direct Costs		\$20,000.00
	Indirect Costs	\$	0.00
	Sub Total		\$20,000.00
	WYDOT CAP (8.23%)		\$ 1,646.00
	Total		\$21,646.00

Project Name:	CLICK		
Project Number:	K2-2017-17-K2-01		
Project Sub Recipient:	Highway Safety Program		
Funding Source:	405 SAFETEA-LU	Performance Target:	C9
Match:	\$53,772.75	Maintenance of Effort:	\$53,772.75
Local Benefit:	N/A	Capital Equipment:	N/A

For the 2015-2016 school year, the Wyoming Department of Education (WDE) reports that in Wyoming schools, there are 6,903 students enrolled in 10th grade, 6,435 students enrolled in 11th grade, and 6,281 students enrolled in 12th grade; totaling 19,619 potential new and/or inexperienced drivers on Wyoming roads. Between 2009 and 2012, Wyoming’s second leading cause of unintentional injury hospitalizations are MVC. Wyoming residents between the ages of 15 and 24 have the highest rates of unintentional motor vehicle-related injury deaths and hospitalizations.

The Click Program will continue to work within the Laramie County School District in grades 7-12 to influence students on the importance of wearing a seat belt.

The project activities include:

- Increasing seat belt usage amongst teen drivers;
- Funding a facilitator to recruit, educate, mentor and influence students on the importance of seat belts;
- Facilitating students conducting classroom presentations on seat belt usage;
- Conducting an observational survey to measure seat belt usage amongst students and faculty;
- Providing surveys to teachers, immediate supervisor and students to gage effectiveness of presentations;
- Partnering with traffic safety partners for media events relating directly to occupant protection.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: CLICK - Continued
Project Number: K2-2017-17-K2-01
Project Sub Recipient: Highway Safety Program

Budget Summary:	Personal Services	\$57,275.39
	Travel/Training	\$ 3,400.00
	Contractual	\$ 720.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 2,750.00
	Indirect Costs	<u>\$ 0.00</u>
		Sub Total \$66,245.39
	WYDOT CAP (8.23%)	<u>\$ 5,452.00</u>
	Total	\$71,697.39

Project Name: Occupant Protection Overtime Enforcement
Project Number: M2HVE-2017-17-HV-01
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Funding Source: 405b **Performance Target:** C4
Match: \$71,659.00 **Maintenance of Effort:** \$71,659.00
Local Benefit: N/A **Capital Equipment:** N/A

Project:

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

This project activities include:

- Providing grant funded opportunities to all local law enforcement agencies within the State on a data driven basis;
- Ensuring the grant funds will be event based and will include the May Mobilization Campaign as a mandatory event;
- Ensuring that seat belt citations are issued in conjunction with probable cause citations.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$300,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs 10.35%	<u>\$ 31,050.00</u>
	Sub Total	\$331,050.00
	WYDOT CAP (8.23%)	<u>\$ 27,245.42</u>
Total	\$358,295.42	

Project Number:	M2HVE-2017-17-HV-02		
Project Name:	Occupant Protection Overtime		
Project Sub Recipient:	Wyoming Highway Patrol		
Funding Source:	405b	Performance Target:	C4
Match:	\$32,469.00	Maintenance of Effort:	\$32,469.00
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

There are many causal factors involved in traffic related crashes. Speed and a lack of seat belt usage in crashes are top traffic safety priorities in every county. In 2015, there were 81 unbelted fatalities and 56 speed related fatalities.

WHP will conduct overtime occupant protection enforcement using speed as a trigger offense for Wyoming's Seat Belt Law. Radar units will be provided as they are a proven tool to reduce crash injuries and fatalities.

This project activities include:

- Ensuring funding distribution is based on data;
- Ensuring the grant funds will be event based and will include the May Mobilization Campaign as a mandatory event;
- Ensuring that seat belt citations are issued in conjunction with probable cause citations.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$150,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	\$150,000.00
	WYDOT CAP (8.23%)	<u>\$ 12,345.00</u>
	Total	\$162,345.00

Project Name:	Observation Seatbelt Survey		
Project Number:	M2PE-2017-17-PE-01		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	405b	Performance Target:	C4
Match:	\$27,057.60	Maintenance of Effort:	\$27,057.60
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Wyoming's 2015 observed seat belt use rate was 79.8%. This is up 0.6% from 79.2% in 2014. The Highway Safety Office will continue efforts to increase seat belt usage and decrease unrestrained fatalities as evidenced by the results of this survey.

This project activities include:

- Retaining the professional services of a consultant to conduct the annual survey*;
- Updating Collection Sites in FFY2017;
- Updating ipad technology and training materials from previous year;
- Conducting Observer training and field monitoring training;
- Performing statewide seat belt observation survey and calculate current usage rates;
- Providing a final report using the NHTSA approved methodology for the State of Wyoming.

*The consultant will conduct the observer training, Surveys, train and supervise project staff, data processing, quality control and analysis and final survey report.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$	0.00
	Travel/Training	\$	37,000.00
	Contractual	\$	88,000.00
	Equipment	\$	0.00
	Other Direct Costs	\$	0.00
	Indirect Costs	\$	0.00
	Sub Total		\$125,000.00
	WYDOT CAP (8.23%)		\$ 10,287.50
	Total		\$135,287.50

Project Name:	Wyoming Task Force on Occupant Protection Facilitator		
Project Number:	M2PE-2017-17-PE-02		
Project Sub Recipient:	WYDOT-Highway Safety Office		
Funding Source:	405b	Performance Target:	C4
Match:	\$23,810.60	Maintenance of Effort:	\$23,810.60
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Wyoming residents have a history of low seatbelt usage that is well below the national average. The state also has the highest fatality rate in the nation for all passenger vehicles. In 2015, there were 83 unbelted fatalities on Wyoming Highways per Wyoming’s Electronic Crash Record System (WECRS). Almost 46% of the unrestrained deaths were 25-39 years of age. Ninety percent of fatalities were either the driver or the front row right occupant. The Wyoming Task Force was reformed at the behest of the Governor in response to high unrestrained fatalities. The Strategic Plan of the Task is *“To increase seatbelt usage in Wyoming to prevent fatalities and decrease the number and severity of injuries in traffic crashes”*.

This project will include but not limited to the following activities:

- Hiring a coordinator who is responsible for the functions of the Wyoming Task Force on Occupant Protection that will result in the drafting of a state-wide Strategic Plan;
- Facilitating presentations and discussions at meetings;
- Attending traffic safety related trainings and conferences.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 10,000.00
	Contractual	\$100,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$110,000.00
	WYDOT CAP (8.23%)	<u>\$ 9,053.00</u>
	Total	\$119,053.00

Project Name:	Electronic Reporting System		
Project Number:	M3DA-2017-17-DA-01		
Project Sub Recipient:	Department of Health – Emergency Medical Services		
Funding Source:	405c	Performance Target:	S-T2
Match:	\$16,255.60	Maintenance of Effort:	\$16,255.60
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

EMS is transitioning statewide providers from manual paper-reporting format to a single electronic patient care report (known as WATRS - Wyoming Ambulance and Trip Reporting System). WATRS single entry system will improve data quality and timeliness for EMS and trauma care reporting. EMS and trauma data are described as important components of the ideal traffic records system in NHTSA's 2011 Model Performance Measures for State Traffic Records Systems, NHTSA's Traffic Records Program Assessment Advisory and NHTSA's 2014 Wyoming Traffic Records Assessment final report.

In 2014, a total of 108 agencies/hospitals are operating in Wyoming. Of these, 27 of 29 hospitals, 60 of 63 ambulance services, four of five fire non-transporting, and four of 11 air services are using WATRS. Timeliness of records went from an average 110 days to an average of 6 days through WATRS in 2015. More than 88% (95 of 108) Wyoming providers are using the system.

This system contributes to the completeness of the state's EMS traffic records system by achieving 100% usage of WATRS statewide.

The project activities include:

- Providing software hosting, maintenance, support and upgrades to the existing WATRS system at 50% for year 2 of a 3 year phase out schedule;
- Providing continued support at 35% demonstrated proportional share for training and travel by the EMS staff in the use of the system;
- Providing continued training to EMS staff/providers by the vendor in the use of the system;
- Standardizing Trauma Registry data through development of a data dictionary in compliance with the National Trauma Data Bank;
- Becoming 100% NEMSIS compliant specific to electronic reporting;
- Continuing to work towards integrating crash records with the injury matrix in WATRS.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Electronic Reporting System – Continued
Project Number: M3DA-2017-17-DA-01
Project Sub Recipient: Department of Health – Emergency Medical Services

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 4,620.00
	Contractual	\$66,075.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	EMS Indirect Costs (21.5%)	<u>\$ 4,402.13</u>
	Sub Total	\$75,097.13
	WYDOT CAP (8.23%)	<u>\$ 6,180.49</u>
	Total	\$81,277.62

Project Name: Highway Safety Data Integration, Analysis and Reporting
Project Number: M3DA-2017-17-DA-02
Project Sub Recipient: Highway Safety Office
Funding Source: 405c **Performance Target:** S-T5
Match: \$36,798.20 **Maintenance of Effort:** \$36,798.20
Local Benefit: N/A **Capital Equipment:** N/A

Project:

The Wyoming Electronic Crash Reporting System (WECRS) and Safety and Planning Operational Database (SPOD) are two of the main databases relied upon to identify, develop, and evaluate traffic safety countermeasures in Wyoming. Enhancements are necessary to meet the data driven demands of end users.

This project activities include:

- Building upon the existing CARE/WebCARE platform, adding multiple services such as map-based reporting that can be accessed by safety analysts as well as by other end users;
- Providing the capability to display information derived from multiple data sets and to streamline the execution of the Extract, Transfer and Load (ETL);
- Providing data driven decision making tools for traffic safety professionals to address highway safety problems;
- Training basic and advanced analysts/users (inside/outside WYDOT) in query capabilities;
- Retaining services of a consultant.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$170,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$170,000.00
	WYDOT CAP (8.23%)	<u>\$ 13,991.00</u>
	Total	\$183,991.00

Project Name:	Traffic Records IT Specialist		
Project Number:	M3DA-2017-17-DA-03		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	405c	Performance Target:	S-T6
Match:	\$25,975.20	Maintenance of Effort:	\$25,975.20
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

The Wyoming Electronic Crash Records System (WE CRS) is one of the most important databases for identifying traffic safety problems. It provides a historical perspective and up-to-date data that allows for targeted problem analysis and countermeasure design. Due to the complex nature of this database, the 300 data elements captured, and the linkages with law enforcement and EMS, there is a constant and critical need for quality assurance and technical expertise regarding the integration of data.

This project activities include:

- Providing an accurate database of traffic records information for evaluation and targeting high risk demographics for appropriate countermeasure strategies;
- Retaining the services of an IT professional to serve as the Traffic Records IT Specialist;
- Maintaining and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality;
- Integrating and link databases within the State of Wyoming for data analysis;
- Updating, enhancing and maintaining processes and tools developed for Highway Safety Management;
- Traveling in and out of state to assist partners with database issues, and travel to traffic safety conferences as requested.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$115,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$120,000.00
	WYDOT CAP (8.23%)	<u>\$ 9,876.00</u>
	Total	\$129,876.00

Project Name:	Traffic Records Geolocation GIS Service		
Project Number:	M3DA-2017-17-DA-04		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	405c	Performance Target:	S-T3
Match:	\$25,975.20	Maintenance of Effort:	\$25,975.20
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Crash location data errors have been identified in Wyoming Electronic Crash System (WECRS) by law enforcement and end users. Within WECRS, the Linear Referencing System (LRS) and GIS quality and accuracy measures do not meet WYDOT's standards.

This project activities include:

- Providing quality data for which traffic safety professionals can identify appropriate countermeasures to a targeted demographic;
- Three offices within WYDOT and the consultant collaboratively developing a web based, mapped based location system for use by end users;
- Retaining services of a consultant.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$115,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$120,000.00
	WYDOT CAP (8.23%)	<u>\$ 9,876.00</u>
	Total	\$129,876.00

Project Name:	Geolocating (GCID)		
Project Number:	M3DA-2017-17-DA-05		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	405c	Performance Target:	S-T5
Match:	\$4,329.20	Maintenance of Effort:	\$4,329.20
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Alcohol was involved in 59.2% of all custodial arrests. Driving under the influence arrests accounted for 26.3% of all arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The average reported BAC for 536 persons who were arrested for DUI after being involved in a traffic crash was 0.17. (Source: 2015 Alcohol and Crime in Wyoming).

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

This project activities include:

- Creating an integrated data set regarding alcohol use and crashes that can be used to drive decisions to improve traffic safety, in areas such as enforcement, policy and legislation;
- Obtaining crash, citation and arrests involving alcohol data sets for a pilot county;
- Obtaining locations of liquor licensees;
- Demonstrating various ways to integrate the data sets to determine which methodology provides the best results;
- Identifying recommended improvements to the different data sets and methods of combining the data for analysis.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$20,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	\$20,000.00
WYDOT CAP (8.23%)	<u>\$ 1,646.00</u>	
Total	\$21,646.00	

Project Name:	FARS		
Project Number:	M3DA-2017-17-DA-06		
Project Sub Recipient:	Highway Safety Program		
Funding Source:	405c	Performance Target:	C1
Match:	\$1,298.80	Maintenance of Effort:	\$1,298.80
Local Benefit:	N/A	Capital Equipment:	N/A

The Wyoming Department of Transportation is charged with the task of collecting and entering data into FARS. Additional funding is needed to cover the labor cost above the \$27,000 that NHTSA provides to the State through cooperative agreement DTNH22-12-H-00145. This project purpose is to cover the costs above the \$27,000 of collecting and entering data into the FARS database through September June 30, 2017.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$6,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	<u>\$6,000.00</u>
	WYDOT CAP (8.23%)	<u>\$ 493.80</u>
	Total	\$6,493.80

Project Name:	Computer Software		
Project Number:	M3DA-2017-17-DA-07		
Project Sub Recipient:	Attorney General		
Funding Source:	405c	Performance Target:	S-T5
Match:	\$12,987.60	Maintenance of Effort:	\$12,987.60
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Law enforcement officers must be Peace Officer Standards and Training (POST) certified before having the ability to take enforcement action of Wyoming traffic laws. POST tracks the vast, detailed training records for thousands of officers state wide to ensure compliance with legislative mandates for peace officer certification. POST currently maintains approximately 9,500 records of past and present peace officers. There are 39,000 fields entered manually every year into the 4,000 active files.

The current method of tracking records is through a stand-alone Access Database which lends itself to errors, integration challenges and timing issues certifying peace officers. Rosters come on a daily basis of continuing education credits from various organizations and trainings state wide. Additionally, all DRE/SFST/ARIDE certified peace officers are tracked by the Impaired Driving Program Manager in an Excel file.

This project activities include:

- Providing an up-to-date and accurate database that will allow for integration of data with the Wyoming Law Enforcement Academy (WLEA) and Wyoming law enforcement agencies to allow access for the peace officer and their agency to track certification status;
- Adding a Document Manager module to the system. Upgrades to the system will be rolled out every 6 to 8 weeks to ensure proper management;
- Establishing a database module that tracks DRE, SFST, and ARIDE training and continue to integrate the historical software to merge;
- Allowing peace officers read-only access and agency administrators rights to update the records to maintain up-to-date certification of all law enforcement officers. System administrators will enter training records, course accreditations requests, change in status forms (hiring/firing), etc.;
- Providing training curriculum records, instructor certification reports and expert testimony regarding peace officer training competencies to increase evidentiary support towards the successful prosecutions of traffic offenses and felonies.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Computer Software- Continued
Project Number: M3DA-2017-17-DA-07
Project Sub Recipient: Attorney General

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$60,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$60,000.00
	WYDOT CAP (8.23%)	<u>\$ 4,938.00</u>
	Total	\$64,938.00

Project Name: Traffic Records Project Manager
Project Number: M3DA-2017-17-DA-08
Project Sub Recipient: Highway Safety Office
Funding Source: 405c **Performance Target:** S-T1-6
Match: \$32,469.00 **Maintenance of Effort:** \$32,469.00
Local Benefit: N/A **Capital Equipment:** N/A

Project:

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 keep the highway safety data and traffic records systems up-to-date.

This project will fund a Project Coordinator that will assist on-going and future activities to ensure the success of the projects in the WYTRCC Strategic Plan.

This project activities include:

- Retaining services of a project coordinator;
- Developing and documenting long-term processes that ensure uniformity and compatibility of traffic records data sources;
- Providing expertise in correlating existing plans (e.g. Traffic Records Strategic Plan, Highway Safety Plan);
- Assisting in project associated work flow integration;
- Assisting with the preparation of the FAST ACT- 405c grant application;
- Traveling to Traffic Safety Conferences as requested.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 5,000.00
	Contractual	\$145,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	\$150,000.00
	WYDOT CAP (8.23%)	<u>\$ 12,345.00</u>
	Total	\$162,345.00

Project Name:	DUI Mobile Command Post		
Project Number:	M5HVE-2017-17-HV-01		
Project Sub Recipient:	Cheyenne Police Department		
Funding Source:	405d	Performance Target:	C5
Match:	\$21,646.00	Maintenance of Effort:	\$21,646.00
Local Benefit:	\$0.00	Capital Equipment:	N/A

Project:

In order to significantly reduce the percentage of alcohol-involved crashes in Wyoming, ongoing strategies and a data driven approach are needed to target this recurring and dangerous problem of DUI in Cheyenne and Laramie County.

Statistics provided by Alcohol and Crime in Wyoming 2015 indicate that:

- Alcohol was involved in 59.2% of all Statewide custodial arrests and 26.3% were DUI's;
- Alcohol was involved in 59.1% of all custodial arrests in Cheyenne and Laramie County;
- The average DUI blood alcohol content (BAC) reported in all DUI arrests was 0.16, which is nearly double the legal limit;
- Alcohol involvement was reported in the 170,221 reported arrests during the last eight years indicates that alcohol is the drug that has the greatest influence on fatal crashes and crime in Wyoming.

Laramie County is one of the most populous counties in the State, accounting for 30.0% of the population and 20.3% of all DUI arrests in the State.

This project activities include:

- Participating in seven (7) D.U.I. Task Force Events, that include all national campaigns, scheduled for FY2017 in Cheyenne and Laramie County;
- Participating in at least three (3) data driven D.U.I. Task Force Events outside of Laramie County;
- Participating in at least two (2) community oriented educational events regarding the dangers of D.U.I.;
- Participating in media events centering on the use of the D.U.I. Mobile Command Post statewide, as requested;
- Providing overtime salary for a dispatcher and phlebotomist assigned to law enforcement efforts associated with the DUI Mobile Command Post;
- Partnering with law enforcement agencies outside of Laramie County to bring the DUI Mobile Command Post to other Wyoming communities for both DUI task force and educational events.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Number: M5HVE-2017-17-HV-01 - Continued
Project Name: DUI Mobile Command Post
Project Sub Recipient: Cheyenne Police Department

Budget Summary:	Personal Services	\$ 55,000.00
	Travel/Training	\$ 15,000.00
	Contractual	\$ 28,500.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 1,500.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$100,000.00
	WYDOT CAP (8.23%)	<u>\$ 8,230.00</u>
	Total	\$108,230.00

Project Name: DUI Overtime Enforcement
Project Number: M5HVE-2017-17-HV-02
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Funding Source: 405d **Performance Target:** C5
Match: \$101,517.00 **Maintenance of Effort:** \$101,517.00
Local Benefit: N/A **Capital Equipment:** N/A

Project:

Driving under the influence arrests accounted for 3,757 (26.3%) of all city/county arrests in 2015 with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The age group with the highest percentage of DUI arrests was 21 – 25 (17%). Impaired riding resulted in 6 of the 23 fatal motorcycle crashes and 28 of the 275 injury motorcycle crashes on Wyoming roadways.

This project activities include:

- Ensuring the grant funds will be event based and will include the National Crackdown – Alcohol and Holiday Season campaign as mandatory events;
- Ensuring funding distribution is based on data;
- Ensuring impaired riding is a targeted event;
- Ensuring sustained enforcement of Wyoming’s DUI laws;
- Assisting in the decrease of impaired driving fatalities.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$425,000.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs 10.35%	<u>\$ 43,987.50</u>
	Sub Total	\$468,987.50
	WYDOT CAP (8.23%)	<u>\$ 38,597.67</u>
	Total	\$507,585.17

Project Name:	DUI Overtime Enforcement		
Project Number:	M5HVE-2017-17-HV-03		
Project Sub Recipient:	Wyoming Highway Patrol		
Funding Source:	405d	Performance Target:	C5
Match:	\$43,292.00	Maintenance of Effort:	\$43,292.00
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Driving under the influence arrests accounted for 3,757 (26.3%) of all arrests with an average reported blood alcohol content (BAC) statewide of 0.16. Forty-nine percent of the persons arrested for DUI had a reported BAC level above 0.16 and 11% had a BAC of 0.24 or greater. The age group with the highest percentage of DUI arrests was 21 – 25 (17%). Driving under the influence is still a problem in Wyoming.

Impaired riding is a challenge in Wyoming during the short riding season filled with a number of motorcycle rallies (Ham 'n Jam, Sturgis, etc). There is an influx of motorcycles seen throughout Wyoming in spring, summer and fall. In 2015, there were 351 motorcycle crashes in which 324 were injured motorcyclists. Additionally, impaired riding resulted in 6 of the 23 fatal motorcycle crashes and 28 of the 275 injury motorcycle crashes on Wyoming roadways.

This project activities include:

- Reducing DUI related fatalities statewide by providing overtime enforcement;
- Ensuring overtime enforcement is based on data;
- Ensuring the overtime enforcement will include the National Crackdown, Holiday Season (mandatory events) and other impaired driving events;
- Increasing enforcement of impaired riding during peak riding months, particularly around areas of high tourism traffic;
- Displaying variable messages in and around the State to notify the motoring public of any delays due to large traffic volume or crashes;
- Partnering with other agencies, both intrastate and interstate jurisdictions, with impaired riding enforcement associated with area rallies.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$200,000.00
	Travel/Training	\$ 0.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	\$ 0.00
	Sub Total	\$200,000.00
	WYDOT CAP (8.23%)	\$ 16,460.00
	Total	\$216,460.00

Project Number:	M5IDC-2017-17-ID-01		
Project Name:	Region 5 Safe Communities - Alcohol		
Project Sub Recipient:	Injury Prevention Resources		
Funding Source:	405d	Performance Target:	C5
Match:	\$14,756.60	Maintenance of Effort:	\$14,756.60
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Safe Communities, Region 5 is made up of the following counties: Big Horn, Fremont, Hot Springs, Park and Washakie. Fremont county is home to the Wind River Indian Reservation. In Fremont County, alcohol was a factor in 11 fatal crashes resulting in 15 injuries and 15 fatalities. Big Horn County had 3 alcohol related crashes with 3 fatalities with Hot Springs and Park counties each having 1 alcohol related fatality.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

This project activities include:

- Conducting a comprehensive August Crackdown media campaign in Region 5 counties;
- Conducting region wide Halloween, Holiday, Superbowl, St. Patrick’s Day, 4th of July media campaigns;
- Having presence at community events to educate attendees about impaired driving;
- Conducting impaired driving education at community events to include county fairs and rodeos, Wind River Summer Safety Event, etc.;
- Conducting comprehensive impaired driving campaigns to include:
 - CWC/NWC Awareness Weeks (College)
 - Life R U Ready
 - Teen Driver Danger Education
 - Prime for Life
- Attending appropriate safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Attending regional meetings to coordinate events;
- Reducing impaired driving fatalities in all Region 5 counties.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Region 5 Safe Communities - Alcohol - Continued
Project Number: M5IDC-2017-17-ID-01
Project Sub Recipient: Injury Prevention Resources

		Other Safety Partners	
Budget Summary:	Personal Services	\$38,512.00	\$20,000.00
	Travel/Training	\$ 8,000.00	\$ 3,250.00
	Contractual	\$12,000.00	\$ 3,250.00
	Equipment	\$ 1,500.00	\$ 0.00
	Other Direct Costs	\$ 8,160.00	\$10,000.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	Sub Total	\$68,172.00	\$36,500.00
	WYDOT CAP (8.23%)	<u>\$ 5,610.56</u>	<u>\$ 0.00</u>
	Total	\$73,782.56	\$36,500.00

Project Name:	Safe Communities Region 1 – Alcohol		
Project Number:	M5IDC-2017-17-ID-02		
Project Sub Recipient:	CRMC Injury Prevention Foundation		
Funding Source:	405d	Performance Target:	C5
Match:	\$31,879.20	Maintenance of Effort:	\$31,879.20
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Region 1 Safe Communities include Albany, Carbon, Goshen and Laramie Counties. In 2015 in Laramie County, there were a total of 446 total DUI arrests with an average BAC level of 0.18; of those 446 DUI arrests, 66 resulted in traffic crashes and 3 fatalities. Albany County accounted for 304 DUI arrests and 88.2% of traffic crashes involved alcohol and 11.8% of traffic crashes involved drugs. In Carbon County there were 195 DUI arrests and the average BAC level was .15. In Goshen County, there were 55 DUI arrests and 75% of the traffic crashes involved alcohol and the average BAC level of those traffic crashes was .13.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

This project activities include:

- Conducting a comprehensive August Crackdown media campaign in Region 1 counties;
- Creating a media toolkit for combined statewide effort with other Safe Communities for radio spots, billboards, TV interviews, social media and print advertising;
- Conducting region wide Halloween, Holiday, Super Bowl, St. Patrick’s Day, 4th of July media campaigns;
- Providing impaired driving education at community events such as UW Awareness Campaign for the football and basketball season;
- Providing outreach to District 3 and 4 with the Safe Communities Program;
- Attending appropriate safety conferences to strengthen the knowledge base of staff members and network with coordinators in other states;
- Attending quarterly regional meetings;
- Partnering with traffic safety professionals to include local PMOs to provide community wide education.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Number: M5IDC-2017-17-ID-02- Continued
Project Name: Safe Communities Region 1 – Alcohol
Project Sub Recipient: CRMC Injury Prevention Foundation

Budget Summary:

		Other Safety Partner
Personal Services	\$ 63,635.00	\$11,200.00
Travel/Training	\$ 9,500.00	\$ 0.00
Contractual	\$ 64,000.00	\$ 400.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 15,800.00	\$ 7,500.00
Indirect Costs	\$ 0.00	\$ 0.00
	Sub Total	\$19,100.00
WYDOT CAP (8.23%)	\$ 12,586.55	\$ 0.00
	Total	\$19,100.00

Project Number:	M5IDC-2017-17-ID-03		
Project Name:	Region 2 Safe Communities - Alcohol		
Project Sub Recipient:	Wyoming Medical Center		
Funding Source:	405d	Performance Target:	C5
Match:	\$13,369.00	Maintenance of Effort:	\$13,369.00
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

Safe Communities, Region 2 is made up of the following counties: Converse, Natrona, Niobrara and Platte. Each county is very different. Natrona County is home to Wyoming's second most populous city and had more crashes, at 2,360, than any other county in 2015. By contrast, Niobrara County is the least populated county in the state and had 64 crashes in 2015. In Converse County, one fatality was related to alcohol use. In Natrona County, alcohol was a factor in 6 fatal crashes resulting in 4 injuries and 7 fatalities. Platte County had 2 alcohol related crashes with two fatalities.

Safe Community efforts at the city and county level introduce highway safety messaging and programs with the intent of modifying behaviors toward drinking and driving and/or other data-driven program areas through evidence-based countermeasures. Countermeasure interventions will be appropriate for the over-represented (target) audiences and will reduce death and injury in each jurisdiction.

This project activities include:

- Conducting a comprehensive August Crackdown and holiday media campaign in Region 2 counties;
- Conducting region wide Halloween, Holiday, Superbowl, St. Patrick's Day, 4th of July media campaigns;
- Conducting community educational events about the dangers of impaired driving;
- Partnering with traffic safety advocates such as: Governor's Council on Impaired Driving (GCID), Prevent Alcohol and Risk-Related Trauma in Youth (PARTY), Natrona County Alcohol Taskforce, Natrona County Prevention Coalition; and Prevention Management Organization on impaired driving projects/initiatives;
- Providing outreach and support to counties developing a Safety Communities Program.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Region 2 Safe Communities – Alcohol - Continued
Project Number: M5IDC-2017-17-ID-03
Project Sub Recipient: Wyoming Medical Center

			Other Safety Partner
Budget Summary:	Personal Services	\$ 38,132.00	\$ 0.00
	Travel/Training	\$ 2,680.00	\$ 0.00
	Contractual	\$ 20,950.00	\$ 0.00
	Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 0.00	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	Sub Total	\$ 61,762.00	\$ 4,500.00
	WYDOT CAP (8.23%)	<u>\$ 5,083.01</u>	<u>\$ 0.00</u>
	Total	\$ 66,845.01	\$ 4,500.00

Project Name:	GCID Paid Media		
Project Number:	M5PEM-2017-17-PM-01		
Project Sub Recipient:	WYDOT Public Affairs Office (PAO)		
Funding Source:	405d	Performance Target:	C5
Match:	\$108,230.00	Maintenance of Effort:	\$108,230.00
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

In 2015, 75% of the 15,996 persons arrested were alcohol and/or drug related. The profile of the average person taken to jail in Wyoming continues to be relatively consistent with previous years: The typical offender is male with an average age of 35. The Governor's Council on Impaired Driving (GCID), through Public Affairs Office, is working to make the public aware of highway safety issues related to impaired driving.

Specifically, the PAO will assist the Council in educating and informing the public about the dangers of impaired driving. PAO will make recommendations, provide creative services (concepts, messaging, themes, slogans, design, video, photo, etc.), arrange for media buys, and contract with vendors and consultants.

The PAO will make the public aware of traffic issues through multi-media communication and outreach. The highway safety efforts are undertaken on a statewide basis with the cooperation of various partners, including the Governor's Council on Impaired Driving.

The GCID is ultimately responsible for how and when to spend grant funds for media.

This project activities include:

- Using data to design messaging that will modify the behaviors of targeted demographics;
- Developing, producing and distributing media messaging to address priority traffic safety programs statewide;
- Providing Alcohol and Drug Education information to young drivers;
- Traveling to Traffic Safety Conferences to remain current on media trends and communication strategies;
- Reducing impaired driving deaths and injuries on Wyoming roads;
- Modifying attitudes and behaviors as measured by annual survey;
- Traveling throughout the State on media location shoots as required.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: GCID Paid Media - Continued
Project Number: M5PEM-2017-17-PM-01
Project Sub Recipient: WYDOT Public Affairs Office (PAO)

Budget Summary:

Personal Services	\$	0.00
Travel/Training	\$	0.00
Contractual		\$500,000.00
Equipment	\$	0.00
Other Direct Costs	\$	0.00
Indirect Costs	\$	<u>0.00</u>
	Sub Total	\$500,000.00
WYDOT CAP (8.23%)		<u>\$ 41 150.00</u>
	Total	\$541,150.00

Project Name: Impaired Driving Program Manager
Project Number: M5TR-2017-17-TR-01
Project Sub Recipient: Highway Safety Office
Funding Source: 405d **Performance Target:** C5
Match: \$47,621.20 **Maintenance of Effort:** \$47,621.20
Local Benefit: N/A **Capital Equipment:** N/A

Project:

The data from 2011-2015 demonstrates that 33.5% of fatal traffic crashes involved an impaired driver and 34.2% of the fatalities involved alcohol and/or drugs. In 2015, 37.2% of the fatalities involved alcohol and/or drugs. In 2013, over 3,700 DUI arrests were made by all Wyoming law enforcement officers. Although there has been no state-wide data collected on the prevalence of drug-impaired drivers, other informal measures support the notion that these drivers are on the rise.

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

The project activities include:

- Supporting a DECP Program Manager for the State of Wyoming;
- Retaining a SFST/ARIDE State Coordinator to coordinate SFST and ARIDE training activities, develop and maintain an official SFST training database;
- Providing Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Standardized Field Sobriety Test (SFST) trainings;
- Conducting a statewide Impaired Driving Conference to be held in Spring 2017;
- Attending traffic safety conferences and meetings.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:		Other Safety Partner
Personal Services	\$127,700.00	\$250,000.00
Travel/Training	\$ 30,000.00	\$ 0.00
Contractual	\$ 47,300.00	\$ 0.00
Equipment	\$ 0.00	\$ 0.00
Other Direct Costs	\$ 15,000.00	\$ 0.00
Indirect Costs	\$ 0.00	\$ 0.00
Sub Total	\$220,000.00	\$250,000.00
WYDOT CAP (8.23%)	\$ 18,106.00	\$ 0.00
Total	\$238,106.00	\$250,000.00

Project Name:	Traffic Safety Resource Prosecutor (TSRP)		
Project Number:	M5IS-2017-17-IS-01		
Project Sub Recipient:	City of Laramie		
Funding Source:	405d	Performance Target:	C5
Match:	\$35,771.60	Maintenance of Effort:	\$35,771.60
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

The TSRP position is designed to address the needs of prosecutors who contend with traffic safety problems in Wyoming. The TSRP program was created to provide local law enforcement and prosecutors with a veteran prosecutor, specializing in impaired driving, who supports their efforts through training, education, legal research, and technical assistance. The goals of the TSRP program are to develop strategies and tactics aimed at reducing impaired driving, and to improve the quality of the investigations and prosecutions around the state. The focus of this position is on solving the many problems associated with violation of Wyoming traffic laws. This position is especially important as it relates to DUI enforcement and prosecution. Drugs compound this problem today, as Wyoming shares a border with a recreational/medical marijuana state.

There is a considerable need for DWUI education for prosecutors and law enforcement, which the TSRP program is prepared to accomplish.

This project activities include:

- Increasing successful investigations/prosecutions of driving while under the influence cases;
- Training prosecutors and law enforcement personnel in the areas of SFST, ARIDE, and DREs through presentations/webinars/trainings as appropriate;
- Maintaining and manage the TSRP section on the WYDOT website by adding important links and resources as appropriate;
- Serving as a liaison between prosecutors, courts, the DMV, law enforcement agencies, and other traffic safety professionals on traffic safety issues;
- Attending National, Regional, and State Trainings and Conferences related to Impaired Driving to remain current on traffic safety issues and network with other state TSRP's;
- Being a resource for the Governor's Council on Impaired Driving, and the WASCOP Traffic Safety Committee;
- Participating in and assist with the development of the Wyoming Impaired Driving Conference;
- Increasing impaired driving prosecutions.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Project Name: Traffic Safety Resource Prosecutor (TSRP) - Continued
Project Number: M5IS-2017-17-IS-01
Project Sub Recipient: City of Laramie

		City of Laramie	
Budget Summary:	Personal Services	\$148,563.00	\$ 52,555.00
	Travel/Training	\$ 10,100.00	\$ 0.00
	Contractual	\$ 1,344.00	\$ 0.00
	Non-Major Equipment	\$ 0.00	\$ 0.00
	Other Direct Costs	\$ 5,250.00	\$ 14,200.00
	Indirect Costs	<u>\$ 0.00</u>	<u>\$ 0.00</u>
	Sub Total	\$165,257.00	\$ 66,755.00
	WYDOT CAP (8.23%)	<u>\$ 13,600.65</u>	<u>\$ 0.00</u>
	Total	\$178,857.65	\$216,957.00

Project Name: Governor’s Council on Impaired Driving Facilitator
Project Number: M5IS-2017-17-IS-02
Project Sub Recipient: Johnson and Associates
Funding Source: 405d **Performance Target:** C5
Match: \$40,770.20 **Maintenance of Effort:** \$40,770.20
Local Benefit: N/A **Capital Equipment:** N/A

Project:

The primary role of government is to protect the health, safety and welfare of its citizens. Impaired driving is a major cause of preventable deaths and injuries in traffic crashes. More effective policies and programs to deal with impaired driving issues in order to reduce impaired driving can be developed through ongoing work by a dedicated team. Wyoming’s citizens and governmental leaders support will benefit from a proactive approach to preventing deaths, injuries and the costs associated with impaired driving.

The project activities include:

- Facilitating the work of the Governor's Council on Impaired Driving;
- Providing a forum for research, discussion and planning to reduce the incidence of impaired driving in Wyoming;
- Identifying priority issues and prevention strategies related to impaired driving; Coordinate and implement;
- Reporting the activities of the Council to the Governor;
- Maintaining the Council’s public website: <http://www.wygcid.org>;
- Traveling as required as facilitator or member of the Governor’s Council on Impaired Driving.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$104,400.00
	Travel/Training	\$ 18,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 65,950.00
	Indirect Costs	\$ 0.00
	Sub Total	\$188,350.00
	WYDOT CAP (8.23%)	\$ 15,501.21
	Total	\$203,851.21

Project Name:	Law Enforcement Coordination – Alcohol		
Project Number:	M5OT-2017-17-OT-01		
Project Sub Recipient:	Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)		
Funding Source:	405d	Performance Target:	C5
Match:	\$17,914.80	Maintenance of Effort:	\$17,914.80
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

WASCOP will oversee the administration of the of the Selective Traffic Enforcement Program grants. There are approximately 60 individual grant applications each year. The efficient administration of these grants and the effective coordination of all local grant funded enforcement activities is a critical component of the state’s Highway Safety Plan. The process must satisfy NHTSA and WYDOT Highway Safety Office requirements, rules and regulations.

This project will coordinate the Enhanced Impaired Driving Enforcement Initiative. This consolidated approach will result in effective and coordinated grant funded enforcement activities associated with national, state, local and targeted events.

The project activities include:

- Processing and administering all authorized Highway Safety Selective Traffic Enforcement Program grants for FY 2017;
- Assessing and improving existing law enforcement grants management system;
- Maintaining with the HSO the online/consolidated grant reporting system currently in use;
- Providing all grant announcements, information and follow-up to law enforcement agencies;
- Monitoring and record event activity reports submitted by grantee agencies;
- Providing the Highway Safety Office with official reports of law enforcement overtime grant activities and productivity numbers; of contribution to state core measures;
- Reviewing vouchers submitted by grantee agencies for accuracy and conformity with grant requirements and process reimbursement payments;
- Ensuring that all necessary and required grant documentation is reported and recorded;
- Providing campaign media/events assistance to local law enforcement agencies;
- Coordinating all state activities with national initiatives;
- Assisting coordination of all local and state traffic safety initiatives;
- Traveling as required to facilitate/participate in Traffic Safety Committee meetings, including travel associated with in-state and out-of-state Traffic Safety Conferences as needed or that are specifically related to this project;
- Submitting monthly administrative overview and summary report of all grant activity to HSO;
- Scheduling and coordinate/facilitate regional or statewide meetings for all law enforcement grantee agencies as needed, directed by HSO;
- Coordinating the FY2018 grant application process for law enforcement;

Project Name: Law Enforcement Coordination – Alcohol- Continued
Project Number: M5OT-2017-17-M5-01
Project Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

- Providing technical assistance and coordination services upon request of grantee agencies or as directed by WASCOP or Highway Safety Office;
- Maintaining a communication/project management system for all participants;
- Scheduling meetings of designated representatives of the HSO, WASCOP and Johnson and Associates to review the status of the grant administration process and to discuss relative issues or concerns.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$65,500.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$ 4,500.00
	Indirect Costs 10.35%	<u>\$ 7,762.50</u>
	Sub Total	\$82,762.50
	WYDOT CAP (8.23%)	<u>\$ 6,811.35</u>
	Total	<u>\$89,573.85</u>

Project Name: Alcohol Factors
Project Number: M5OT-2017-17-OT-02
Sub Recipient: Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)
Funding Source: 405d **Performance Target:** C5
Match: \$13,137.40 **Maintenance of Effort:** \$13,137.40
Local Benefit: \$0.00 **Capital Equipment:** N/A

Project:

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 the state. The Wyoming Association of Sheriffs and Chiefs of Police has been collecting alcohol-related data from every person booked into detention facilities in all 23 counties and the Fremont County Detox Center, since 2006 in order to collect and evaluate alcohol/drug-related data in custodial arrests in Wyoming.

The following data (collected during 2015) clearly illustrate the serious public safety concerns that currently exist in Wyoming: High percentage of alcohol-involved arrests (59.2%); Number of arrests for public intoxication (2,965) and DUI (3,757); and the high levels of BAC recorded for these individuals (average BAC: 0.24 for public intoxication and 0.16 for DUI).

This project activities include:

- Analyzing the alcohol/drug-related data for all custodial arrests from January 1 through December 31, 2016;
- Analyzing the data, produce, print and disseminate an Executive Summary and two year end reports of the alcohol-related arrest data;
- Involving community leaders across Wyoming in addressing issues and finding solutions to the increasing number of alcohol-involved arrests, public intoxication and driving under influence incidents that are occurring;
- Partnering with the Governor’s Council on Impaired Driving to conduct Policymakers Forums and group presentations.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting Objectives and the overall Performance Measures by October 15, 2017.

Budget Summary:	Personal Services	\$40,000.00
	Travel/Training	\$ 5,000.00
	Contractual	\$ 0.00
	Equipment	\$ 0.00
	Other Direct Costs	\$10,000.00
	Indirect Costs 10.35%	<u>\$ 5,692.50</u>
	Sub Total	\$60,692.50
	WYDOT CAP (8.23%)	<u>\$ 4,994.99</u>
	Total	\$65,687.49

Project Name:	Motorcycle Awareness		
Project Number:	M9MA-2017-17-MA-01		
Project Sub Recipient:	Highway Safety Office		
Funding Source:	405f	Performance Target:	C1
Match:	\$8,606.60	Maintenance of Effort:	\$0.00
Local Benefit:	N/A	Capital Equipment:	N/A

Project:

The Wyoming Highway Safety Program administers Federal funding for the Motorcycle Safety Program. The program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. Motorcycle fatalities increased from 16 in 2014 to 24 in 2015. This project will attempt to continue to lower the number of fatalities through heightened public awareness of motorcycle on the roadway, developing a more informative website, and improving the training elements of motorcycle instructors/riders recruitment and associated equipment.

The program will continue to put an emphasis on this campaign during the four weeks around the Sturgis Motorcycle Rally.

This project will include:

- Working directly with the Motorcycle Safety Program Coordinator for safety projects beyond training classes;
- Conducting a media campaign to include billboards, television, radio and internet;
- Reducing motorcycle fatalities through education.

Evaluation Measures: Provide a final report of all project activities and how they correlated in meeting objectives and the overall performance measures by October 15, 2017.

Budget Summary:	Personal Services	\$ 0.00
	Travel/Training	\$ 0.00
	Contractual	\$39,760.70
	Equipment	\$ 0.00
	Other Direct Costs	\$ 0.00
	Indirect Costs	<u>\$ 0.00</u>
	Sub Total	\$39,760.70
	WYDOT CAP (8.23%)	<u>\$ 3,272.31</u>
	Total	\$43,033.01

PROJECTS FUNDED

BY

OTHER TRAFFIC SAFETY PARTNERS



Wyoming Department of Transportation (WYDOT) Bicycle /Pedestrian Program

Since the passage of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Highway Administration (FHWA) has adopted a strategy to integrate bicycling and walking into the nation's transportation system.

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.

The WYDOT Bicycle/Pedestrian Program will continue to be a clearinghouse for current planning information and design guidance for non-motorized transportation facilities. The Program staff will be available to assist other WYDOT programs and local communities in facility selection and design.

Laramie County DUI Victim Impact Panel

"The Mission of the Laramie County DUI Victim Impact Panel is to stop drunk and drugged driving and create awareness regarding the tragic consequences of this crime."

The DUI Victim Impact Panel is comprised of individuals who have had their lives dramatically altered because of a drunk driving crash. Panel members share their stories with attendees in the hopes of reducing injury and death.



MADD Wyoming

Founded by a mother whose daughter was killed by a drunk driver, Mothers Against Drunk Driving® (MADD) is the nation's largest nonprofit working to protect families from drunk driving and underage drinking. With the help of those who want a safer future, MADD's Campaign to Eliminate Drunk Driving® will end this danger on America's roads. PowerTalk 21™ is the national day for parents to talk with their kids about alcohol, using the proven strategies of Power of Parents, It's Your Influence™ to reduce the risk of underage drinking. And as one of the largest victim services organizations in the U.S., MADD also supports drunk driving victims and survivors at no charge, serving one person every 10 minutes at 1-877-MADD-HELP. Learn more at www.madd.org or call 1-877-ASK-MADD.

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Wyoming

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

06/30/2016

Date

Matthew D. Carlson, P.E.

Printed name of Governor's Representative for Highway Safety

**OCCUPANT PROTECTION
(23 U.S.C. 405(b))**

Instructions: States may elect to apply for an occupant protection grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 1.1 and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 1.2 and complete the form.**

PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)

*[Check the box above **only** if applying for this grant.]*

All States: *[Fill in all blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State’s planned participation is provided as HSP attachment or page # _____.
- The State’s occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State’s active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State’s plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State’s **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
- The State’s **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____;
- Coverage of all passenger motor vehicles: _____;
- Minimum fine of at least \$25: _____;

- Exemptions from restraint requirements: _____
_____.
- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____
_____.
- The State's **high risk population countermeasure program** is provided as HSP page or
attachment # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment #
_____.
- The State's NHTSA-facilitated **occupant protection program assessment** was conducted on
_____.

PART 1.2: OCCUPANT PROTECTION GRANT (23 CFR § 1300.21)

[Check the box above **only** if applying for this grant.]

All States: [Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided as HSP page or attachment # B1.
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP page or attachment # B2 - B4.
- A table that documents the State's active network of child restraint inspection stations is provided as HSP page or attachment # B5 - B9. Such table includes (1) the total number of inspection stations/events in the State; and (2) the total number of inspection stations and/or inspection events that service rural and urban areas and at-risk populations (e.g., low income, minority). Each inspection station/event is staffed with at least one current nationally Certified Child Passenger Safety Technician.
- A table, as provided in HSP page or attachment # B10, identifies the number of classes to be held, location of classes, and estimated number of students needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____
- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: _____

- _____;
Coverage of all passenger motor vehicles: _____;
_____;
- Minimum fine of at least \$25: _____;
_____;
- Exemptions from restraint requirements: _____;
_____.

The State's **seat belt enforcement plan** is provided as HSP page or attachment # B11 - B12
_____.

The State's **high risk population countermeasure program** is provided as HSP page or
attachment # B13 _____.

The State's **comprehensive occupant protection program** is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the
application date: _____;
- Multi-year strategic plan: HSP page or attachment # _____;
- Name and title of State's designated occupant protection coordinator:

- List that contains the names, titles and organizations of the statewide occupant
protection task force membership: HSP page or attachment # _____
_____.

The State's NHTSA-facilitated **occupant protection program assessment** of all elements of
its occupant protection program was conducted on March 14 - 18, 2016 (within 3 years of the
application due date).

**STATE TRAFFIC SAFETY INFORMATION
SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))**

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.**

PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)

*[Check the box above **only** if applying for this grant.]*

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **at least one** blank for each bullet below.]*

- A copy of *check one box only* the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____.
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____.
- The name and title of the State’s Traffic Records Coordinator is _____.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # _____.
- *[Check **one box** below and fill in **any** blanks under that checked box.]*
 - The following pages in the State’s Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages _____.
 - OR**
 - If not detailed in the State’s Strategic Plan, the written description is provided as HSP attachment # _____.
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on _____.

PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in all blank for each bullet below.]

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: August 12, 2015 November 4, 2015 February 10, 2016.
- The name and title of the State's Traffic Records Coordinator is James Stout Jr. , Highway Safety Data Program Supervisor.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # C1.
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements: HSP page or attachment # C2 - C46;
 - List of all recommendations from most recent assessment: HSP page or attachment # C47 - C77;
 - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # C78 - C81;
 - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # C82.
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # 9 & 17.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on December 8, 2014.

**IMPAIRED DRIVING COUNTERMEASURES
(23 U.S.C. 405(d))**

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.**

PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)

[Check the box above *only* if applying for this grant.]

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____.
- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Mid-Range State Only:

*[Check **one** box below and fill in **all** blanks under that checked box.]*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____. Specifically –

- HSP page or attachment # _____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment # _____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment # _____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 05/14/2014 and continues to use this plan.

High-Range State Only:

*[Check **one** box below and fill in **all** blanks under that checked box.]*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____. Specifically, –

- HSP page or attachment # _____ describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP page or attachment # _____ contains the list of names, titles and organizations of all task force members;
- HSP page or attachment # _____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP page or attachment # _____ addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP page or attachment # _____ contains the detailed project list for spending grant funds;

- HSP page or attachment # _____ describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ and updates its assessment review and spending plan provided as HSP page or attachment # _____.

**ALCOHOL-IGNITION INTERLOCK LAWS
(23 U.S.C. 405(d)(6)(A))**

Instructions: States must apply for an Alcohol-Ignition Interlock Law grant using the application requirements Part 1300.

PART 4: ALCOHOL-IGNITION INTERLOCK LAW GRANT (23 CFR § 1300.23(G))

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal**

citation(s): _____
_____.

**24-7 SOBRIETY PROGRAMS
(23 U.S.C. 405(d)(6)(B))**

Instructions: States must apply for a 24-7 Sobriety Program grant using the application requirements Part 1300.

PART 5: 24-7 SOBRIETY PROGRAM GRANT (23 CFR § 1300.23(H))

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 07/01/1939 and last amended on 07/01/2015, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** W.S. 31-5-233 and W.S. 31-7-128
HSP Pages D1 - D13

[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]

Law citation. The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 07/01/2014 and last amended on 07/01/2014, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): W.S. 7-13-1701 - W.S. 7-13-1711
HSP Pages D14 - D17

Program information. The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment # .

**DISTRACTED DRIVING
(23 U.S.C. 405(e))**

Instructions: States must apply for a distracted driving grant using the application requirements under Part 1300.

☐ PART 6*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

(* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks under the checked box.]

☐ Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State’s driver’s license examination in HSP page or attachment # _____.

- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving: _____
_____;
- Definition of covered wireless communication devices: _____
_____;
- Minimum fine of at least \$25 for an offense: _____
_____;
- Exemptions from texting ban: _____
_____.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving: _____
_____;
- Definition of covered wireless communication devices: _____
_____;
- Minimum fine of at least \$25 for an offense: _____
_____;
- Exemptions from youth cell phone use ban: _____
_____.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

📌 **Special Distracted Driving Grant for Fiscal Year 2017**

- The State's basic text messaging statute applying to drivers of all ages was enacted on 07/01/2010 and last amended on 07/01/2010, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Basic text messaging statute: W.S. 31-5-237
HSP Pages E1 - E2;
 - Primary or secondary enforcement: W.S. 32-5-237
HSP Pages E1 - E2.
- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

**MOTORCYCLIST SAFETY
(23 U.S.C. 405(f))**

Instructions: States may elect to apply for a Motorcyclist Safety grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 7.1 (formerly Part 5 of Appendix D) and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 7.2 and complete the form.**

PART 7.1*: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)

(*Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)

[Check the box above **only** if applying for this grant.]

[Check at least 2 boxes below and fill in **any** blanks under those checked boxes.]

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page # _____.

_____.

- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State’s impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State’s impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____.

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____.

Use of fees collected from motorcyclists for motorcycle programs: [Check **one box** below and fill in **any blanks** under the checked box.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** _____
AND
- The State's law appropriating funds for FY ____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____
_____.

PART 7.2: MOTORCYCLIST SAFETY GRANT (23 CFR § 1300.25)

*[Check the box above **only** if applying for this grant.]*

*[Check **at least 2 boxes** below and fill in **all blanks** under those checked boxes **only**.]*

Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Matthew D. Carlson, P.E., Governor's Representative for Highway Safety.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: *[Check one of the following boxes below and fill in any blanks.]*
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- On HSP page or attachment # F2, a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- On HSP page or attachment # _____, performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- On HSP page or attachment # _____, countermeasure strategies and projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes

involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP page or attachment # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

Impaired driving program:

- On HSP page or attachment # _____, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- On HSP page or attachment # _____, countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP page or attachment # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP page or attachment # _____.

Use of fees collected from motorcyclists for motorcycle programs:

[Check **one box only** below and fill in **all blanks under the checked box only**.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** W.S. 31-5-1506 (c) HSP Page F3.
AND

- The State's law appropriating funds for FY 2017 requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** W.S. 31-5-1506 HSP Page F3.
- Applying as a Data State –
- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided HSP page or attachment # _____.

**GRADUATED DRIVER LICENSING
(23 U.S.C. 405(g))**

Instructions: States must apply for a State graduated driver licensing incentive grant using the application requirements under Part 1300.

☐ PART 8*: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT

(23 CFR § 1300.26) (* Under Appendix D of Part 1200, State Graduated Driver Licensing Laws application was Part 6.)

[Check the box above **only** if applying for this grant.]

[Fill in **all** applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age: _____
_____;
- Applicant must pass vision test and knowledge assessments: _____
_____;
- In effect for at least 6 months: _____
_____;
- In effect until driver is at least 16 years of age: _____
_____;
- Must be accompanied and supervised at all times: _____
_____;
- Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night: _____
_____;
- Prohibition on use of personal wireless communications device: _____
_____;
- Extension of learner's permit stage if convicted: _____
_____;
- Exemptions from graduated driver licensing law: _____
_____.

Intermediate Stage –

Legal citations:

- Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement: _____
_____;
- Applicant must pass behind-the-wheel driving skills assessment: _____

- _____;
In effect for at least 6 months: _____;
_____;
- In effect until driver is at least 17 years of age: _____;
_____;
- Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m.
during first 6 months of stage, except when operating a motor vehicle for the
purposes of work, school, religious activities, or emergencies: _____;
_____;
- No more than 1 nonfamilial passenger younger than 21 allowed: _____;
_____;
- Prohibition on use of personal wireless communications device: _____;
_____;
- Extension of intermediate stage if convicted: _____;
_____;
- Exemptions from graduated driver licensing law: _____;
_____;

**NON-MOTORIZED SAFETY
(23 U.S.C. 405(h))**

Instructions: States must apply for a non-motorized safety grant using the application requirements Part 1300.

PART 9: NON-MOTORIZED SAFETY GRANT (23 CFR § 1300.27)

[Check the box above **only** if applying for this grant.]

[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR § 1200.27(d) in the fiscal year of the grant.

**RACIAL PROFILING DATA COLLECTION
(Section 1906, Pub. L. 109-59,
as amended by
Section 4011, Pub. L. 114-94)**

Instructions: States must apply for a racial profiling data collection grant using the application requirements Part 1300.

PART 10: RACIAL PROFILING DATA COLLECTION GRANT (23 CFR § 1300.28)

[Check the box above **only** if applying for this grant.]

[Check one box **only** below and fill in **all** blanks under the checked box **only**.]

- On HSP page or attachment # _____, the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway.

- On HSP page or attachment # _____, the State will undertake projects during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway.

**APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS**

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Wyoming

Fiscal Year: 2017

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

06/30/2016

Date

Matthew D. Carlson, P.E.

Printed name of Governor's Representative for Highway Safety

Occupant Protection Plan

The State of Wyoming was guided by the elements prescribed under Uniform Guidelines for State Highway Safety Programs of Occupant Protection in developing Wyoming's Occupant Protection Plan for FFY 2017. The projects listed below are planned for FFY 2017 and can be found detailed in Wyoming's 2017 Highway Safety Plan (HSP). For an overview of Wyoming's performance measures that relate to Occupant Protection can be found on HSP pages 8, 9, 12, 18, & 20.

- Occupant Protection HVE Overtime with Wyoming Association Sheriffs and Chiefs of Police (HSP page 83);
- Occupant Protection HVE Overtime with the Wyoming Highway Patrol (HSP page 84);
- Child Passenger Safety through Cheyenne Regional Medical Center Injury Prevention Foundation (HSP page 78 - 79);
- Seat Belt Observation Survey (HSP page 85);
- Wyoming Seat Belt Coalition (HSP page 86);
- Occupant Protection Media through the Wyoming Department of Transportation – Public Affairs Office (HSP page 74);
- Occupant Protection Education (Safe Communities) through Wyoming Medical Center, Cheyenne Regional Medical Center and Injury Prevention Resources (HSP pages 67 - 72);
- Occupant Protection Education by the Wyoming Highway Patrol (HSP pages 63 – 64);
- Comprehensive Occupant Protection Support through the Wyoming Highway Safety Office (HSP page 80); and
- Occupant Protection Education through Laramie County School District (HSP pages 81 – 82.)

Click It or Ticket National Mobilization Plan

The State of Wyoming plans to participate in NHTSA national campaign of Click it or Ticket (CIOT) held in May, 2017. In Wyoming, the enforcement component of the campaign will include saturation patrols by state, county and municipal law enforcement agencies. The media component of Wyoming's campaign will be both through paid and earned media. The paid campaign will be delivered through a variety of mediums including but not limited to television, radio, newspaper, internet banners. The earned media component will be delivered through the involvement of local community coalitions and partners. The paid and earned media will focus on informing the public about the risks and costs of traffic crashes, the benefits of correctly using occupant protection devices, and the need for traffic enforcement as a way to manage those risks and costs.

Timeline:

The time line for FFY 2017 CIOT Campaign will be similar to that of FFY 2016 listed below.

- May 16, 2016 – May 30, 2016: Paid advertising will run;
- May 17, 2016: Two Click it or Ticket National Mobilization media events to announce enforcement campaign (Cheyenne Regional Medical Center, Cheyenne, WY and at The Hall of Justice Casper, WY);
- May 23, 2016 – June 5, 2016: Occupant Protection High Visibility Enforcement;
- June 6, 2016 – June 10, 2016: Statewide Seat Belt Observation Survey; and
- September, 2016: Release of the Statewide Seat Belt Survey Results.

Enforcement Plan:

The State of Wyoming will use saturation patrols to cover 100% of the State's population. There will be approximately 17 sheriff offices, 31 police departments, and 3 state agencies involved. The Wyoming Highway Patrol will be involved in all communities around the State and will continue to be the leading agency in keeping the highways safe. Through the data driven distribution of funds developed by the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) to local agencies all areas in Wyoming that have demonstrated higher crash and fatality numbers will be covered.

Anticipated Participating Agencies:

State Agencies:

Wyoming Highway Patrol, State Parks Service, University of Wyoming PD

County Sheriff Offices:

Big Horn County, Campbell County, Converse County, Crook County, Fremont County, Goshen County, Hot Springs County, Johnson County, Laramie County, Lincoln County, Natrona County, Niobrara County, Platte County, Sheridan County, Sweetwater County, Sublette County, Teton County, Uinta County, Washakie County

Police Departments:

Afton PD, Basin PD, Buffalo PD, Byron PD, Casper PD, Cheyenne PD, Diamondville PD, Douglas PD, Evanston PD, Evansville PD, Frannie PD, Gillette PD, Glenrock PD, Green River PD, Greybull PD, Jackson PD, Kemmerer PD, LaBarge PD, Lander PD, Laramie PD, Lovell PD, Lusk PD, Lyman PD, Mills PD, Powell PD, Rawlins PD, Riverton PD, Rock Springs PD, Sheridan PD, Shoshoni PD, Sundance PD, Thermopolis PD, Torrington PD, Wheatland PD, Worland PD

Enforcement Tactics/Times:

Saturation patrol will be utilized statewide. These patrols will result in an estimated 2,500 hours of high visibility overtime enforcement activity by anticipating agencies during the CIOT Campaign. Through the leadership of the Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) the importance of citing for lack of seat belt use throughout the CIOT Campaign grant funded activity. The State of Wyoming uses a sustained approach for high visibility enforcement overtime thus giving each participating agency the ability to adjust to their individual communities needs.

Media Plan:

Paid Media

Wyoming Department of Transportation (WYDOT) – Public Affairs Office and Public Involvement Specialists will be purchasing media buys throughout the state. The media buys will include television, radio, print, internet banners, posters and billboards in strategic locations. In addition to the NHTSA TV campaign airing in the State, Wyoming’s TV buys will include a customized message that reminds people to Buckle Up and that law enforcement will be out enforcing seat belt laws. The primary target audience will be male drivers ages 18 -34 and a secondary audience being the families and youth drivers under the age of 18 to buckle their seat belt and remind other to do the same. We expect the viewing frequency to be between four (4) and thirteen (13) and cover 80 percent of the state population.

Media Buys

Medium	Placement Period	Estimated FFY 2017 (\$)
Television	May 15, 2017–June 15, 2017	\$40,000.00
Radio	May 15, 2017–June 15, 2017	\$26,000.00
Billboard	May 15, 2017–June 15, 2017	\$23,600.00
Web Banner	May 15, 2017–June 15, 2017	\$5000.00
Totals		\$106,000.00

Earned Media

There will be press conferences held in Cheyenne, WY and Casper, WY where state, county and local officials will speak to the importance of wearing a seat belt correctly and that law enforcement will be enforcing the seat belt laws. Press releases and radio scripts will be supplied to WASCOP to distribute out to the local law enforcement agencies to take to each of their local media outlets. Campaign posters will be distributed to communities around Wyoming by Safe Communities and by local WYDOT – Public Information Specialist. The Dynamic Messaging Signs (DMS) will be used to reach the motoring public as the pass through the State. Car seat check up events and educational presentation will also occur during the CIOT Campaign to reach the youth under 18 and remind the parents of the youth that they need to lead by example.

Wyoming - Inspection Stations

County	Inspection Stations	CPS Techs	Population	Community Type (Urban/Rural)	At-Risk (Y/N)
Albany	1	25	36,299	Rural	Y - 24% poverty
Big Horn			11,668	Rural	N
Campbell	1	8	46,133	Rural	N
Carbon		14	15,885	Rural	Y - 21.8% minority and 12.3% poverty
Converse		4	13,833	Rural	N
Crook			7,083	Rural	N
Fremont	1	7	40,123	Rural	Y - 25.7% minority and 14.0% poverty
Goshen		3	13,247	Rural	Y - 14.3% poverty
Hot Springs	1	3	4,812	Rural	N
Johnson	1	2	8,569	Rural	N
Laramie	1	24	91,881	Urban	Y - 11.5% minority
Lincoln	1	8	18,106	Rural	N
Natrona	2	30	75,450	Rural	N
Niobrara			2,484	Rural	Y - 14.7% poverty
Park	3	11	28,205	Rural	N
Platte		2	8,667	Rural	Y - 13.0% poverty
Sheridan	2	11	29,116	Rural	N
Sublette		3	10,247	Rural	N
Sweetwater	3	15	43,806	Rural	Y - 21.5 % minority
Teton	3	9	21,294	Rural	Y - 21.6% minority
Uinta	1	12	21,118	Rural	N
Washakie	1	6	8,533	Rural	Y - 12.6% poverty
Weston		1	7,208	Rural	Y - 13.2% poverty
Total	22	198	563,767		

Population covered by a CPS Station: 473,445 (83.98%)
 At-Risk Population covered by a CPS Station: 241,936 (42.91%)
 Population covered by a CPS Tech: 542,532 (96.23%)
 Population that lives in a rural area: 471,886 (83.70%)
 Population that lives in a urban area: 91,881 (16.30%)

A rural county is any county that does not have a city or town with a population greater than 50,000.

At-risk counties include those with higher minority population than the state percentage (9.3%) or have a higher persons in poverty than the states percentage (11.2%). The levels of each of these criteria are based off of numbers found on the United States Census Bureau's QuickFacts on Wyoming and the counties within Wyoming.

Wyoming Car Seat Inspection Stations
Inspection Stations

Buffalo

Johnson County Public Health
85 Klondike Drive
Buffalo, WY 82834
(307) 684-2564
By Appointment Only
Monday-Friday- 8AM-5PM

Casper

White Mountain Motors
2400 E Yellowstone Hwy
Casper, WY 82601
(307) 577-7904
By appointment only in July and December- Walk-ins every 2nd Saturday of the month 10AM-12PM

Casper

Safe Kids Central Wyoming
1233 E. 2nd Street
Casper, WY 82601
(307) 577-7904
By Appointment Only

Cheyenne

Safe Kids Laramie County/Cheyenne Regional Medical Center
1307 Crook Ave
Cheyenne, WY 82001
(307) 432-2679
By Appointment Only

Cody

Park County Public Health
1002 Sheridan Ave
Cody, WY 82414
(307) 527-8570
By Appointment Only

Evanston

Evanston Police Department
1148 Front Street
Evanston, WY 82930
(307) 783-6400
By appointment or walk-in
Monday-Friday 8AM-5PM

Gillette
Campbell County Hospital EMS Base
502 Stocktrail
Gillette, WY 82716
(307) 688-SAFE (7233)
By Appointment Only, Wednesdays 3PM-6PM

Green River
Green River Fire Station #2
500 Shoshone
Green River, WY 82935
(307) 872-0543
By Appointment Only

Jackson
Jackson Hole Fire/EMS
40 East Pearl
Jackson, WY 83001
(307) 733-4732
By Appointment Only

Jackson
Jackson Police Department
150 East Pearl Ave.
Jackson, WY 83001
(307) 733-1430
By Appointment Only
Monday – Friday 8AM- 5PM

Jackson
Wyoming Highway Patrol Office
1040 E. Evans Rd.
Jackson, WY 83001
(307) 733-3869
By Appointment Only

Kemmerer
South Lincoln Medical Center
711 Onyx St.
Kemmerer, WY 83101
By Appointment Only
(307) 877-4496 ext. 3161

Laramie
Laramie Fire Department
209 4th St.
Laramie, WY 82070
(307) 721-5332
By Appointment only
Tuesdays & Saturdays 1:30 PM – 4 PM

Powell
Park County Public Health Powell Annex
109 W. 14th Street
Powell, WY 82435
(307) 754-8870
By Appointment Only

Powell
Powell Police Department
250 North Clark Street
Powell, WY 82435
(307) 754-2212
By Appointment Only

Riverton
Injury Prevention Resources
303 N. Broadway
Riverton, WY 82501
(307) 856-2821
By Appointment Only
Tuesdays and Fridays 9 AM – 5 PM

Rock Springs
Rock Springs Fire Department
600 College Drive
Rock Springs, WY 82901
(307) 352-1475
By Appointment Only

Rock Springs
Sweetwater County Fire Department
3010 College Drive
Rock Springs, WY 82901
(307) 362-9390
Appointments Encouraged
Monday – Friday 9AM -3PM

Sheridan
Sheridan Fire and Rescue
151 S Scott St.
Sheridan, WY 82801
(307) 674-7244
Appointments Encouraged

Sheridan
Safe Kids Sheridan County
1401 West 5th Street
Sheridan, WY 82801
(307) 675-4600 or (307) 672-1110
By Appointment Only

Thermopolis
Hot Springs County Public Health
117 North 4 Street
Thermopolis, WY 82443
(307) 864-3311
By Appointment Only

Worland
Washakie County Public Health
1007 Robertson Ave
Worland, WY 82401
By Appointment Only
(307) 347-3278

Child Passenger Safety Technician

CPS Class Type	Planned Location	Anticipated Student Attendance
Standardized CPS Technician Training	Casper, WY	25
Standardized CPS Technician Training	Cheyenne, WY	25
Standardized CPS Technician Training	Wind River Indian Reservation	25
Standardized CPS Technician Renewal Training	Casper, WY	10
Standardized CPS Technician Renewal Training	Cheyenne, WY	10
Standardized CPS Technician Renewal Training	Laramie, WY	10
Standardized CPS Technician Renewal Training	Riverton, WY	10
Standardized CPS Technician Update Training	Casper, WY	10
Standardized CPS Technician Update Training	Cheyenne, WY	10
Standardized CPS Technician Update Training	Laramie, WY	10
Standardized CPS Technician Update Training	Riverton, WY	10

Wyoming's FFY 2017 Seat Belt Enforcement Plan (Sustained)

Wyoming conducts a sustained seat belt enforcement plan through statewide local law enforcement coverage. Based on the 2010 Census data, local agency coverage account for 92% of Wyoming's population. The occupant protection campaigns that agencies participate in are event based and are focused towards both adult and children. Along with national events local and state agencies will use high visibility enforcement tactics during local celebrations that have higher volume of roadway traffic within their jurisdiction. In addition to local agency involvement, the Wyoming Highway Patrol (WHP) covers 100% of Wyoming and engages in sustained high visibility occupant protection enforcement. The State has adopted a zero tolerance policy when agencies are working seat belt enforcement.

Campaign / Focus / Date

Halloween	Impaired Driving	October, 2016
Thanksgiving	Occupant Protection	November, 2016
Holiday	Impaired Driving	December, 2016
St Patrick's Day	Impaired Driving	March, 2017
May Mobilization	Occupant Protection	May, 2017
4 th of July	Impaired Driving	July, 2017
National Crack Down	Impaired Driving	August, 2017

2017 Anticipated Participating Agencies (Wyoming 2010 Population = 563,626)

Agency Name (2015 Unrestrained Fatalities)	Population Covered	Agency Name (2015 Unrestrained Fatalities)	Population Covered
Afton PD	Covered by Lincoln County SO	Laramie PD	30,816
Basin PD	Covered by Big Horn County SO	Lincoln County SO (2)	18,106
Big Horn County SO (4)	11,668	Lovell PD	Covered by Big Horn County SO
Buffalo PD	Covered by Johnson County SO	Lusk PD	Covered by Niobrara County SO
Byron PD	Covered by Big Horn County SO	Lyman PD	Covered by Uinta County SO
Campbell County SO (5)	46,133	Mills PD	Covered by Natrona County SO
Casper PD	Covered by Natrona County SO	Natrona County SO (13)	75,450
Cheyenne PD	Covered by Laramie County SO	Niobrara County SO (0)	2,484
Converse County SO (6)	13,833	Platte County SO (1)	8,667
Crook County SO (0)	7,083	Powell PD	6,314
Diamondville PD	Covered by Lincoln County SO	Rawlins PD	9,259
Douglas PD	Covered by Converse County SO	Riverton PD	Covered by Fremont County SO
Evanston PD	Covered by Uinta County SO	Rock Springs PD	Covered by Sweetwater County SO
Evansville PD	Covered by Natrona County SO	Sheridan County SO (3)	29,116
Frannie PD	Covered by Big Horn County SO	Sheridan PD	Covered by Sheridan County SO
Fremont County SO (15)	40,123	Shoshoni PD	Covered by Fremont County SO
Gillette PD	Covered by Campbell County SO	Sundance PD	Covered by Crook County SO
Glenrock PD	Covered by Converse County SO	Sweetwater County SO (3)	43,806
Goshen County SO (2)	13,249	Sublette County SO (1)	10,247
Green River PD	Covered by Sweetwater County SO	Teton County SO (1)	21,294
Greybull PD	Covered by Big Horn County SO	Thermopolis PD	Covered by Hot Springs County SO
Hot Springs County SO (2)	4,812	Torrington PD	Covered by Goshen County SO
Jackson PD	Covered by Teton County SO	Uinta County SO (1)	21,118
Johnson County SO (3)	8,569	UW PD	Covered by Laramie PD
Kemmerer PD	Covered by Lincoln County SO	Washakie County SO (0)	8,533
LaBarge PD	Covered by Lincoln County SO	Wheatland PD	Covered by Platte County SO
Lander PD	Covered by Fremont County SO	Worland PD	Covered by Washakie County SO
Laramie County SO (8)	91,738	Wyoming State Parks	Covered by All SO

Population coverage by County Sheriff Offices and Police Departments - 522,418 (92%)

In 2015 the State had 81 unrestrained fatalities; in 2017 86.42% of those counties where the fatalities occurred will have law enforcement agencies involved in high visibility overtime enforcement activities.

High Risk Population Counter Measure Program

The State of Wyoming will be focusing on several high risk populations 1) drivers on rural roads and 2) teen drivers.

- 1) With 83.7% of Wyoming's population living in rural communities/areas Wyoming's population spend most of their driving time on rural roads. The projects listed in the Occupant Protection Plan (page B1) will address the high risk population of drivers on rural roadways.

- 2) The "Comprehensive Approach to Reducing Teen Crashes" project ran by Students Against Destructive Decisions (SADD) will focus on teen drivers in the ten (10) counties in Wyoming with the highest teen fatality rates from 2010 - 2014 (HSP page 76.)

Occupant Protection Assessment

The State of Wyoming had an Occupant Assessment done March 14 – 18, 2016. The assessment was coordinated by Janice Hartwill-Miller 1 + 76\$: ~~DKIQ WQ~~' &

WYTRCC Membership List

Name	Title	Organization	Safety Data Base
James Stout Jr. (Chairman)	Highway Safety Data Program Supervisor	Wyoming Department of Transportation – Highway Safety	Crash
Lee Roadifer (Vice-Chairman)	Traffic Studies Engineer	Wyoming Department of Transportation – Traffic	Roadway
Stephanie Lucero	Senior Grant Manager	Wyoming Department of Transportation – Highway Safety	Crash
Chris Kwilinski	Records and Data Management Specialist II	Wyoming Department of Transportation – Highway Safety	Crash
Joe McCarthy	Traffic Records Program Manager	JDI	Crash
Matt Carlson	State Highway Safety Engineer	Wyoming Department of Transportation – Highway Safety	Crash
Shannon DeGrazio	Senior Accountant	Wyoming Department of Transportation – Motor Vehicle Services	Vehicle
Kristi Pomeroy	Motor Vehicle Services Supervisor	Wyoming Department of Transportation – Motor Vehicle Services	Vehicle
Deborah Lopez	Motor Vehicle Services Manager	Wyoming Department of Transportation – Motor Vehicle Services	Vehicle
Monti Allsop	Law Enforcement Liaison	Allsop Consulting	Citation/Adjudication
Capt Derek Mickelson	Safety, Training and Records Manager	Wyoming Department of Transportation – Wyoming Highway Patrol	Citation/Adjudication
Stacey Gierisch	Records and Data Management Analyst Supervisor	Wyoming Department of Transportation – Highway Safety	Crash
Mike Janicek	Records and Data Management Supervisor	Wyoming Department of Transportation – Highway Safety	Crash
Kelli Perotti	Trauma Program Manger	Wyoming Department of Health	Injury Surveillance/EMS
James "Rusty" England	IT Program Manager	Wyoming Department of Transportation – Information Technology	Crash, Roadway, Vehicle, Driver & Citation/Adjudication
Debbie Trojovsky	Driver Services Program Manager	Wyoming Department of Transportation – Driver Services	Driver
Misty Zimmerman	Driver Services Deputy Program Manager	Wyoming Department of Transportation – Driver Services	Driver
Renee Krwiec	Driver Services Senior Supervisor	Wyoming Department of Transportation – Driver Services	Driver
Jay Ostby	Licensing Officer, Reporting and Data Analyst	Wyoming Department of Health	Injury Surveillance/EMS

State of Wyoming

Traffic Records Strategic Plan

2016 Update

**WYDOT Highway Safety Program
Wyoming Traffic Records Coordinating Committee
Wyoming Traffic Records Oversight Committee**

Joe McCarthy – JDI Consulting, LLC

**WYOMING DEPARTMENT OF TRANSPORTATION
5300 BISHOP BOULEVARD
CHEYENNE, WY 82009-3340**

Dated: May 27, 2016

Disclaimer

The conclusions and opinions expressed in this document are those of the authors. They do not necessarily represent those of the State of Wyoming, the Wyoming Department of Transportation, the Highway Safety Program, or any political subdivision of the state or federal government.

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Approval Signatures



Matt Carlson, Chair
Wyoming Traffic Records Oversight Committee
(WyTROC)



James Stout, Chair
Wyoming Traffic Records Coordinating Committee
(WyTRCC)

Revision History

Date	Revision By	Status
20150303	JGM, WyTRCC, WyTROC	Final Approved version for 2015
20160106	JGM, WyTRCC / TRSP Subcommittee	Initial draft for WyTRCC
20160225	JGM, WyTRCC / TRSP Subcommittee	Version approved by WyTRCC
20160527	JGM, WyTRCC, WyTROC	Version approved by WyTROC

Plan Overview

The Purpose of this Document

The purpose of this document is to provide the Highway Safety Program of the Wyoming Department of Transportation (WYDOT) and other traffic safety stakeholders of the State of Wyoming with a consolidated, prioritized list of potential **Traffic Records Improvement** projects to consider over the next 1-3 years. These projects have been identified as appropriate ways to achieve desired improvements in safety analysis and communication capabilities to support roadway safety decisions and actions in the State of Wyoming.

The Plan (this Strategic Traffic Records Plan) is aimed primarily at actions that the Wyoming Traffic Records Coordinating Committee (WyTRCC) can help accomplish through its membership while pursuing the goal of improving traffic records. As such, it touches on the activities of all stakeholder agencies within the state, but it does not represent an attempt to set those agencies' agendas. Rather, it is an attempt to help the WyTRCC and the member agencies fulfill a broad role of communication, coordination, and assistance among collectors, managers, and users of traffic records data in Wyoming.

Statutory Requirements for a Traffic Records Strategic Plan

Recent transportation authorizations, from SAFTEA-LU through MAP-21, and now with the Surface Transportation Board Reauthorization Act of 2015, have laid down requirements for a Traffic Records Strategic Plan in association with the funding for traffic records projects.

The latest statues includes a requirement for strategic planning in order to qualify for federal grants to support projects to improve a state's traffic records system. The law requires states to establish a Traffic Records Coordinating Committee (TRCC), to develop a "*multiyear highway safety data and traffic records system strategic plan*" that addresses deficiencies in the traffic records system, and to obtain approval of the plan by the TRCC. The plan should specify how the deficiencies were identified, prioritize activities, identify performance-based measures, and describe how grant funds are going to be used to address the needs and goals identified in the strategic plan.

While related to eligibility for funding under Section 405, the requirements may also be interpreted more broadly as a need to link the state's safety planning process to the traffic records strategic plan. The support for this linkage is that all of the planning efforts require data and require some statement about the quality and reliability of the data used in safety planning. Where deficiencies are noted, a state is expected to address those with a series of activities that will result in data improvements. Presumably, a state with a *Strategic Plan for Traffic Records Improvement* could meet this obligation by adopting this plan by reference in the other planning documents, as well (such as the Strategic Highway Safety Plan).

The Wyoming Traffic Records Coordinating Committee

The Wyoming Traffic Records Coordinating Committee (WyTRCC) was established in March 2004, and its mandate is to improve the traffic records system. The committee’s mission statement is *“To improve transportation safety by enhancing and integrating our traffic information systems for the public and safety community.”*

WYTRCC’s membership consists of personnel from the various programs within the various State agencies. Oversight of the committee’s activities is provided by the Highway Safety Engineer along with the Wyoming Traffic Records Oversight Committee.

Agencies Involved

Agencies and organizations that are vested with a responsibility for transportation safety, and that contributed to the development of this update to the Plan include:

- **Highway Safety Program** — that is responsible for traffic safety program management, problem identification, and countermeasure grant funding.
- **WYDOT (Wyoming Department of Transportation) Planning** — that is responsible for planning, project programming, asset management, and roadway feature inventory.
- **WYDOT Traffic Operations** — that is responsible coordinating with the five Transportation Districts for addressing traffic safety through roadside hardware, striping, intersection signalling, etc.
- **Local Law Enforcement Agency Liaison** — that coordinates efforts with the agencies that enforce traffic laws and regulations at the local level.
- **Wyoming Highway Patrol** — that is responsible for enforcing laws on state highways, as well as having a particular focus on commercial vehicles.
- **Driver Services** — that licenses drivers and maintains data on suspension, revocation, and application of various constraints such as ignition interlock.
- **Motor Vehicle Services** — that maintains vehicle title information and manages information on commercial motor carriers.
- **Department of Health** — that is responsible for collecting and managing information that describes incidences of trauma occurring within the state.
- **The Judicial System** — that is responsible for the adjudication of traffic offenses at both the state and local level.

The prioritized recommended actions contained in this strategic plan are the result of a systematic review of the most recent Traffic Records Assessment along with a review Wyoming’s existing traffic records system components as well as inputs obtained from those persons knowledgeable in their use and operation. These findings have been combined with knowledge of traffic records concepts and contemporary approaches to traffic safety to produce this strategic plan, which includes a synthesis of the necessary actions using information derived from the following sources:

- 2014 Traffic Records Assessment Report

- Workshops, interviews, and email exchanges with data collectors, users, and system managers of traffic records data throughout the state.
- Review of the previous (2014) Traffic Records Strategic Plan
- Recommended Practices and Standards promulgated by various federal agencies and professional organizations involved in transportation, highway safety, and traffic records.
- Technical expertise in the definition, development, and use of traffic records to support national, state and local highway safety applications.
- Status updates of actions and projects that have previously been completed.

The Plan Provides Guidance for Improvements

The information contained in this strategic plan is intended to provide overall guidance in promoting improvements to the safety related information contained in its traffic records system. Information is provided that establishes the basis for each proposed improvement, the recommended sequence for accomplishing these improvements, and a justification for their inclusion in the plan.

WyTRCC does not have operational responsibility for any of the traffic records system components. However, by virtue of its role in promoting highway and traffic safety, and through its role as the primary deliberative body concerned with traffic records information, the WyTRCC serves in a lead role to ensure that the traffic records system in Wyoming serves all users well.

The central focus of this plan is the use of these data to support highway safety decision-making. The WyTRCC is intended to be the representative body for the traffic records community where collection, management, and use of the records are discussed and plans are made for meeting the needs. Thus, even when specific goals or objectives may involve actions by specific departments or agencies, the steps to be taken are written with the implied understanding that those steps and oversight of the strategic plan will be guided and coordinated by the WyTRCC.

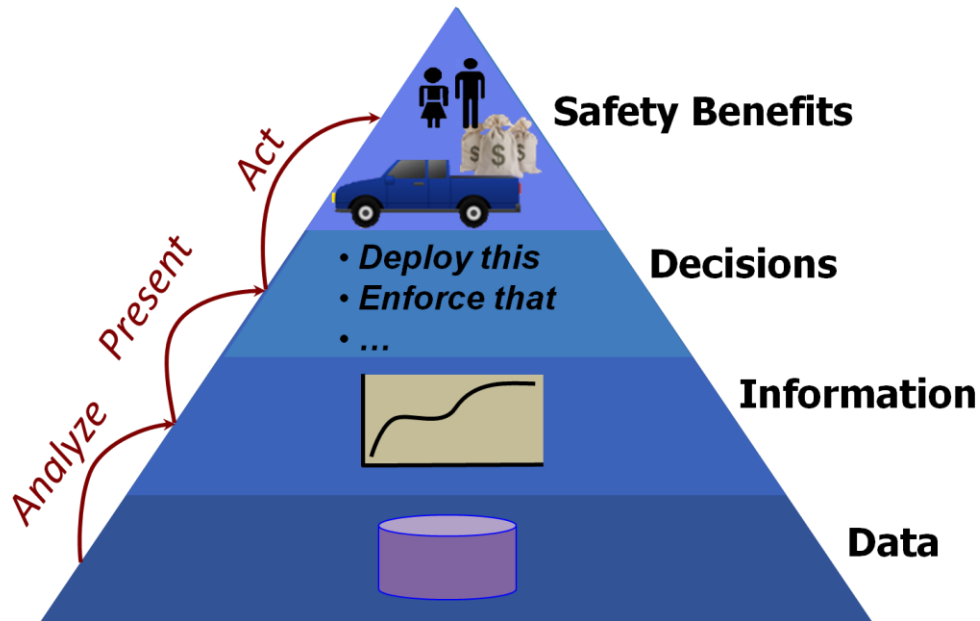
The Plan Emphasizes Crash Reduction

The main purpose of this strategic plan is to provide Wyoming with the guidance needed to achieve a traffic records system that meets the broadly stated system goal of providing high value transportation safety information . The emphasis of this plan is on traffic safety in the broadest sense; i.e., the improvement of road systems; the regulation of motor vehicles and drivers operating on these road systems; and the treatment of injuries arising from motor vehicle crashes.

The philosophy behind this plan - as illustrated in the diagram below - is that :

- The ultimate goal is the reduction in the number and severity of traffic crashes,
- Various actions, across diverse domains (i.e. the "4 E's" of traffic safety) will help achieve such reductions,

- Appropriate information, presented clearly and meaningfully help drive the optimal decisions, and
- That information comes from the analysis of quality traffic records data.



Thus, from a Traffic Records Data System perspective, it is critical to ensure that the underlying data - the foundation of the whole system - supports the necessary analysis and presentation capabilities needed to supply the decision-makers with quality information.

The following domains make up the traffic records data sets being addressed:

- Crash
- Roadway
- Vehicle
- Driver
- Citation / Adjudication
- Injury Surveillance / EMS

The quality of the data is measured with respect to the following aspects (among others):

- Timeliness
- Consistency
- Completeness
- Accuracy
- Accessibility
- Integration

Relationship of the Plan to Implementation of Projects

This plan contains the framework and most important action items for improving the Wyoming traffic records system. It is designed to elevate the state's system to the state-of-the-art while allowing flexibility in the methods and time frame for achieving this goal. This flexibility is required given the realities of changing financial resources, competing priorities, and the consensus required of the various departments and agencies responsible for providing traffic records information in Wyoming.

Flexibility is required also because of the nature of the WyTRCC's role as an advocate for the improvement of system components that it does not own or control. Thus, the WyTRCC must have the ability to move forward on those parts of the plan where it can find willing partners ready to take the necessary actions in coordination with the WyTRCC's efforts.

It is also important to realize that performance indicators and grant justifications are part of the on-going strategic planning process and appear herein as a set of recommended indicators that must tie in to the various available grants that the state may pursue. As the proposed actions in this plan are addressed, the plan can and should be updated to reflect the actual programs put in place, how success of those programs will be measured, and the full grant justification that should be available.

If that course is pursued, this document will continue to meet the requirements for Section 405 eligibility for years to come. If, however, the WyTRCC lets the document fall into disuse by not updating it when actions are taken and grants are implemented, it cannot possibly serve as a valid strategic plan for the future. Monitoring and updating the plan is a job for which the WyTRCC is ideally suited.

WyTRCC Responsibility for Implementation

The Plan is designed so that it can be used as a roadmap for work on traffic records improvement. It is intended to provide:

- A summary of the desired improvements in analysis and communication capabilities that support the stakeholders of the Traffic Records System in making decisions and launching actions to improve roadway safety in the State of Wyoming.
- Guidance as to the improvements needed in the Traffic Records System to achieve the desired improvements in analysis and communication capabilities.
- A basis for ongoing updates in terms of capabilities needed and/or the corresponding traffic records projects to deliver those capabilities. Over the course of implementation, evolution in terms of needs, organizations, technology, and business processes will result in updates needed to this plan.
- A roadmap of specific traffic records improvement projects that can be used by the WyTRCC to launch, review, and redirect their efforts to support the traffic records system users in a timely and efficient manner.

This plan presumes that the WyTRCC will take responsibility for developing specific action plans for each step.

WyTRCC to Develop and Monitor the Specific Action Steps.

This plan is written with the following vision in mind: that Wyoming’s traffic records system must be driven by users’ needs -- that improvements must involve communication and cooperation among stakeholders across all interested divisions, agencies, and political subdivisions. The specific action steps taken to implement these improvements are not identified -- the custodial agencies must ultimately decide how best to implement specific strategies and steps. However, the plan has been designed to facilitate the WyTRCC’s determination of these action steps and to assist in monitoring their progress.

The potential for diminished utility and the need to avoid it are guiding factors in the development of this strategic plan for enhancing Wyoming’s traffic records system. Other factors given consideration include:

The Changing Role of State/Regional/Local Agencies – Shifts in national programs and changes resulting from MAP-21 legislation require state, regional, and local agencies to continue to assume broad responsibilities for improving traffic safety. In fact, these needs expand the scope of what data are needed, who needs access, how they use it, and how it can be distributed.

The Need to Allocate Resources and Measure Progress – Increasingly, the demand for resources to support traffic safety programs exceeds the available supply. As the cost of initiatives increases and the demand for new programs rises, states assume more of the financial burden for their program administration and funding. Information plays an expanded role and greater emphasis must be placed on effective allocation of available resources. Of particular importance for traffic safety is that much of the value of information rests in its ability to improve resource allocation decisions and measure progress in achieving defined goals.

The Need to Rapidly Integrate New Initiatives into the State’s Safety Programs – Continually, new legislative mandates and administrative responsibilities are placed on state safety programs. These changes must often be made quickly, implying that processes, rulings, and the data required for implementation must be in place as rapidly as possible.

Primary Mission of Traffic Records System Component

Most systems that provide the data used to analyze highway and traffic safety are created and maintained for other distinct missions; e.g., licensing drivers, titling vehicles, etc. It is not feasible to change these systems to bring a more direct safety-related focus, if the primary uses

of a system cannot be retained, as well. Cost savings to the state as a whole for effectively managing these data systems for multiple uses must be recognized.

Funding Sources

Wyoming has the following list of projects using the different funding sources:

- 402 Traffic Records Funding Source - 2 projects
- 408 Data Program Incentive Funding Source - 1 project
- MAP-21 405c Data Program Funding Source - 4 projects

Performance Measures

In order to better drive the prioritization and monitoring of traffic records improvement projects in the annual cycle, Wyoming has instituted some system-wide performance measures.

1. Crash timeliness (crash event to record in the shadow database)
 - This performance measure is based on the C-T-01B model.
 - Wyoming will improve the Timeliness of the Crash system as measured in terms of a decrease of the average number of days from event to entry (for the final quarter - Oct-Dec - of each year).
2. EMS timeliness (EMS run to record in the database)
 - This performance measure is based on the I-T-01B model.
 - Wyoming will improve the Timeliness of the Injury Surveillance / EMS system as measured in terms of a decrease of the average number of days from the EMS run to the record being available in the EMS database.
3. Extension of the Wyoming LRS to cover all Public Roads
 - This performance measure is based on the R-C-02 model.
 - Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS.
4. Roadway / Integration (LRS) - Linkable
 - This performance measure is based on the R-U-01 model.
 - Wyoming will improve the Integration of the Roadway system as measured in terms of an increase of the number of roadway feature data sets that can be linked with Crash (and other) data via location (typically LRS Route and Milepost locations).
5. Roadway Integration in Safety Analysis System (CARE)
 - This performance measure is based on the R-U-01 model.
 - Wyoming will improve the Integration of the Roadway system as measured in terms of an increase in the number of Roadway feature sets available in the CARE Safety Analysis application.
6. Number of additional data sets available for safety analysis
 - This performance measure is based on the I-T-01B model.
 - Wyoming will improve the Integration of the Crash system as measured in terms of an increase in the number of ADDITIONAL data sets (i.e. not one of the "big six") available on line (e.g. in Oracle) that can link to CRASH data for safety analysis (e.g. through Crystal reports, SQL queries, etc.). By design, all crash records can link to these different data sets, so the measure is the number of data sets available.

Target Capabilities and Traffic Records Improvements Actions

The following table summarizes the updated list of proposed actions to consider that would improve traffic records. This list was updated as of February, 2015.

- The priority is given as 1H (for High), 2M (for Medium), and 3L (for Low).
- The Cost is given as H (for High; estimated as costing more than \$100,000), M (for Medium, estimated as costing between \$10,000 and \$100,000), L (for Low; estimated as costing less than \$10,000), and 0 (for zero, when no additional funding is required).

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
1	Address expectations relative to TRCC, Exec TRCC	Set up a quarterly cycle of Exec TRCC meetings, perhaps with a rotating set of focus topics (such as has been done for the TRCC)	2M	0	Matt, Chris	TRA: 15 (Exec TRCC frequency)	
2		Add <i>Data Quality reporting</i> as a regular TRCC agenda item. Regularly cover aspects such as a) what quality concerns have been encountered, and b) what quality actions have been taken and what benefits they've provided.	1H	0	Jim, Chris	TRA: 17,79, 118,163 (TRCC oversee Data Quality programs)	Ongoing
3		Add <i>Technical assistance/training</i> as a regular TRCC agenda item. Possibly discuss a) areas where different programs have benefited from assistance and/or have some expertise they'd be able to share, and b) areas where programs could take advantage of some new ideas or approaches.	2M	0	Jim	TRA: 26 (Technical assistance and training; see also recommendations)	Ongoing
4		Use the TRSP updates to drive the discussion in the TRCC meeting regarding the next projects for which Section 405 funds will be requested and applications submitted to NHTSA.	1H	0	Matt		Starting with FY 2017 cycle
5		Ensure appropriate overall performance measures (for NHTSA Reporting requirements). Address the annual reporting requirements for Section 405 funding.	1H	0	Jim, Joe		Starting with FY 2017 cycle
6	Address expectations relative to Traffic Records Strategic Plan	Enhance the TRSP structure: <ul style="list-style-type: none"> • Create new section for the "Next proposed actions/projects" 	2M	0	Joe	TRA: 31 (Costs)	Done

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
		<ul style="list-style-type: none"> Obtain cost estimates for those specific actions/projects (that would require funding) 					
7		<ul style="list-style-type: none"> Add info on potential funding sources for those actions/projects 	2M	0	Ken L	TRA: 23 (Federal funds)	
8	Overall integration / linkage between systems	Enhance the IT infrastructure <ul style="list-style-type: none"> Complete the setup (in InfoView) of the Driver and Vehicle Registration shadow DB 	2M	0	Paris E	TRA: 380, 382 (Data governance) TRSP: 1.01	Plan/Next
9		Enhance the GIS and IT infrastructure <ul style="list-style-type: none"> Extend/Expand the SPOD and GIS work to include LRS Conventions 	2M	0	Vince G	TRA: 380, 382 (Data governance) TRSP: 1.01	Ongoing (with Roads & Highways)
10		Develop and deploy RIS web services available to crash, citations for retrieving <ul style="list-style-type: none"> Driver info (given a Driver License number) Vehicle info web services (given a license plate number or a VIN) 	2M 2M	M-H	Jim, ETS, Capt. Walther, Debbie T, Debbie L	TRA: 51, recommendation TRSP: 3.13, 7.04	
11		Connect the Crash shadow database and the Driver registration shadow DB <ul style="list-style-type: none"> For Crash QA For Driver Services view on crashes 	1H	0	Jim, Debbie T, Paris	TRA: 58 (Interface with driver) TRSP: 4.01, 4.02, 4.05, 4.09	Plan/Next
12		Connect the Crash shadow database and the vehicle registration shadow DB <ul style="list-style-type: none"> For Crash QA For Motor Vehicle view on crashes To identify discrepancies regarding vehicle owners 	1H	0	Jim, Debbie L, Paris	TRA: 59, 101, 102 (Connect crash with vehicle) TRSP: 7.02	Plan/Next
13		Link the Vehicle registration shadow DB to the Driver registration shadow DB in order to <ul style="list-style-type: none"> identify discrepancies regarding vehicle owners Issues: <ul style="list-style-type: none"> The underlying RIS structure is set up to do this, however This would require changes with respect to the County Treasurers in how they register 	2M	0	Debbie, Debbie T, Paris	TRA: 99, 100 (Unify with Driver)	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
		the data (and they are reluctant to worry about such changes)					
14		Connect WECRS with Injury Surveillance system in order to: <ul style="list-style-type: none"> • Make insurance information collected by the officer available for the EMS providers • Improve crash data regarding EMS runs • Improve crash data regarding injury severity 	2M	M	Jim, Jay	TRA: 62 (Interface with Injury Surveillance system) TRSP: 1.06, 5.01	Trial underway
15		Connect the Oracle Shadow Driver Registration data to Supreme Court's citation gateway to pilot the Driver Registration / Citation connection link <ul style="list-style-type: none"> • Be able to frequently (e.g. daily) see the new adjudications that have been handed down that should be applied to drivers (suspensions, revocations, and interlocks) • Be able to compare the Driver Registration data (updated from RIS) to identify drivers for whom RIS was not updated 	1H	M-H	Debbie T, Stephan, Paris	TRA: TRSP: 4.03, 4.10, 4.11	
16		Pursue a better strategic solution for VIN decoding, needed both for HWS and Motor Vehicle Services	1H	M	Jim, Debbie	TRSP: 3.16	
17	Address key deficiencies / desires regarding Crash	Pursue an event location web service, that would allot the user of various applications to: <ul style="list-style-type: none"> • Use a map to pinpoint the location of the event (crash, code violation, etc.) • Handle various situations (along a roadway, off road, at / near an intersection) 	1H	H	Jim	TRSP: 3.02, 3.04, 3.06, 3.06, 3.15	Plan/Next
18		Build out the intersection analysis capability, including <ul style="list-style-type: none"> • Intersection Collision Diagram • Expanded intersection crash report • Scoring intersections by crash counts and severities • Ranking by Facility Type 	1H	M-H	Matt, Paris	TRSP: 3.01	Plan/Next
19		Draft new crash reporting system RFP	1H	H	Jim	TRSP: 3.02, 3.04	
20		Put in place specific crash QA performance	2M	L-M	Stacey		

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
		measures (and possibly enable linkage with PMI)					
21		Enhance the crash quality management system (QAF), including <ul style="list-style-type: none"> • Tracking trends, raising flags • Link to GIS functions to validate locations • Link to Driver Registration shadow DB • Link to Vehicle Registration shadow DB 	1H	L	Stacey, Paris	TRA: 79 (Report Quality Management to TRCC) TRSP: 3.03	Plan/Next
22		Pursue approach to giving local agencies access to crash data and analysis capability, for example <ul style="list-style-type: none"> • Collision diagram • WebCARE • Intersection maintenance tool (so locals can input data on their intersections) • Parametric reports 	1H	H	Matt	TRSP: 1.02 (Facilitate access), 1.11 (Support grant recipients), 3.07 (local access to data and tools), 3.08 (intersection analysis)	Plan/Next
23		Support the building out of connectivity between RMS and WECRS to support law enforcement agency integration.	2M	H	Ken L, Byron, Joe		
24		Deploy additional safety analysis capabilities, such as: <ul style="list-style-type: none"> • HSM Predictive • Geometric Deficiency Index • Crash Factors • Hot Spots 	1H	H	Matt	TRSP: 1.04, 3.09, 6.05	Plan/Next
25		Consider developing a County and/or City data set for analysis; consolidating aggregates of, for example: <ul style="list-style-type: none"> • Crash data • Driver registration • Vehicle registration • MVMT • Population • Lane miles • Injury data 	2M	M	Matt	TRA: 383-387, integration for analytical purposes)	
26	Address key deficiencies /	Develop a process flow chart that can be used	1H	0	Debbie L	TRA: 90, 95, 96	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
	desires regarding Vehicle Registration	to <ul style="list-style-type: none"> Identify bottlenecks / inefficiencies Identify improvement areas 				(Document process flow)	
27		Identify a set of performance measures to drive improvements, e.g. <ul style="list-style-type: none"> Process execution by the county clerks Process execution with WYDOT 	2M	0	Debbie L	TRA: 107-113 (Performance Measures)	
28		Set up some data quality checks on the Vehicle registration shadow DB <ul style="list-style-type: none"> Set up the use of WEBI to perform ad-hoc queries to identify issues Perhaps leverage from the Crash QAF system 	1H	0	Debbie L, Paris	TRA: 115,116,118 (Quality Program) TRSP: 7.05	
29		Complete the Temp Tag project <ul style="list-style-type: none"> Prepare the RFP Procure the system 	1H	H	Debbie L	TRA: TRSP: 7.03	
30	Address key deficiencies / desires regarding Driver Registration	Develop a process flow chart that can be used to <ul style="list-style-type: none"> Identify bottlenecks / inefficiencies Identify potential improvement areas Possibly focus on a) the citation / driver services interaction, and/or b) the normal work flow (to prepare for the RIS replacement project) 	1H	0	Debbie T	TRA: 134 (Process Flow)	Underway
31		Set up a set of lookup tables, along with some basic documentation of the Driver registration shadow DB	1H	0	Debbie T, Paris	TRA: 126, 128 (Data Dictionary) TRSP: 4.07	Underway
32		Set up some data quality checks on the Driver registration shadow DB <ul style="list-style-type: none"> Set up the use of WEBI to perform ad-hoc queries to identify issues Perhaps leverage from the Crash QAF system 	1H	0	Debbie T, Paris	TRA: 150,161 (Quality Program) TRSP: 4.08	
33		Identify a set of performance measures to drive improvements <ul style="list-style-type: none"> Process execution by the field offices Process execution at HQ 	2M	0	Debbie T	TRA: 152-158 (Performance Measures) TRSP: 4.08	
34	Address key deficiencies /	Set up some data quality checks on the	1H	0	Martin,	TRA: 186-190	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
	desires regarding Roadway Features	Roadway feature data sets in the SPOD <ul style="list-style-type: none"> • Ensure compliance with the LRS conventions • Identify other consistency checks to apply 			Vince, Paris	(Quality Program)	
35		Pursue getting additional data sets collected and in the SPOD, such as <ul style="list-style-type: none"> • Superelevation • Roadside Hazard Index • Intersection features 	1H	M-H	Martin, Paris	TRSP: 1.04, 1.09	
36		Identify a set of performance measures to drive improvements <ul style="list-style-type: none"> • Process execution by the field offices • Process execution at HQ 	2M	0	Martin	TRA: 190-201 (Performance Measures)	
37		Pursue ability to give local agencies access to roadway feature data, such as <ul style="list-style-type: none"> • Functional Classification • Ownership • Lanes, widths (LOG file) • Intersections • Roadway names 	2M	M-H	Martin, Matt, Paris	TRA: 185, 199 (Local access) TRSP: 1.14, 6.07	
38	Penalties and Sanctions Tracking System (tracking administrative penalties and sanctions, especially DUI)	Develop a pragmatic plan to connect the various systems to improve the ability to link data regarding crashes, citation and adjudication, and driver records regarding penalties and sanctions (especially DUI; alcohol or drugs) <ul style="list-style-type: none"> • Be able to compare citations, convictions, and penalties with the crashes • Be able to ensure that penalties decided by the courts are properly applied • Be able to show the impacts of the penalties applied • Have the necessary inter-system linkages in place (citation and adjudication, driver registration, vehicle registration) • Reduce the work level to track the adjudication impacts on driver license status, motor vehicle status 	1H	H	Debbie T, Stephen, Jim, Debbie	TRA: 120, 205, 229, 230, 231, 240, 241, 255, 386, Recommendation TRSP: 1.07	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
		Recommend: meeting between Driver Services, Motor Vehicle, HWS, and Supreme Court (and possibly one or two of the Municipal courts already working with the Supreme Court) to identify actions this year, and likely actions next year; minutes would be the plan.					
39	Address key deficiencies / desires regarding Citations and Adjudication	Support build out of e-citations, including the submittal of citations from various agencies into the Supreme Court's Gateway repository	1H	H	Stephen	TRA: Recommendations TRSP 2.01, 2.02, 2.04	
40		Pursue approach to getting adjudication updates from various court systems into the Supreme Court's Gateway repository	1H	H	Stephen	TRSP:	
41		Identify a set of performance measures to drive improvements, e.g. <ul style="list-style-type: none"> • Submittal of citations from law enforcement agencies • Update of adjudication information from courts 	2M	0	Stephen	TRA: 244-253, Recommendations	
42		Set up some data quality checks on the Citation Gateway repository <ul style="list-style-type: none"> • Ensure that data being submitted meets user's needs 	2M	0	Stephen	TRA: Recommendations	
43		Address NIBRS guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD	TRA: 211	
44		Address NLETS guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD	TRA: 212	
45		Address LEIN guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD	TRA: 213	
46		Address MIDRIS guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD	TRA: 218	
47	Address key deficiencies / desires regarding Injury Surveillance	Track injury information regarding crashes across different levels (EMS, emergency, trauma, and hospital)	2M	TBD	TBD	TRA: 264, 265, 276,	
48		Consolidate the view of records from emergency departments across hospitals	2M	TBD	TBD	TRA: 292, 295, 296,	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Q# 2013 TRSP ID#	Status
49		Include Emergency Department data in Injury Surveillance	2M	TBD	TBD	TRA: 257, 264, 269, 283, 284, 308, 312, 314,	
50		Include rehabilitation data in Injury Surveillance	2M	TBD	TBD	TRA: 260	
51		Include Vital Records data in Injury Surveillance	2M	TBD	TBD	TRA: 261, 289, 290,	
52		EMS Performance Measures	2M	TBD	TBD	TRA: 318-325	
53		EMS Quality Assurance	2M	TBD	TBD	TRA: 329	
54		Emergency/Hospital Quality Assurance	2M	TBD	TBD	TRA: 303, 304, 333, 341-346	
55		Identify and implement a set of Emergency/Hospital Performance Measures that will help drive the desired improvement	2M	TBD	TBD	TRA: 334-340	

Next Proposed Actions / Projects

The following summary Implementation Plan documents cover those items in the list of **Target Capabilities and Traffic Records Improvement Areas** that have been selected to pursue for launching in FY2016 and FY 2017.

Project Implementation Plan

Safety Management System

Desired End State (for this phase)

- Facilitate the more widespread use of the SMS to better prioritize
 - The crash locations that are analyzed, in order to optimize the effort spent on analysis
 - Safety treatments proposed / deployed, to optimize the crash reduction realized from safety treatment investments
- Build up a reference of safety treatments that have applied in Wyoming

Performance Measures

- Outcome measures:
 - a. Anticipated crash reduction by District (target is 1.5 critical crashes per year)
- Proposed measures of use:
 - a. Number of treatment locations entered
 - b. Average B/C of treatments (by district)
 - c. Number of active users

Main Objectives (for this phase)

- Drive higher B/C safety treatment deployment
- Address the highest priority user needs
- Enable management (district, HWS, and Traffic Ops) to visualize and monitor progress on Performance Measures

Project Milestones

1. Release Version 2
 - a. User testing
 - b. Release to PROD
2. District “dashboard” showing for the district:
 - a. Crash locations; status and trends
 - b. Treatment locations; status and trends
 - c. Summary of expected reductions, costs
 - d. Make the Crash Locations and Treatment Locations visible in the SPOD (for use with Asset Review)
3. Release Version 3 of SMS
 - a. Finalize requirements
 - b. Dependencies
 - i. HSM Predictive
 - ii. Scoring functions
 - iii. B/C functions
 - c. Implementation
 - d. User Testing
 - e. Release to PROD

Potential Future Steps

- Version 4 with further enhancements
- Link to Pre-STIP Project Specification

Project Implementation Plan

Intersections

Desired End State

Complete the initial deployment of a sustainable, reliable, useful, up-to-date inventory of public road intersections, providing enhanced analysis and communication capability to the users - WYDOT and others.

Performance Measures

- Traffic Records (NHTSA) measures:
 - a. Roadway - Number of intersection features / number of intersections
 - b. Integration - Number of roadway data sets with crash
 - c. Accessibility - Satisfaction, number of users

Background

There are several components covered herein:

- The Intersection Inventory, which
 - Consists of the list of intersections, and attribute information about each intersection and each intersection leg.
 - Is extracted from the ELRS geometries (where they cross each other) and some basic rules (such as no intersections with ML25x, ML80x, ML90x, etc.)
 - Covers the whole public road network in the WYDOT ELRS; currently highways, county roads, and city streets.
 - Needs to be maintained as the roadway network evolves
- Inventory refresh process, which
 - Extracts a new set of intersections from the ELRS
 - Runs periodically
 - Used to update the inventory (through the maintenance process)
- Inventory maintenance tool, which allows
 - Addition of off-system legs
 - Correction of leg definition (e.g. I/D as separate intersections or in one intersection)
 - Update/application of field-collected data

Main Objectives

1. Develop a comprehensive intersection inventory
2. Ensure it is useful and maintained
3. Make the intersection inventory available to the department (via the SPOD)
4. Integrate the intersection inventory into the business processes

Project Steps and Milestones

1. Clarify the owner of the inventory
2. Consolidate the field collected data from D3, D5, and TriHydro
 - a. Merge old / new inventory
 - i. TriHydro to do desktop analysis to fill in missing leg info (Hot Springs, Lincoln, Sublette)
 - ii. TriHydro complete merge and QA
3. Integrate the field data into the Intersection Inventory

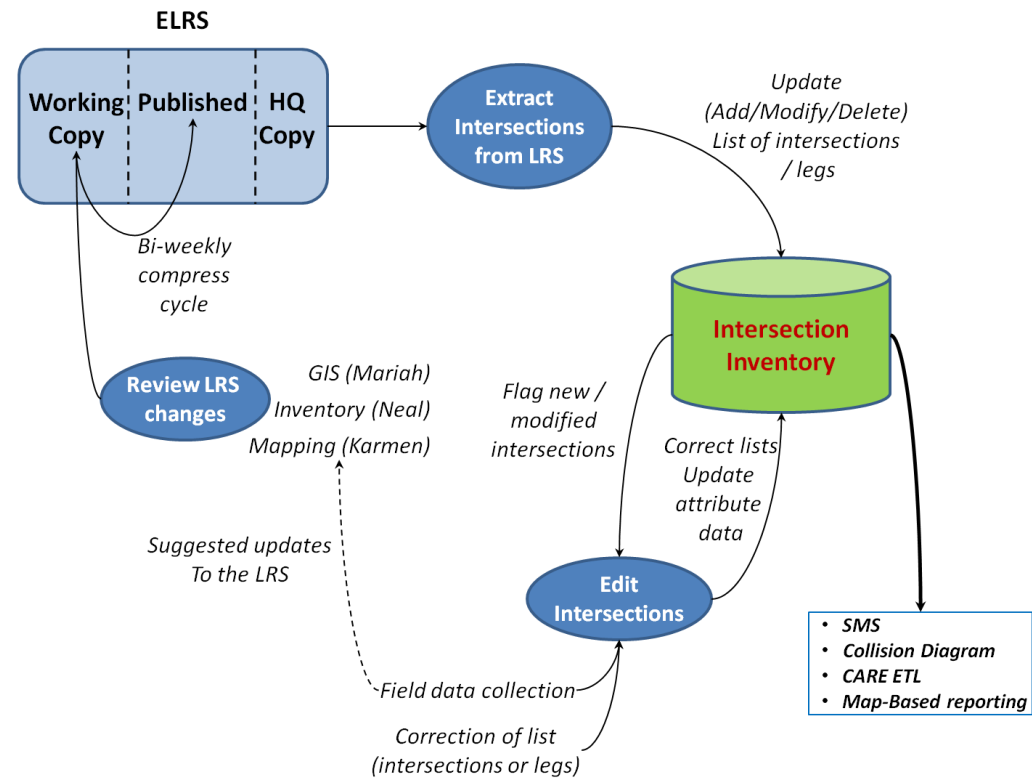
4. Put in place an active inventory maintenance procedure with Traffic Ops
 - a. Define process (linked with LRS updates)
 - b. Deploy supporting tool(s)
5. WYDOT Database set up (for SMS, etc.)
 - a. Decision: Original will be housed by ITIS
 - b. Decision: Tool to manage will be provided by ITIS

Associated Steps and Activities

1. Improve the HWS Intersection Report
 - a. Resolve issues with Intersection Collision Diagram (IT version)
 - b. Confirm Traffic requirements regarding collision diagram logic
2. Develop the SI scoring functions (using appropriate facility types) for intersections
3. Complete HSM Predictive for applicable intersections
 - a. Get missing (off-system) cross-street volumes
 - b. Pursue other HSM data (e.g. turning movement volumes, turn lanes)
4. Deploy the Safety Portal (WebCARE) analysis capabilities
 - a. Improved Intersection Crash Diagram tool
 - b. Intersection analysis; frequency, ranking, crash type analysis
5. Available for Map-based crash reporting (for locating and for intersection crash info)
6. Integrate into Safety Management System
 - a. Safety location operation
 - b. Treatment location operation
 - c. Treatment type assignment
 - d. Scoring, naming, etc.
7. Develop intersection Crash Factor functions; prevalence, over-representation

Potential Associated Future Steps

- Address Traffic Circles / Roundabouts (TC, TA, TE routes)
- Expand SI Scoring / HSM predictive to off-system intersections
- Implement the *Interchange* inventory (linking the associated intersections)
- Implement the *Associated Intersection* inventory (linking the optional turn intersections with their associated mainline intersections)
- Allow local agencies to upload or link their intersection attribute data to WYDOT's intersection inventory for use in various tools that rely on the inventory



Overview of Maintenance Process

Project Implementation Plan Safety Portal

Project Objectives

- Ensure best possible information at fingertips
- Support WYDOT internal users
- Support external users

Performance Measures

- Traffic Records (NHTSA) measures:
 - a. Integration - Number of roadway data sets with crash
 - b. Integration - Crash and Driver registration for analysis
 - c. Integration - Crash and Vehicle registration for analysis
 - d. Accessibility - Satisfaction, number of users

Estimated Project Cost

- Deployment - \$270,000
- Ongoing maintenance - \$65,000

Project Milestones

- WYDOT Management approval
- Business case approved by ETS
- Contract in place / notice to proceed
- Initial implementation
- Additional modules - Round 1
- Additional modules - Round 2

Potential Associated Future Steps

- Additional sets of modules if/as needed

Project Implementation Plan

HSM Predictive

Project Objectives

- Integrate Predictive into the business processes
- Build out the Predictive method to cover the network as appropriate
- Identify ways to improve confidence in the Predictive method

Performance Measures

- Overall progress measures:
 - a. % of public roadway miles covered
 - b. % of public roadway intersections covered

Estimated Project Cost

- Roll out Predictive into business processes
 - a. Consultant (ITIS) \$35,640
 - b. Internal IT (existing contract)
 - c. Project Management (existing contract)
- Add coverage (freeways, ramps, speed change lanes)
 - a. Consultant (ITIS) \$25,080
 - b. Internal IT (existing contract)
 - c. Project Management (existing contract)
- Add coverage (Urban/suburban)
 - a. Consultant (ITIS) \$45,870
 - b. Internal IT (existing contract)
 - c. Project Management (existing contract)

Project Milestones

- Scoring functions implemented
 - a. Developed
- Benefit & Cost functions implemented
 - a. Developed
- Risk functions implemented
 - a. Developed
- Functions integrated into SMS

Project Implementation Plan Map-Based Crash Reporting

Desired End State

This project is to deploy a web-based service integrated with the crash reporting system modeled after the system developed and used in Florida. This web service allows officers to specify the location of a crash through a map-based interface that allows them to zoom in to a specific area and point to the exact location where the crash occurred. The service would then respond with the necessary data to populate the location-based fields of the crash report form. This will greatly improve the accuracy of the crash locations, as well as greatly simplify the location entry procedure for the officers.

The first phase is to achieve connected operation, i.e. the map-based location entry works when the officer's computing device is connected to the internet. A later phase would potentially address disconnected operation.

Performance Measures

- Traffic Records (NHTSA) measures:
 - a. Crash - Accuracy
 - b. Crash - Timeliness
- Operational Measures:
 - a. Ease of use by officers (time to complete form)

Project Objectives

5. Ensure stakeholder needs are met, and get their agreement and active support
6. Define Get commitment from the various involved parties
7. Deploy a map-based location service integrated with Report Beam
8. Publish an interface specification that will allow/encourage other use of the capability

Project Milestones

1. Consolidate and document stakeholder requirements
 - a. Functional/operational requirements
 - b. System (hosting) requirements (from IT and GIS)
 - c. User requirements (from WHP, WASCOP safety group)
 - d. Interface requirements (from Visual Statement)
2. Get WYDOT support for the project (IT, GIS, management, ETS if needed)
3. Develop detailed project plan
4. Select procurement approach
5. Select providers
 - a. Service development and support
 - b. Service hosting
6. Sign agreements with the parties
 - a. WYDOT IT
 - b. WYDOT GIS
 - c. Hosting provider
 - d. Service developer
 - e. Visual Statement
7. Implementation

- a. The web service
- b. Modifications to Report Beam
- c. The hosting environment
8. Acceptance testing
 - a. Unit testing of the web service
 - b. User testing of the web service
 - c. Integration testing of the web service with Report Beam
 - d. System testing (with hosting service)
9. Officer information / training on the new system
10. Go-live transition

Potential Future Steps

- Disconnected solution development

Project Implementation Plan

Improving Access to Driver Registration Data

Main Objectives of this Project

Improve WYDOT capabilities regarding the access to Driver Registration data

- Driver Services ability to generate ad hoc reports quickly and cost effectively
- Driver Services ability to do quality control on the driver registration data (especially in anticipation of an eventual migration from RIS)
- Highway Safety ability to find and correct errors related to Wyoming driver information in crash forms
- Highway Safety ability to add *exposure* information to studies involving driver related crashes.
 - E.g. for factors like graduated driver licenses, hardship license restrictions, etc.
- Allow Driver Services to view the crash history of individuals with regards to testing, etc.

Performance Measure(s) for this Project

- Traffic Records (NHTSA) measures:
 - Integration Driver Registration and Crash: % of crash records linked to driver registration records
 - Accessibility of Driver Registration data:
 - Number of analysts that can access the data
 - Satisfaction of end users of data / ease to perform queries

Estimated Costs for this Project

Most of this project's resources are internal, and thus do not require specific funding.

There are efforts required for this project that would result in external costs, but those resources are already paid for by other projects:

- The IT resource for the work on the Query/Reporting configuration
- The project management consultant for overall management.

However, some additional data will need to be brought over.

The estimated cost of this project is thus \$5-10,000.

(NOTE: This would change to cover the handicap placard data being brought over)

Project Milestones

Note: The monthly update is already set up, going to the tablespace hwsreporting (on TEST).

1. Finalize the additional data that needs to be brought over
2. Get the additional data brought over
3. Query environment set up (final location set up, configured, access granted)
4. Reporting environment set up (final location set up, configured, access granted)
5. Driver Services individuals trained on Query/Reporting tool(s)
6. HWS QAF link to registration data - on DL#
7. HWS QAF link to registration data - on person identifier info
8. Driver services link to crash data - on DL#
9. Driver services link to crash data - on person identifier info

Execution Management Approach

- Target completion of this specific project by end of FY 2016
- Regular (roughly monthly) meetings with involved parties

Potential Future Steps

- Addressing temporal aspects of the data (when a driver is first registered, when a license is renewed, restriction added/removed, etc.)
- Modify replication mechanism to use incremental transfer (of add/modify/delete) rather than full extract
- Use web services rather than FTP for the data transfer
- Consider adding the following data fields
 - ID Card numbers, issue and expiration dates
 - Handicap inventory (permanent and temporary, issue and expiration dates)
 - Ignition interlock (requirement date)
 - Selected administrative entry items; deferral, DI pending, 30-days, DI dismissal
- Consider linking crash data to driver registrations (by DL#)
 - Such as any citations given, improper behavior for each crash
 - To help indicate whether retesting is called for
 - To help indicate whether tests should include more emphasis on certain areas

Project Implementation Plan

Improving Access to Motor Vehicle Data

Main Objectives of this Project

Improve WYDOT capabilities regarding the access to and use of Motor Vehicle Registration and Title data

- Motor Vehicles ability to do queries and generate ad hoc reports quickly and cost effectively
- Motor Vehicles ability to do quality control on the motor vehicle registration and title data (especially in anticipation of an eventual migration from RIS)
- Highway Safety ability to find and correct errors related to Wyoming vehicle information in crash forms
- Highway Safety ability to add *exposure* information to studies involving vehicle related crashes.
 - E.g. for factors like vehicle category, age, etc.

Note: An initial transfer was performed, into the tablespace hwsreporting (on TEST). These tables have already been used on an ad-hoc basis to a) respond to some query needs regarding title data, and b) do a quick check on the validity of VIN-related data in crash records.

Performance Measure(s) for this Project

The following performance measures would be appropriate from a NHTSA point of view

- Traffic Records (NHTSA) measures:
 - Integration Motor Vehicle Registration and Crash - percent of crash records linked to driver registration records
 - Accessibility of Motor Vehicle Registration and Title data:
 - Number of analysts that can access the data
 - Satisfaction of end users of data / ease to perform queries
 - Accuracy - % of MV records for which the data matches what is decoded from the VIN
 - To track the quality of data coming from the counties
 - Accuracy - % of Crash records for which the vehicle data matches what is decoded from the VIN

Estimated Costs for this Project

Most of this project's resources are internal, and thus do not require specific funding through the TRCC. There are efforts required for this project that would result in external costs, but those resources are already paid for by other projects:

- The IT resource for the work on the query/reporting configuration
- The Traffic Records consultant for overall project management.

There will be some external costs for this project related to the additional work by the RIS consultant. The estimated cost of this project is thus \$5-10,000.

Project Milestones

1. Query/Reporting environment set up (final location determined, look up tables set up, query/reporting tool configured, access granted)

2. Motor Vehicles resources trained for query/reporting
3. Link to NHTSA (or other) VIN decoder for Motor Vehicle QC
4. HWS QAF link to registration data - on license plate # OR VIN
5. HWS access to vehicle registration data (for exposure info)

Execution Management Approach

- Target completion of this specific project by end of FY 2016
- Regular (roughly monthly) meetings with involved parties

Potential Future Steps

- Use web services rather than FTP for the data transfer
- Consider linking crash data to vehicle registrations (by license #)
 - Such as any crashes involving the vehicle

Project Implementation Plan Improving Crash Data QA

Main Objectives of this Project

Improve WYDOT capabilities regarding the Quality Assurance of the Crash Data

- Tracking trends in the data quality in order to identify and address issues earlier
- Improve the location data associated with each crash (geo-location and attribute data)
- VIN decoding to check vehicle information, and improve integration with the motor vehicle data.

Note: This involves some preliminary work to implement some functions which then need to be integrated with QAF (the Quality Assurance Framework that is in place).

Performance Measure(s) for this Project

The following performance measures would be appropriate from a NHTSA point of view

- Traffic Records (NHTSA) measures:
 - Accuracy - percent of critical elements that are checked
 - Timeliness - percent of critical elements with unknown or blank (through better monitoring, communication)
 - Timeliness - average time from event to in the database (through better monitoring, communication)
- Operational Measures:
 - QC Checks performed
 - Monitoring errors
 - Monitoring blanks/unknowns
 - Monitoring timeliness (within HWS)

Estimated Costs for this Project

Most of this project's resources are internal, and thus do not require specific funding through the TRCC. There are efforts required for this project that would result in external costs, but those resources are already paid for by other projects:

- IT resources to implement (productize) the functions and update the QAF application
- The Traffic Records consultant for overall project management.

There may be some external costs for this project related a GIS consultant. The estimated cost of this project is thus \$2-5,000.

Project Milestones

1. VIN encapsulation function available
2. Geospatial functions available
3. QAF updated (see QAF V3 specifications)
4. QAF data available for trend reports

Execution Management Approach

- Target completion of this specific project by end of FY 2016
- Regular (roughly monthly) meetings with involved parties

Potential Future Steps

- Enhance the dashboard capability within QAF (as the most useful reports are identified)

Project Implementation Plan Operational Performance Measures

Main Objectives of this Project

Improve Wyoming experience and use of Operational Performance Measures (OPMs)

- Identifying appropriate Operational Performance Measures for the various Traffic Records areas
- Using Operational Performance Measures :
 - Getting a baseline
 - Tracking trends
 - Making operational trends
 - Measuring improvement
- Linking the OPMs to organizational measures (such as WYDOT's Balanced Score Card measures)
- Linking the OPMs to the NHTSA Traffic Records Performance Measures (i.e. the "Six-Pack")
- Linking the OPMs to individual PMI

Performance Measure(s) for this Project

The following performance measures would be appropriate from a NHTSA point of view

- Score on Traffic Records Assessment regarding the Operational Performance Measure questions (next TRA compared to 2015)

Estimated Costs for this Project

At this point, all of this project's resources are internal, and thus do not require specific funding through the TRCC. There may be some specific need for external resources for specific areas, and thus an estimate of \$10,000 is being estimated.

Project Milestones

1. Identify OPMs for Crash
2. Present the Crash OPMs to WyTRCC
3. Implement the Crash OPMs
4. Collect initial Crash OPM data
5. Present initial Crash OPM data to WyTRCC

Execution Management Approach

- Target completion of this specific project by end of FY 2016
- Regular (roughly monthly) meetings with the Crash Data team to initiate and review the results of the OPMs

Potential Parallel / Future Steps

- Other Traffic Records areas implement their own OPMs
- Automated mechanisms to collect data for specific OPMs



State of Wyoming **Traffic Records Performance Measures**

Updated With FY 2016 Results
(as of March 31, 2016)

Wyoming Traffic Records Coordinating Committee
and the
Highway Safety Program

WYOMING DEPARTMENT OF TRANSPORTATION
5300 BISHOP BOULEVARD
CHEYENNE, WY 82009-3340

Joe McCarthy – JDI Consulting, LLC



List Of Performance Measures

1.	EMS/Timeliness - EMS run to DB	3
2.	Extension of the Wyoming LRS to cover all Public Roads	4
3.	Roadway Features/ Integration - Linkable MIRE Features	5
4.	Roadway Feature - Completeness /Roadway Names.....	7

NOTE: The period for the performance measures is April 1 - March 31 for each year.
Some of the end-of-period measurements this year were made on April 1, 2016.



1. EMS/Timeliness - EMS run to DB

Active Status: Active

Status of Improvement: Demonstrated Improvement

Performance measure definition:

Wyoming will improve the Timeliness of the Injury Surveillance / EMS system as measured in terms of a decrease of the average number of days from the EMS run to the record being available in the EMS database.

This performance measure is based on the I-T-1 model.

NOTE: Now that the **average** time has been reduced to a much more acceptable level, the focus is starting to shift to pay more attention to the "stragglers". Thus, we are starting to track the measure of standard deviation. This gives an indication as to how bad the outliers are; the larger the standard deviation, the more and more delayed are the number of reports that are greater than the average.

Wyoming will improve the Timeliness of the Injury Surveillance / EMS system as measured in terms of a increase of the percent of crashes entered into the crash database within 10 days.

This performance measure is based on the C-T-2 model.

Performance measure method:

These measures are based on the difference between the Incident Date and the Date Entered for all records entered into the database during the measurement period (Jan 1-Dec 31).

NOTES:

- This calculation method is in keeping with the feedback received from NHTSA regarding the calculation of incident date to entered date; looking at the records entered during a certain time period rather than the incidences that occurred during a time period.
- Starting with this submittal, the calculations use the date and time for both the incident and the availability in the Report Beam database. The calculations have been redone for each of the three earlier years (2014, 2015, and 2016) to be consistent with this calculation approach.

See attached file: EMS Timeliness (2016).xlsx, which contains the data for the last three years.

Changes from previous measurement period:

- Further progress has been made in timeliness, both in average days from incident to DB, and in the % of the runs reported in less than or equal to 10 days.

Measurement History

Days from incident to available in the EMS system database, along with the percent of reports submitted in 10 days or less entered during the measurement period.

Fiscal Year	Measurement Period	Average	% <= 10
2015	1-Apr-13 - 30-Mar-14	2.5	89.1
2016	1-Apr-14 - 30-Mar-15	1.9	89.6
2017	1-Apr-15 - 30-Mar-16	1.7	93.4



2. Extension of the Wyoming LRS to cover all Public Roads

Active Status: Active

Status of Improvement: Demonstrated Improvement

Performance measure definition:

Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS.

This performance measure is based on the R-C-2 model. (Since the ELRS includes all public road miles known to WYDOT, it is not appropriate to calculate the percentage of road miles covered by the ELRS, as that would always be 100%)

Performance measure method:

The state will show measureable progress using the following method:

Count the number of records in the GIS.LRS_2010_FCV table (which is the ESRI View consolidating the valid geometries).

NOTE: As of 2015, the GIS.LRS_2010_FCV table has been replaced by the GIS.ELRS_ROUTE_VALIDATION table. The structure of this table is the same as the previous one.

See attached file: 20160331-ELRS_ROUTE_VALIDATION.xlsx, which contains the contents of the table as of the last two measurement dates.

Changes from previous measurement period:

- Some previously missing routes have been added to the LRS, including

Measurement History

Number of route geometries in the ELRS (previously LRS) table at the end of the measurement period.

Year	Measurement Date	Count
2014	30-Sep-14	16209
2015	31-Mar-15	16214
2016	31-Mar-16	16592



3. Roadway Features/ Integration - Linkable MIRE Features

Active Status: Active

Status of Improvement: Demonstrated Improvement

Performance measure definition:

Wyoming will improve the Integration of the Roadway system as measured in terms of an increase of the number of MIRE roadway feature data sets that can be linked with Crash (and other) data via location (typically LRS Route and Milepost locations)

This performance measure is not based on the R-I-1 model.

NOTE: By design, all roadway feature files are a) LRS compliant, meaning that all entries can be linked to the roadway basemap, and b) are dynamically segmented, meaning that each row in each table has ONLY the attribute(s) that correspond(s) to the table contents. For example, the file HF_PAVEMENT_TYPES only contains the type of pavement for the travelway and the shoulders. By definition, ALL records in that table have all the critical elements, and can be integrated with other features and other data sets.

The future intent is to measure, for each roadway feature, the % of roadway miles covered, in order to ensure that all applicable route segments exist. However, that measurement is not yet possible.

Performance measure method:

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

The MIRE compliant roadway features currently available are listed in the table below. The * column is used to indicate the Fundamental Data Elements from MIRE.

#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
1	1			County names (geospatial)	COUNTIES_FC	GIS
2	2			County codes (geospatial)	COUNTIES_FC	GIS
3	3			WYDOT Districts (geospatial)	WYDOT_DISTRICTS_FC	GIS
4	6			City Urban limit names (geospatial) City Corporate limit names (tabular)	URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
5	7			City Urban limit codes (geospatial) City Corporate limit codes (tabular)	URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
6	8	*		LRS Route specifications (geospatial)	ELRS	GIS
7	9	*		Roadway name	ROAD_NAMES_MV	ROADWAY_NAMES
8	10	*		LRS Route begin point	ELRS_SDO	GIS
9	11	*		LRS Route end point	ELRS_SDO	GIS
10	19			Functional class	FUNCTIONAL_CLASS_VW	SPOD
11	23	*		Roadway surface type	HF_PAVEMENT_TYPES	HYFEATURE
12	43			Right shoulder surface type	HF_PAVEMENT_TYPES	HYFEATURE
13	44			Right shoulder width	HYFEATURE_PAVEMENT_WIDTH S_VW	SPOD
14	46			Right shoulder rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
15	47			Left shoulder surface type	HF_PAVEMENT_TYPES	HYFEATURE
16	48			Left shoulder width	HYFEATURE_PAVEMENT_WIDTH S_VW	SPOD
17	50			Left shoulder rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY



#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
18	53			Median width	HF_MEDIANS	HYFEATURE
19	54	*		Median type	HF_MEDIANS	HYFEATURE
20	58			Median shoulder rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
21	75			Terrain (mountainous, rolling, flat)	HS_SAFETYINDEX_SECTIONS_MV	SPOD
22	79	*		AADT	AA_PMS_TRAFFIC_SECTIONS_MV	SPOD
23	80	*		AADT Year	AA_PMS_TRAFFIC_SECTIONS_MV	SPOD
24	89			K-factor of vertical curve	HYFEATURE_VERTICAL_MV	SPOD
25	92			Regulatory Speed Limits	SPEED_LIMIT_VW	SPOD
26	104			Centerline rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
27	108		1	In horizontal curve	HYFEATURE_HORIZONTAL_MV	SPOD
28	109			Horizontal curvature radius	HYFEATURE_HORIZONTAL_MV	SPOD
29	116			Vertical curve Crest/Sag	HYFEATURE_VERTICAL_MV	SPOD
30	117			Vertical grade	HYFEATURE_VERTICAL_MV	SPOD
31	120			Public road intersection/junction ID	INTERSECTIONS	INTERSECTION_INVENTORY
32	121			Type of intersection/junction	INTERSECTIONS	INTERSECTION_INVENTORY
33	122	*		Route Identifier - Road 1	INTERSECTIONS	INTERSECTION_INVENTORY
34	123	*		Route Identifier - Road 2	INTERSECTIONS	INTERSECTION_INVENTORY
35	125			Number of Legs	INTERSECTIONS	INTERSECTION_INVENTORY
36	126	*		Intersection geometry	INTERSECTIONS	INTERSECTION_INVENTORY
37	129			Intersection angle	INTERSECTIONS	INTERSECTION_INVENTORY
38	130			Intersection offset distance	INTERSECTIONS	INTERSECTION_INVENTORY
39	131	*		Intersection traffic control	INTERSECTIONS	INTERSECTION_INVENTORY
40	139			Approaches (access to highways)	APPROACHES	APPROACHES
41	139	*		Intersection leg ID	INTERSECTION_LEGS	INTERSECTION_INVENTORY
42	140	*		Intersection leg AADT	INTERSECTION_LEGS	INTERSECTION_INVENTORY
43	141	*		Intersection leg AADT year	INTERSECTION_LEGS	INTERSECTION_INVENTORY
44	143			Intersection leg direction flow	INTERSECTION_LEGS	INTERSECTION_INVENTORY
45	144			Intersection leg through lanes	INTERSECTION_LEGS	INTERSECTION_INVENTORY

Notes:

1. The horizontal curve attribute indicates the start/end of curve, but does not indicate the kind of curve (e.g. independent, compound, or reverse).

Changes from previous measurement period:

- Added centerline rumble trip type (MIRE element 104)

Measurement History

Linkable MIRE roadway feature data elements available at the end of the measurement period.

Year	Measurement Date	Count
2015	31-Mar-15	44
2016	31-Mar-16	45

4. Roadway Feature - Completeness /Roadway Names

Active Status: Active

Status of Improvement: Demonstrated Improvement

Performance measure definition:

Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase in the number of validated roadway names that apply to the WYDOT public road LRS.

WYDOT is also tracking progress through an additional way measuring the completeness of roadway names: The measure is in terms of an increase in the number of validated roadway names available in the production version of the Global Names Table.

These names are available in the production version of the Global Names Table. This is the "official" table that is available for use by the department, and is designated as the "True Source" (i.e. the "golden reference" for roadway names.)

This performance measure is based on the R-C-2 model. However, percentage cannot be used, since a) the LRS (road basemap) is still evolving and being improved, and b) WYDOT does not yet have a method to measure what percentage of the LRS is named, and c) some segments have (or should have) more than one valid name, and improvements there should also count.

Performance measure method:

Measure 1: Count the number of unique routes that have active roadway names in VW_ROADWAY_NAMES view in the PRODUCTION area on Oracle (see the query shown below).

Prior measure (as of 31-Mar-15): 12,491

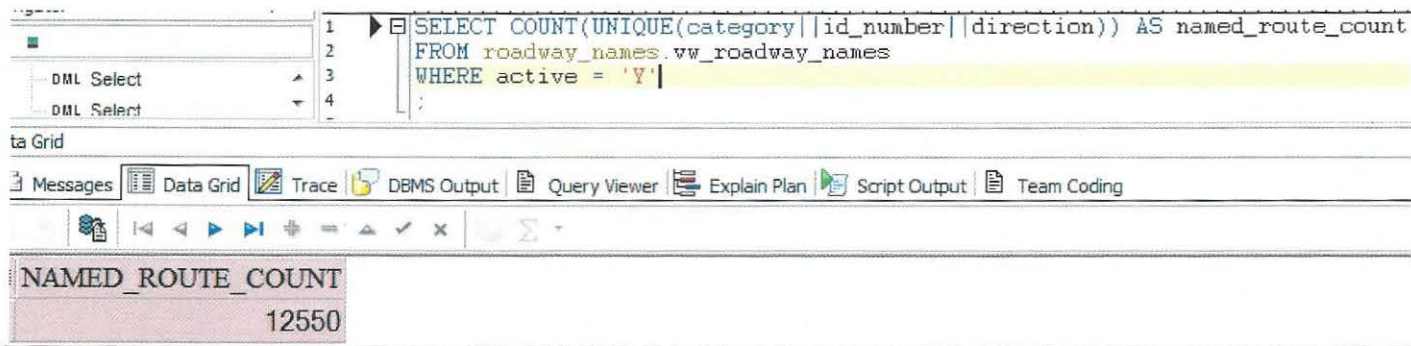
The screenshot shows the Oracle SQL Developer interface. The query window displays the following SQL query:

```
1 SELECT COUNT(UNIQUE(CATEGORY || ID_NUMBER || DIRECTION))
2 AS named_routes
3 FROM roadway_names.vw_roadway_names
4 WHERE active = 'Y'
5 ;
```

The Data Grid below the query shows the results of the query:

NAMED_ROUTES
12491

New measure (as of 31-Mar-16): 12,550



1 SELECT COUNT(UNIQUE(category||id_number||direction)) AS named_route_count
 2 FROM roadway_names.vw_roadway_names
 3 WHERE active = 'Y'
 4 ;

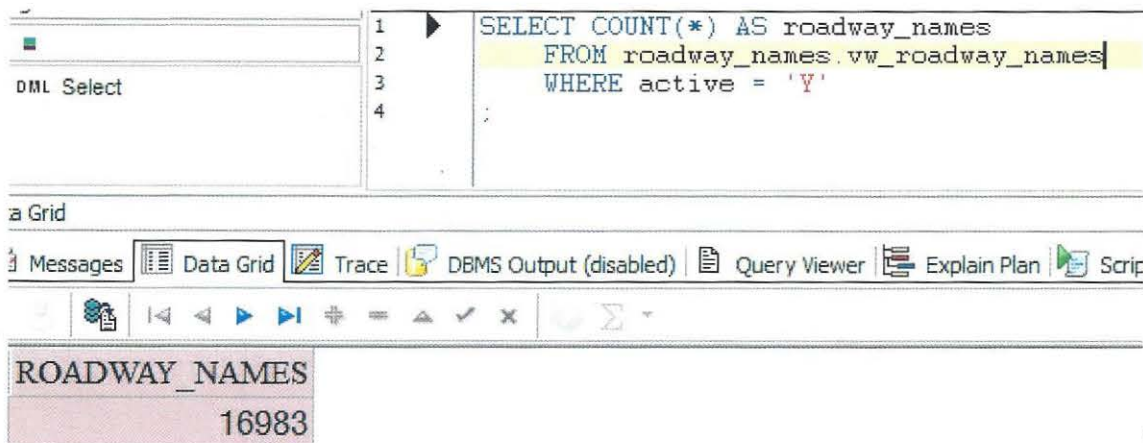
ta Grid

Messages Data Grid Trace DBMS Output Query Viewer Explain Plan Script Output Team Coding

NAMED_ROUTE_COUNT
12550

Measure 2: Count the number of active name entries in VW_ROADWAY_NAMES view in the PRODUCTION area on Oracle (see the query shown below).

Prior measure (as of 31-Mar-15): 16,983:



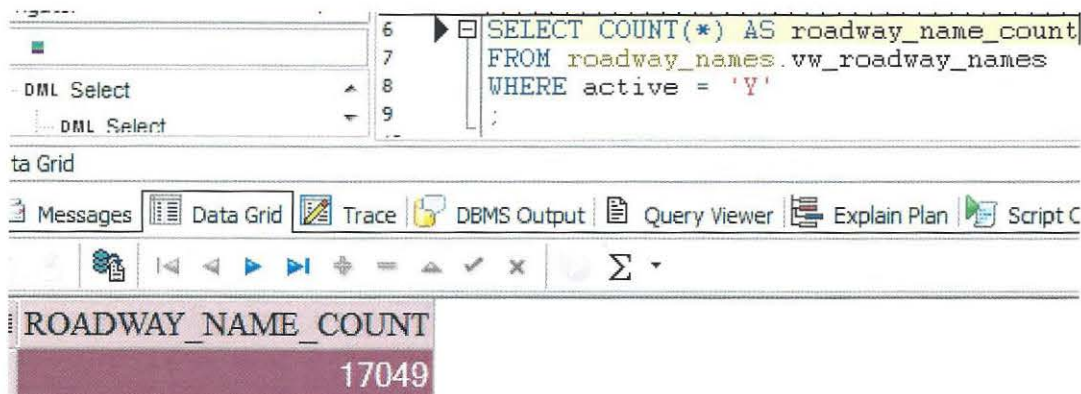
1 SELECT COUNT(*) AS roadway_names
 2 FROM roadway_names.vw_roadway_names
 3 WHERE active = 'Y'
 4 ;

ta Grid

Messages Data Grid Trace DBMS Output (disabled) Query Viewer Explain Plan Script

ROADWAY_NAMES
16983

New measure (as of 31-Mar-16): 17,049:



6 SELECT COUNT(*) AS roadway_name_count
 7 FROM roadway_names.vw_roadway_names
 8 WHERE active = 'Y'
 9 ;

ta Grid

Messages Data Grid Trace DBMS Output Query Viewer Explain Plan Script C

ROADWAY_NAME_COUNT
17049



Measurement History:

The number of routes with names, and of names applied to routes at the end of the measurement period.

Measurement Date	Named routes	Count of Names
6-Mar-15	12484	16980
31-Mar-15	12491	16983
1-Apr-16	12550	17049

WYOMING Traffic Records Assessment

Jack D. Benac, Facilitator | December 8, 2014

Report Out Briefing



Question Response Summary



Advisory Module	Questions	Responses	Respondents
TRCC Management	19	58	7
Strategic Planning	16	81	14
Crash	44	216	18
Driver	45	108	9
Vehicle	39	68	8
Roadway	38	98	9
Citation / Adjudication	54	146	18
Injury Surveillance	123	166	7
Data Use & Integration	13	43	6
Total	391	984	

FFY 2017

C48

23 C.F.R. 1300.22

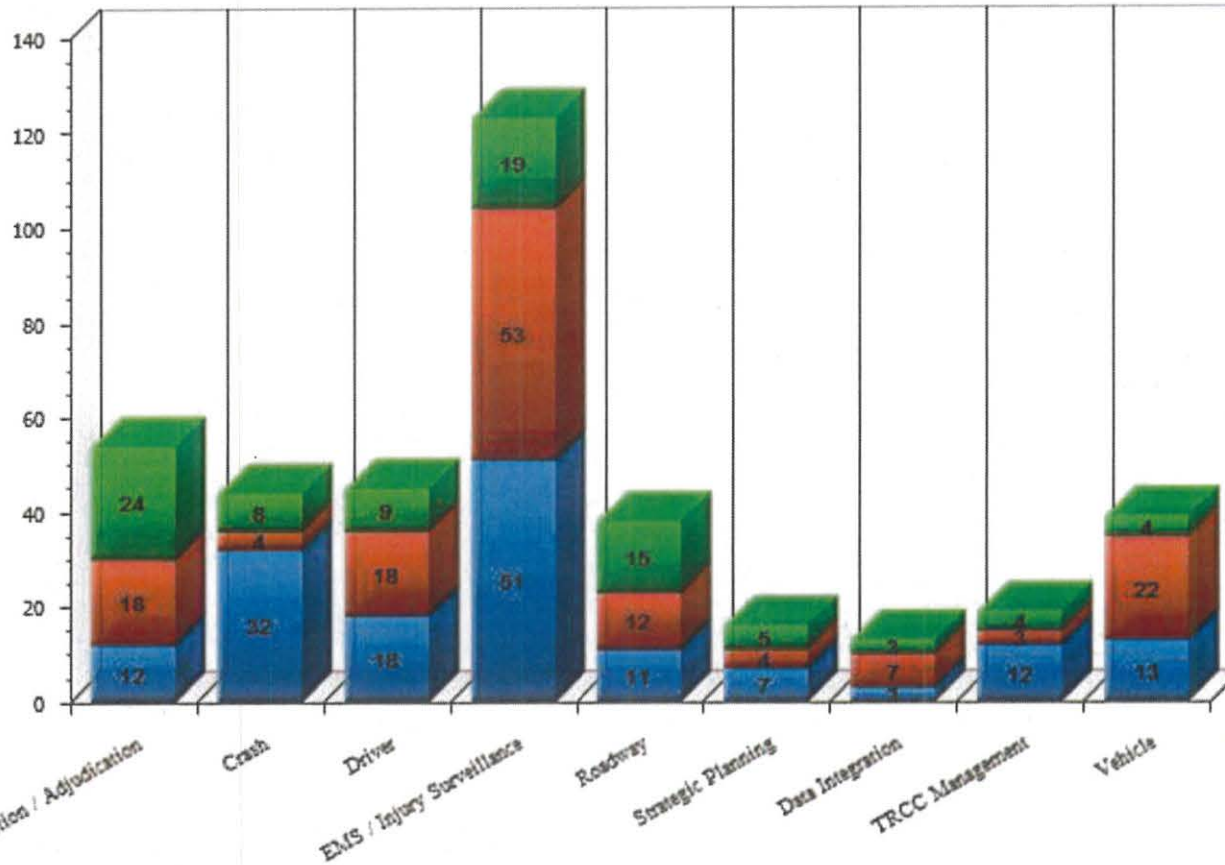
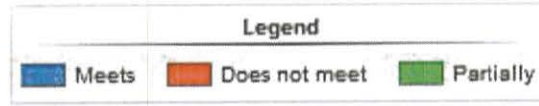


Rating Distribution by Module



FFY 2017

Rating Distribution by Module



C49



23 C.F.R. 1300.22

Assessment Section Ratings



FFY 2017



Crash



Vehicle



Driver



Roadway



Citation /
Adjudication



EMS / Injury
Surveillance

	Crash	Vehicle	Driver	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Description and Contents	96.4%	66.7%	80.0%	100.0%	87.7%	74.5%
Applicable Guidelines	100.0%	66.7%	100.0%	66.7%	54.4%	87.7%
Data Dictionaries	86.7%	85.7%	66.7%	73.3%	65.1%	60.0%
Procedures / Process Flow	100.0%	63.6%	81.4%	68.8%	79.0%	73.8%
Interfaces	60.0%	51.5%	71.4%	83.3%	47.6%	61.9%
Data Quality Control Programs	84.8%	48.0%	45.3%	49.6%	52.6%	58.5%
Overall	88.4%	57.8%	66.7%	67.3%	65.3%	65.7%

	Overall
Traffic Records Coordinating Committee Management	82.7%
Strategic Planning for the Traffic Records System	74.6%
Data Use and Integration	56.6%

C50

23 C.F.R. 1300.22

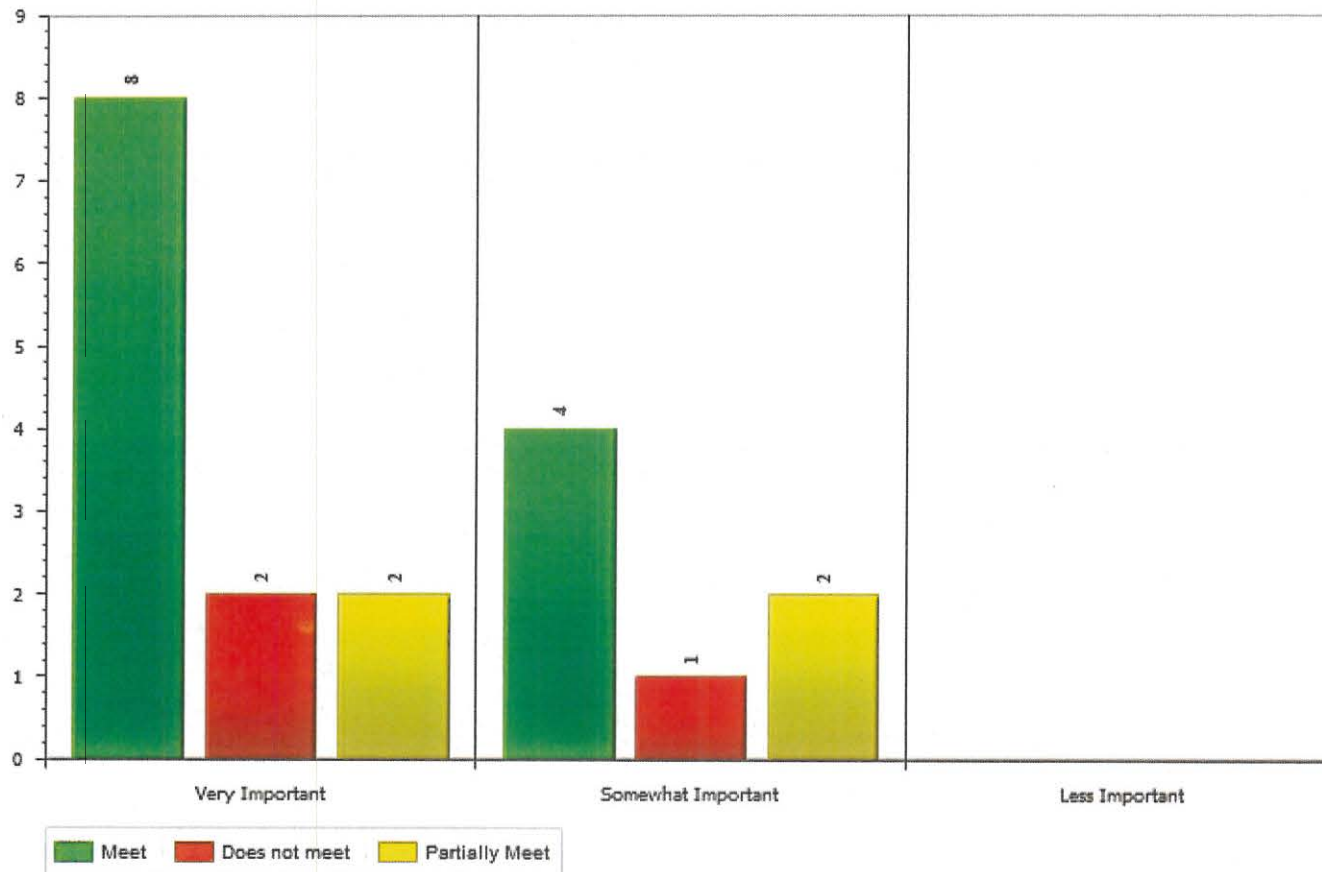


Traffic Records Coordinating Committee Management



FFY 2017

Assessment Results by Question Rank



C51

23 C.F.R. 1300.22



Traffic Records Coordinating Committee Management



FFY 2017

Recommendations

- None

Considerations:

- WYTRCC encourage the development of formal quality programs for each traffic record system and offer the opportunity to report system progress at scheduled meetings
- WYTRCC consider creating a formal traffic records inventory
- WYTRCC establish a systematic process to address technical assistance and training needs among the core traffic records systems

C52

23 C.F.R. 1300.22

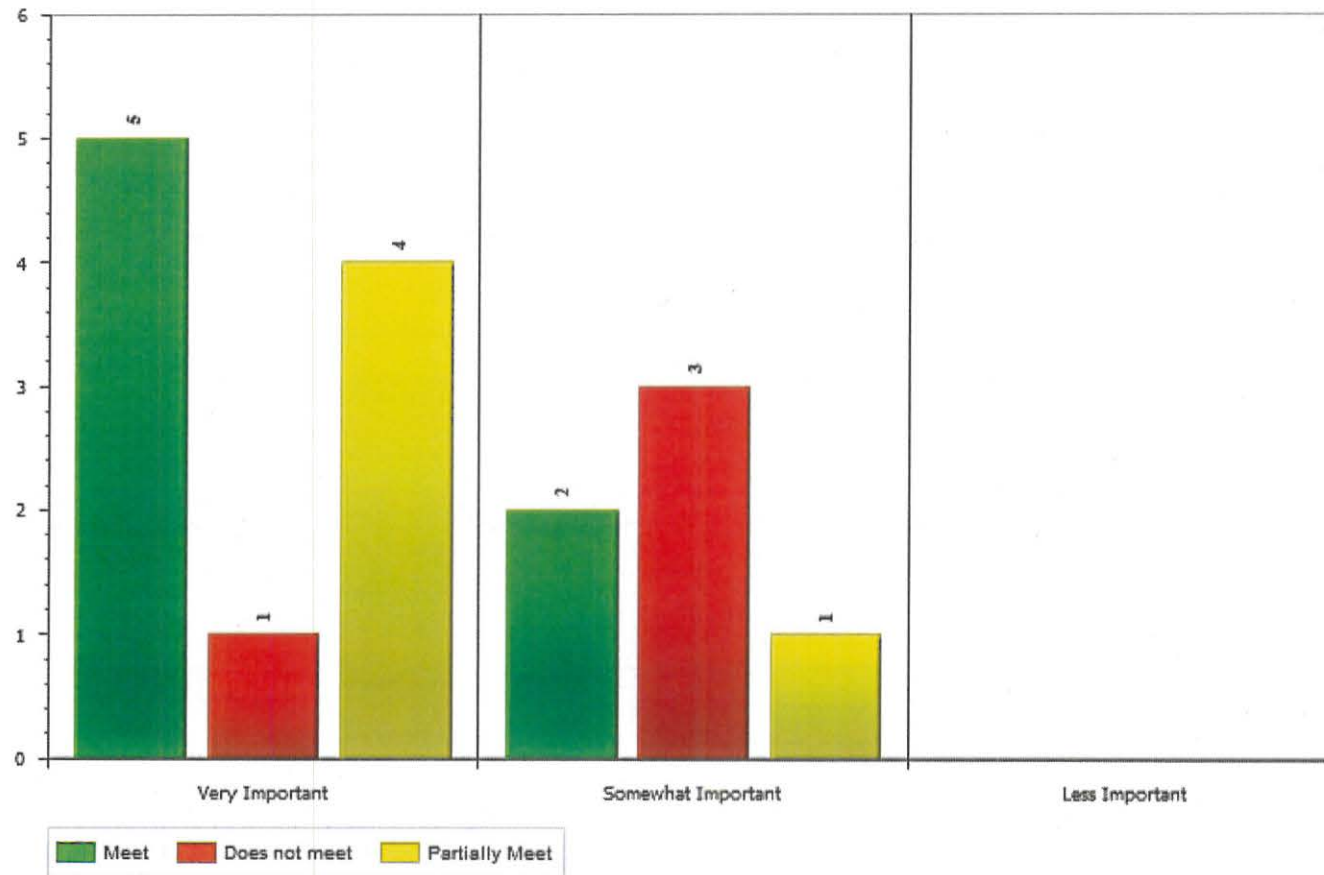


Strategic Planning



FFY 2017

Assessment Results by Question Rank



C53

23 C.F.R. 1300.22



Strategic Planning



Recommendations

- None

Considerations:

- WYTRCC, develop a new strategic plan based on the assessor conclusions from this assessment
- WYTRCC, include in the strategic plan funding allocations and identify funding sources
- WYTRCC, include in the strategic plan a process for leveraging federal funds
- WYTRCC, include in the strategic plan technical assistance and training needs

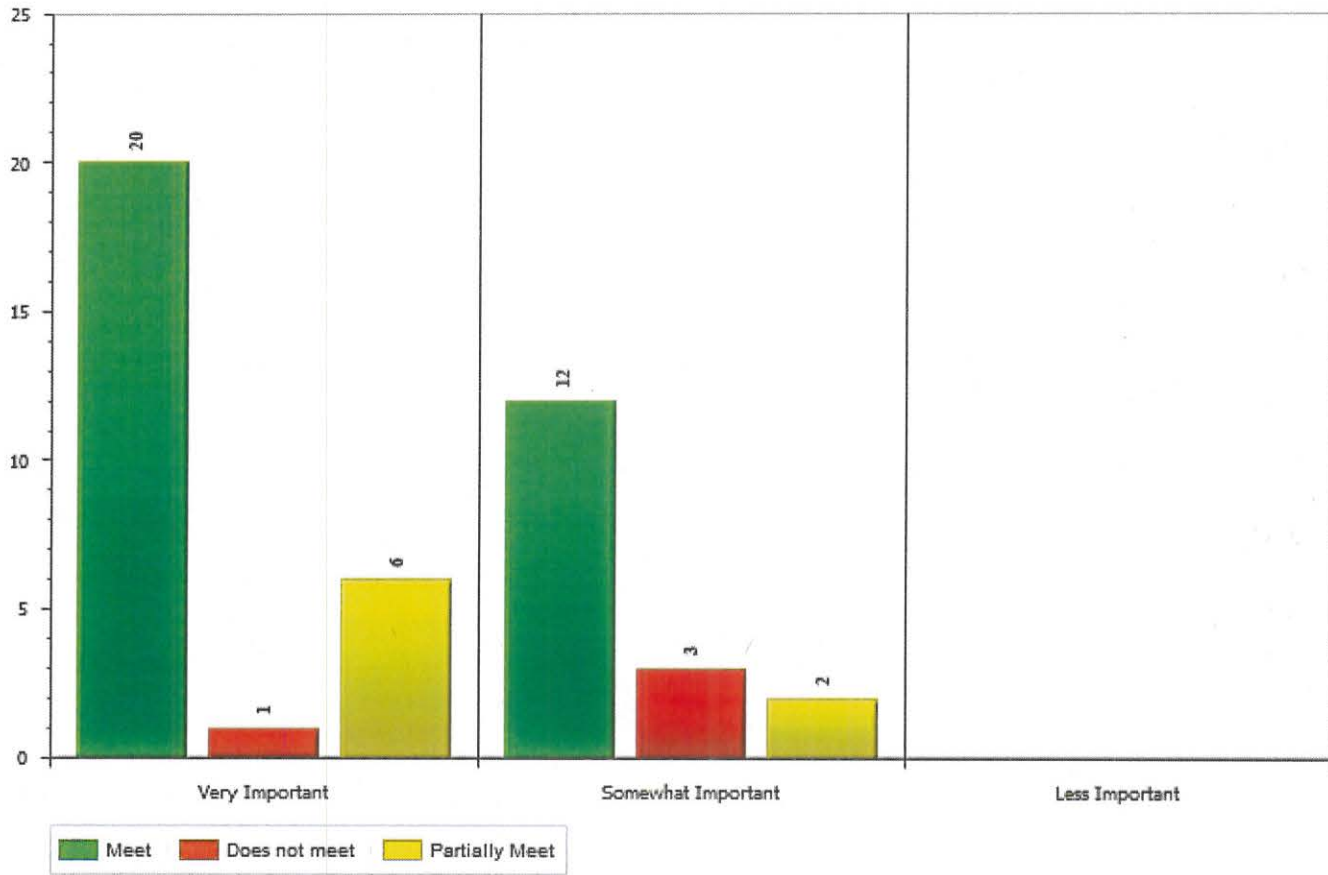


Crash



FFY 2017

Assessment Results by Question Rank



C55

23 C.F.R. 1300.22



Crash



Recommendations

- Improve the data dictionary for the Crash data system
- Improve the procedures/ process flows for the Crash data system
- Improve the interfaces with the Crash data system
- Improve the data quality control program for the Crash data system

Considerations:

- Implement component system interfaces to improve crash data accuracy and analytical capabilities
- Implement the components of a formal comprehensive data quality management program for crash data

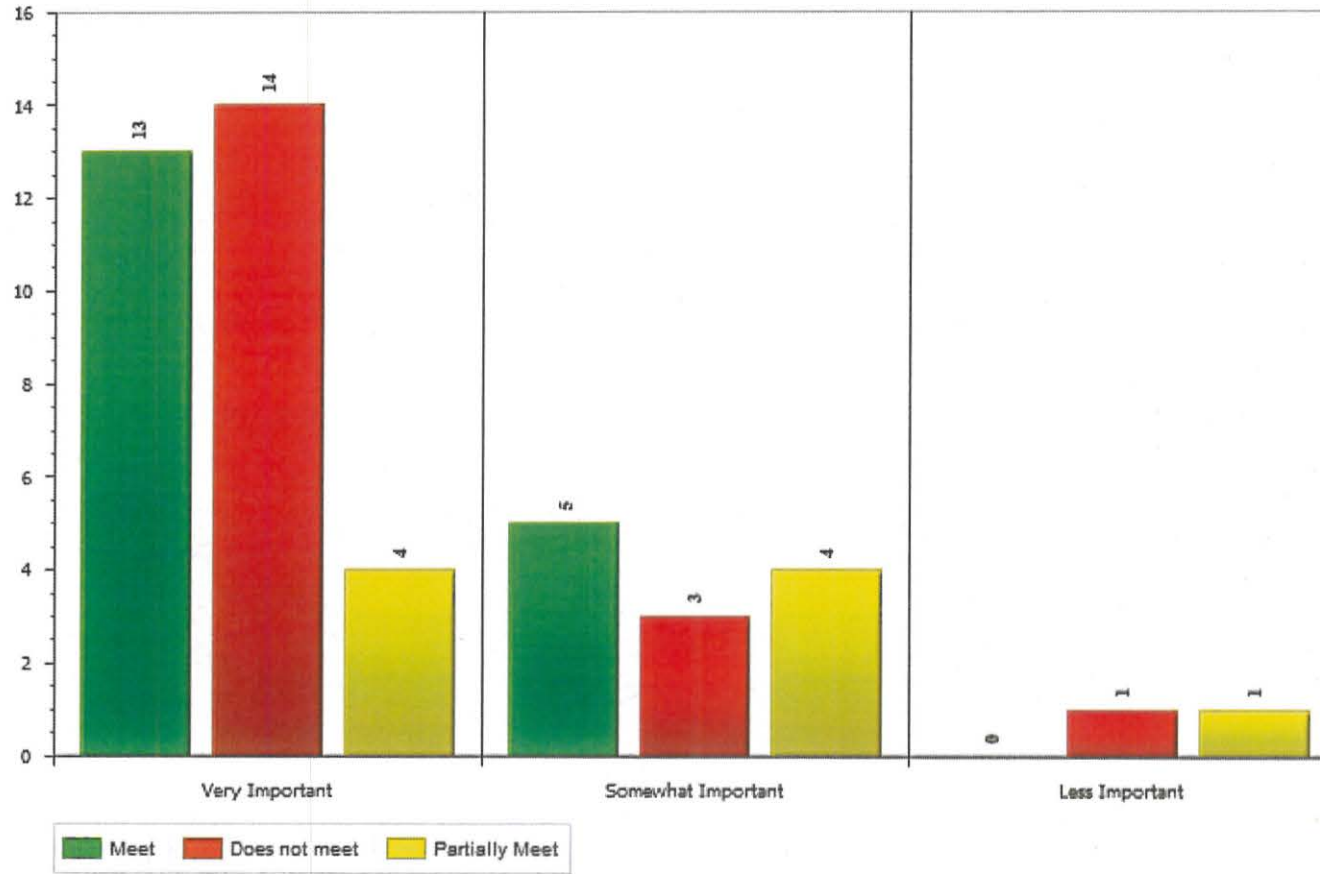


Driver



FFY 2017

Assessment Results by Question Rank



C57

23 C.F.R. 1300.22





Recommendations

- Improve the data quality control program for the Driver data system

Considerations:

- Expedite the project to review the PREDICT Data Dictionary and implement the recommended revisions to improve system documentation
- Develop a formal data quality control management program
- Develop interfaces with the citation/adjudication and crash systems
- Consider creating a Citation and DUI tracking data system

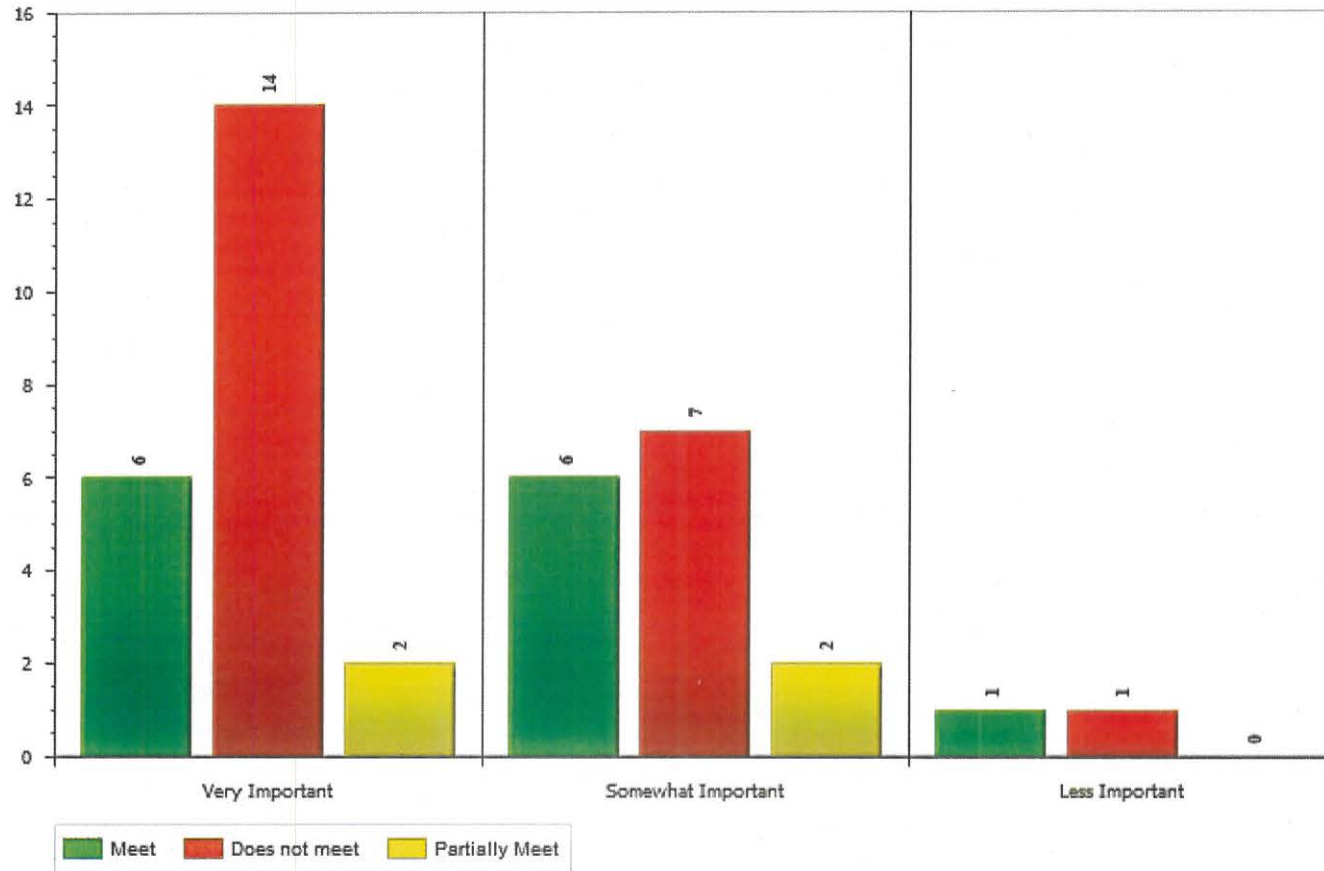


Vehicle



FFY 2017

Assessment Results by Question Rank



C59

23 C.F.R. 1300.22



Vehicle



FFY 2017

Recommendations

- Improve the interfaces with the Vehicle data system
- Improve the data quality control program for the Vehicle data system

Considerations:

- Consider developing a unified customer database to protect personal identity and to improve driver and vehicle owner identification and validation processes
- Establish procedures to flag or identify stolen vehicles and provide the information to law enforcement
- Develop vehicle system interfaces and provide bar codes on the vehicle registration document to allow law enforcement in the field to obtain fast and accurate access to vehicle information
- Develop a comprehensive vehicle data quality management program

C60

23 C.F.R. 1300.22

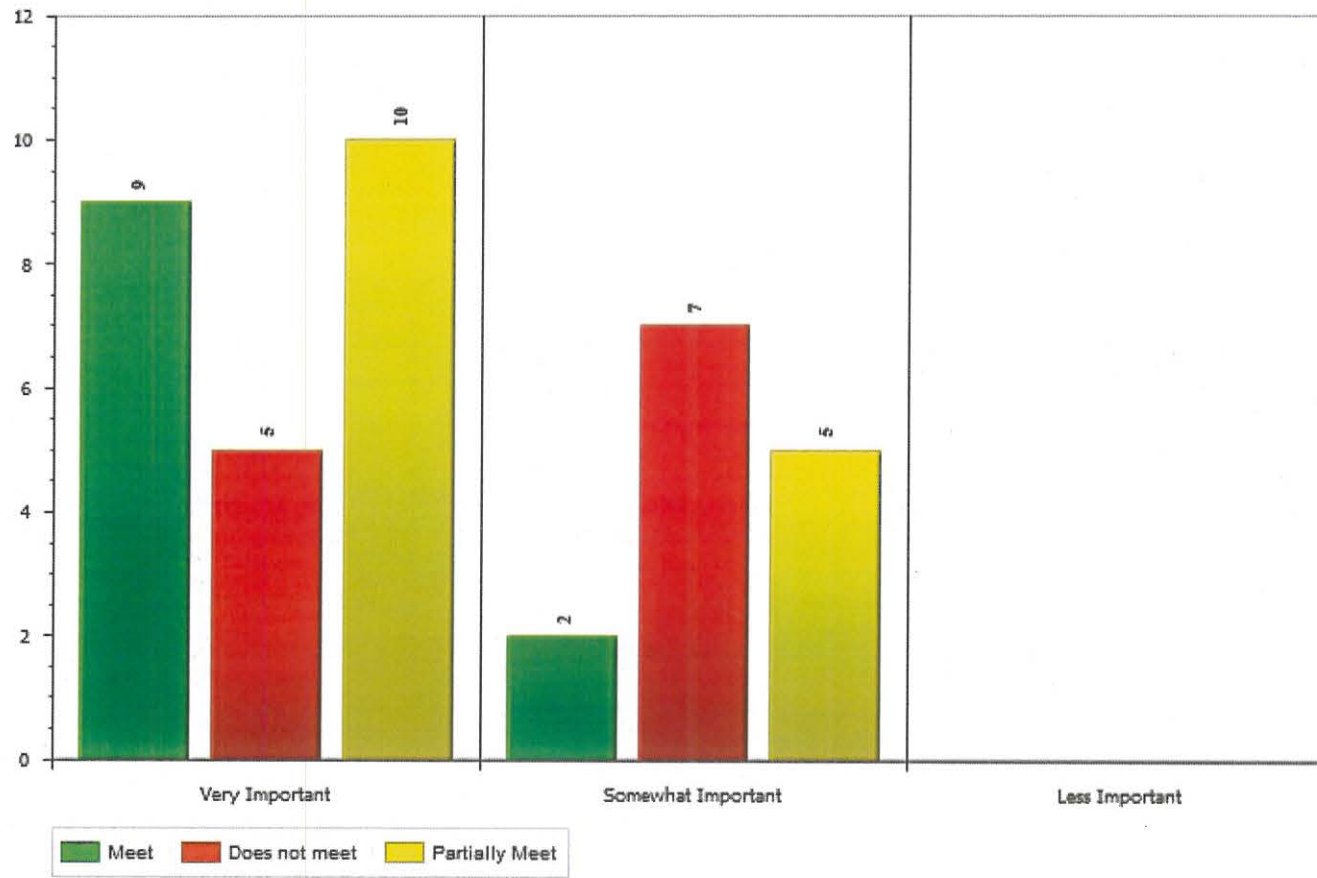


Roadway



FFY 2017

Assessment Results by Question Rank



C61

23 C.F.R. 1300.22



Roadway



Recommendations

- Improve the applicable guidelines for the Roadway data system
- Improve the data quality control program for the Roadway data system

Considerations:

- Improve accessibility to the SPOD through the development of web based applications
- Establish formal performance measures for the roadway system
- Develop a formal data quality control program and validation process and share metrics from the program with data collectors

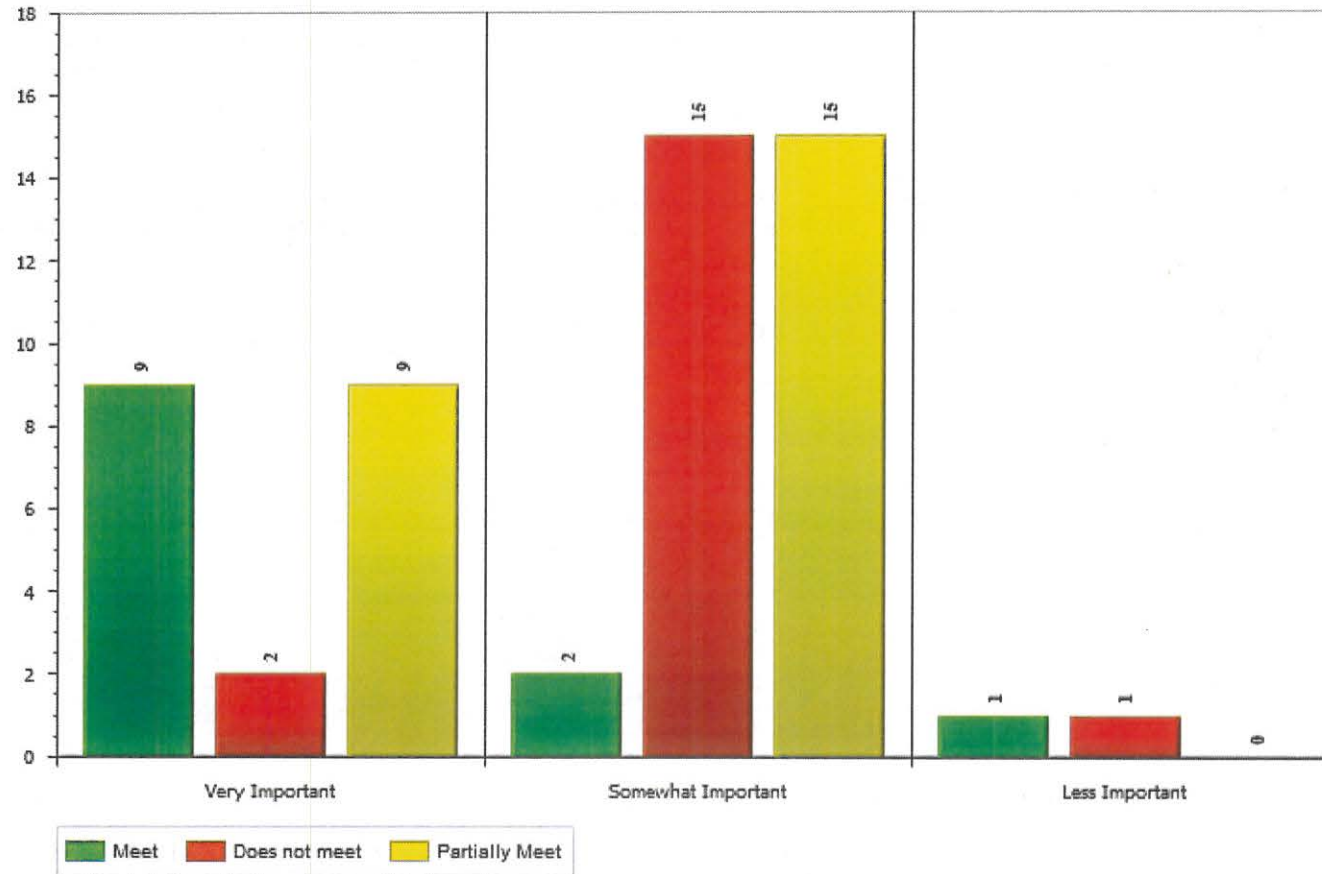


Citation/Adjudication



FFY 2017

Assessment Results by Question Rank



C63

23 C.F.R. 1300.22



Citation/Adjudication



FFY 2017

Recommendations

- Improve the interfaces with the Citation and Adjudication systems
- Improve the data quality control program for the Citation and Adjudication systems
- Improve the applicable guidelines for the Citation and Adjudication systems
- Improve the data dictionary for the Citation and Adjudication systems

C64

Considerations:

- Consider developing a DUI tracking system based on MIDRIS standards
- Encourage additional municipalities to participate in the e-citation systems and the WyCite Global Citation Repository

23 C.F.R. 1300.22

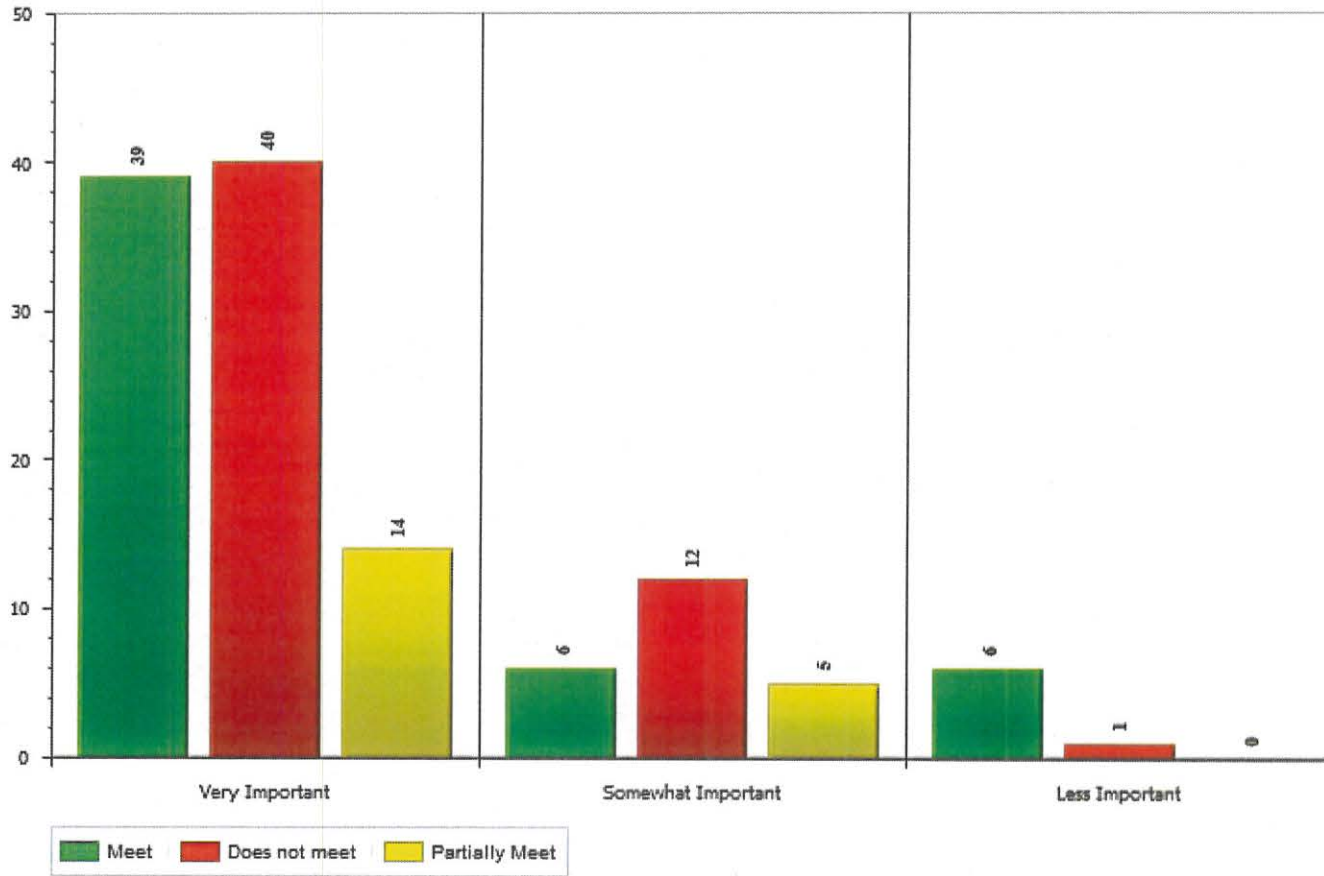


Injury Surveillance



FFY 2017

Assessment Results by Question Rank



C65

23 C.F.R. 1300.22



Injury Surveillance



FFY 2017

Recommendations

- Improve the interfaces with the Injury Surveillance systems
- Improve the data quality control program for the Injury Surveillance systems
- Improve the data dictionary for the Injury Surveillance systems

Considerations:

- Encourage the Wyoming Department of Health (WDH) staff to participate in the WYTRCC
- Include emergency department data in the ISS to allow WDH and their partners to better identify changes in injury patterns and increase their analysis capabilities

C66

23 C.F.R. 1300.22

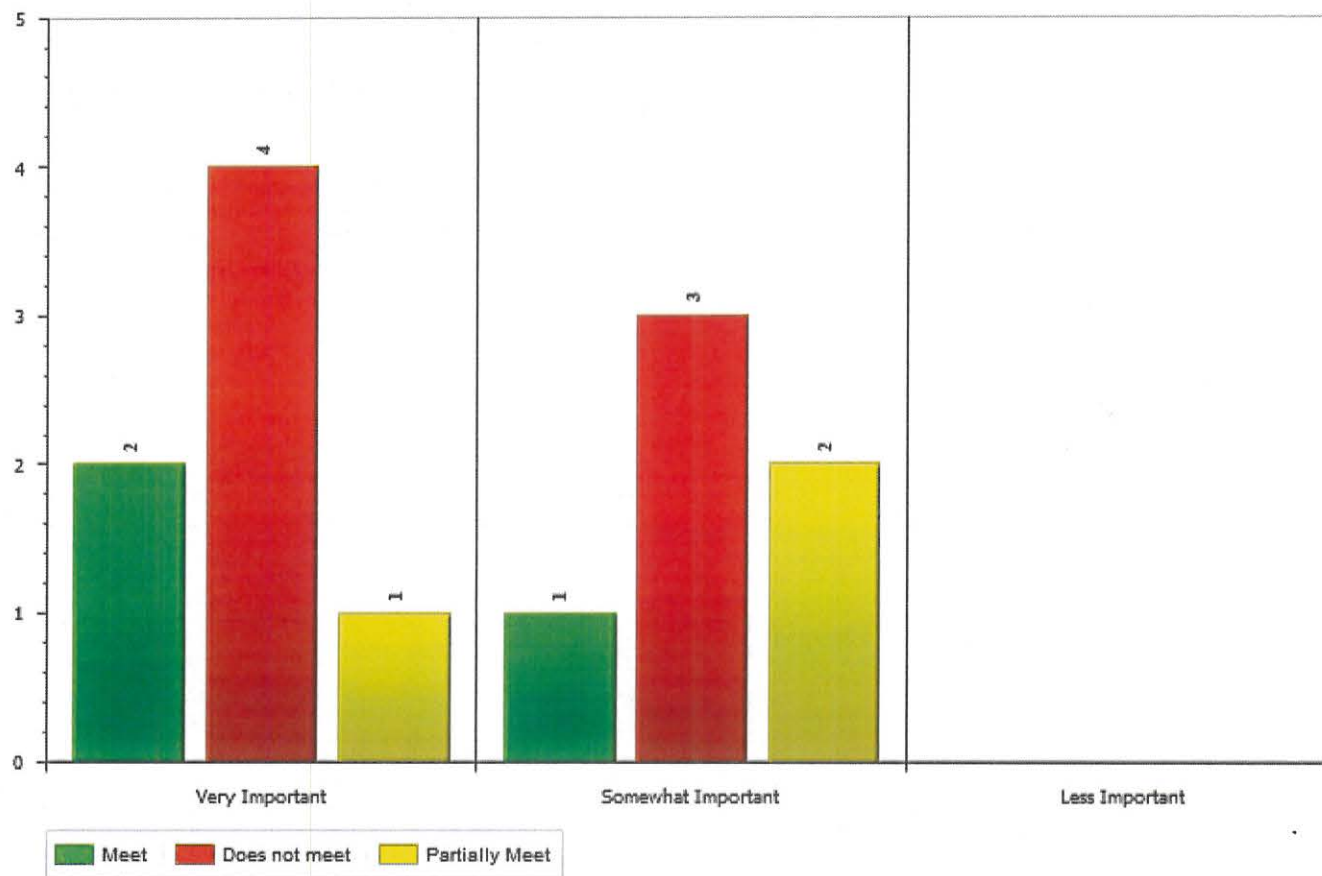


Data Use & Integration



FFY 2017

Assessment Results by Question Rank



C67

23 C.F.R. 1300.22



Data Use & Integration



Recommendations

- Improve the traffic records systems capacity to integrate data

Considerations:

- Develop a data governance policy through the WYTRCC to promote the development, use, and release of integrated datasets
- Improve knowledge and benefit of integrated datasets through the expansion of crash data integration with the driver record, vehicle, citation and injury surveillance datasets

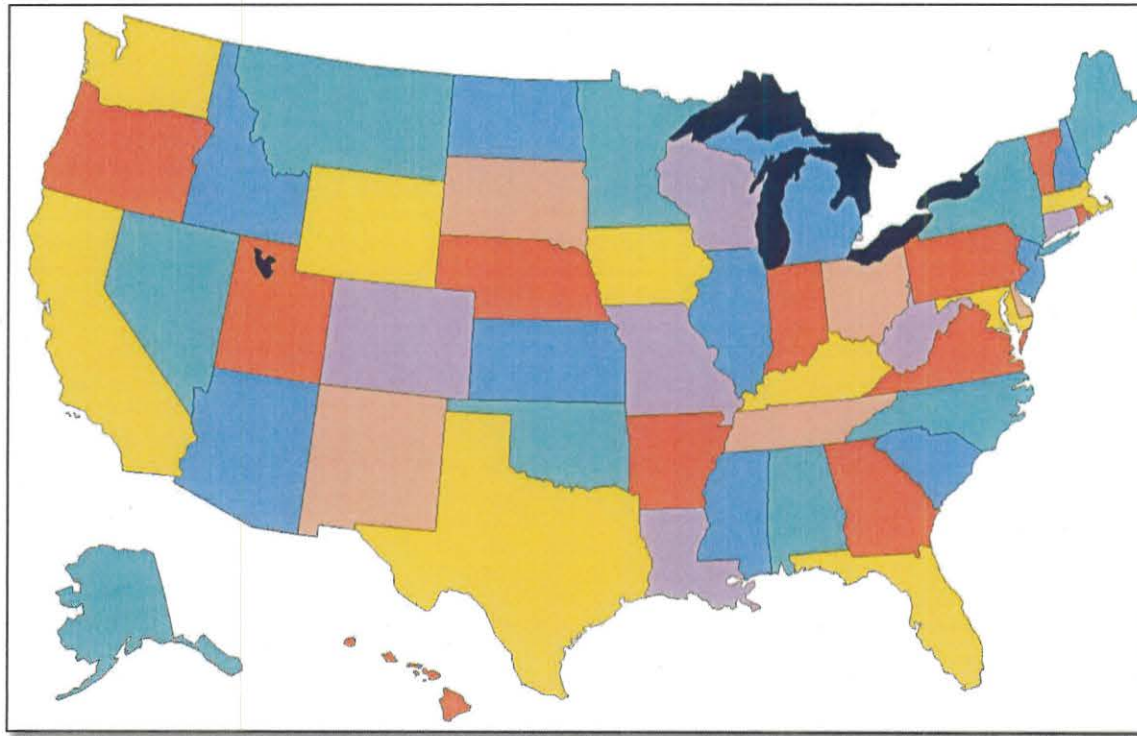


Comparative Analysis



Please refer to the one-sheet provided for an analysis of your TRA performance as compared to the current national average.

FFY 2017



C69

23 C.F.R. 1300.22



GO Teams

Training and Technical Assistance



Traffic Records Assessments



In comparing a State's traffic records system to the ideal outlined in the *Advisory*, assessments:

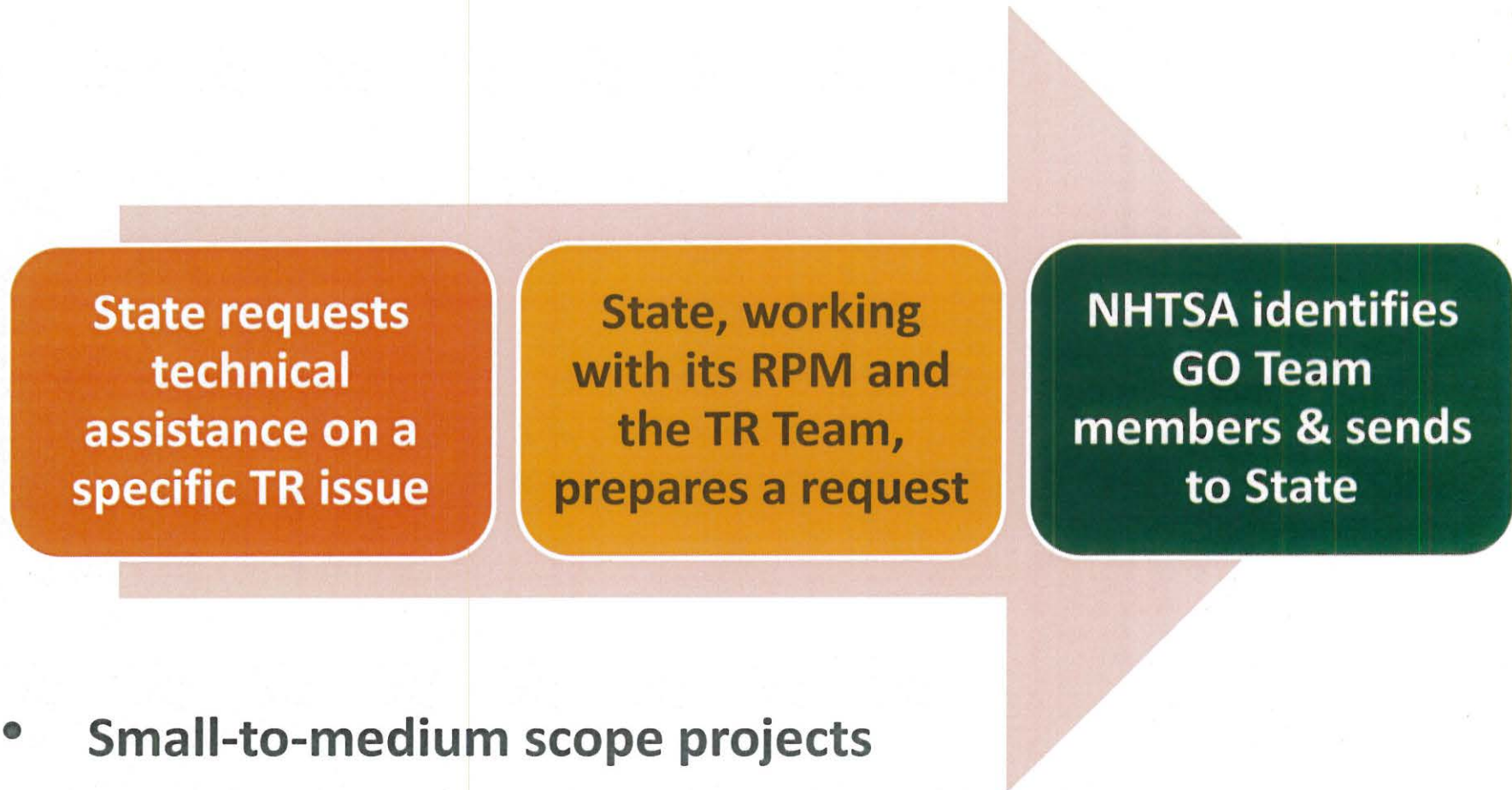
- Identify strengths and challenge areas
- Rank questions to help prioritize investment
- **Supply brief recommendations for improvement**



Technical Assistance: GO Teams



FFY 2017



C72

- Small-to-medium scope projects
- Number of GO Teams depends upon available resources
- GO Teams work with States to accomplish goals

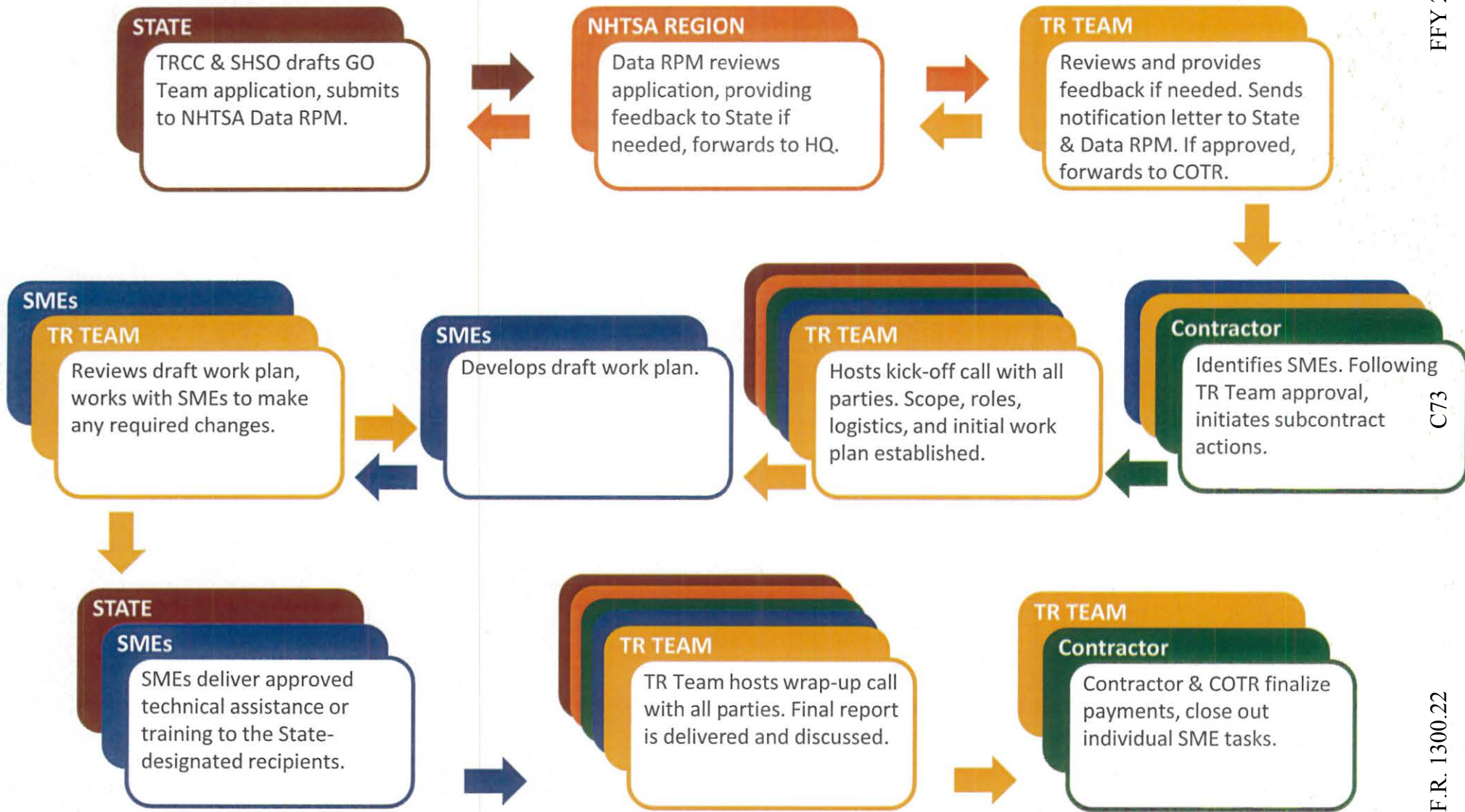
23 C.F.R. 1300.22



GO Team Process Overview



FFY 2017



C73

23 C.F.R. 1300.22



Successful GO Team Applications



- A detailed description of the technical issues that the GO Team will need to address;
- A description of the specific technical assistance being requested from the GO Team;
- A description of the current and past efforts to address this problem;
- An explanation of how the GO Team assistance fits into the TRCC's Strategic Plan;
- The anticipated improvements that the GO Teams are likely to provide to the State's traffic records data systems; and
- The contact information of the State officials who will be tasked to work with the GO Team to address this problem.

FFY 2017

C74

23 C.F.R. 1300.22



Assessment Next Steps



- **Contact your NHTSA State and/or Data RPM about the necessary TRCC Strategic Plan updates required prior to next §405(c) grant application.**
- **Use the *Advisory* as a resource during the visioning process to determine next steps.**
- **Contact your NHTSA State and/or Data RPM about applying for a GO Team to help with Assessment recommendations or other traffic records initiatives identified by the TRCC.**

FFY 2017

C75

23 C.F.R. 1300.22



Becoming an Assessor



- If you would like to be considered as an assessor for future assessments of other States' traffic records systems please email Kara Mueller and copy Luke Johnson.
 - Kara Mueller – kara.mueller.ctr@dot.gov
 - Luke Johnson - luke.johnson@dot.gov
- Please identify your areas of traffic records expertise and include a brief summary of your work experience.

FFY 2017

C76

23 C.F.R. 1300.22





Thank You



TRA Recommendations and associated Performance Measures:

Recommendation Area	Specific Areas mentioned	Project	Performance Measure	Status
Improve the data dictionary for the Crash data system...	<ul style="list-style-type: none"> Document linkages 	<ul style="list-style-type: none"> Improving Access to Driver Registration Data Improving Access to Motor Vehicle data Lab data 	The linkages (between crash and a) Driver, b) Motor Vehicle, and c) lab test results) are documented in the Data Dictionary	To begin (FY2017?)
Improve the interfaces with the Crash data system...	<ul style="list-style-type: none"> Link with Driver data system Link with Motor Vehicle data system Link with Lab data for alcohol and drug test results 	<ul style="list-style-type: none"> Improving Access to Driver Registration Data Improving Access to Motor Vehicle data Lab data 	<ul style="list-style-type: none"> Reduce annually by 10% the number of WY driver records in Crash that <u>DO NOT</u> link with Driver data Reduce annually by 10% the number of WY vehicle records in Crash that <u>DO NOT</u> link with Motor Vehicle data 	<ul style="list-style-type: none"> Baseline collected in 2016
Improve the data quality control program for the Crash data system...	<ul style="list-style-type: none"> Quality, performance measures Numeric targets Performance reporting Reports to TRCC 	Improving Crash Data QA	<ul style="list-style-type: none"> Accuracy: Reduce annually by 10% the number of WY crash records that have location errors Completion: Reduce annually by 10% the number of WY crash records that have missing or unknown entries in the critical data elements 	<ul style="list-style-type: none"> Baseline collected for crash / driver integration Working to collect baseline for missing / unknown critical elements
Improve the interfaces with the Vehicle data	<ul style="list-style-type: none"> Driver and vehicle unified Vehicle system data used to 	<ul style="list-style-type: none"> Improving Access to Driver 	<ul style="list-style-type: none"> Reduce annually by 10% the number of vehicle 	<ul style="list-style-type: none"> Not yet begun

system...	validate vehicle data in crash	Registration Data <ul style="list-style-type: none"> Improving Access to Motor Vehicle data 	records in MVS registered to a WY owner that <u>DO NOT</u> link with Driver data <ul style="list-style-type: none"> Reduce annually by 10% the number of WY vehicle records in Crash that <u>DO NOT</u> match with MV data 	
Improve the data quality control program for the Vehicle data system...	<ul style="list-style-type: none"> Quality (timeliness, accuracy, completeness, uniformity, integration, completeness) performance measures Numerical quality targets Sample-based audits Comparitive trends Quality reporting (to TRCC) 	<ul style="list-style-type: none"> VINA project 	<ul style="list-style-type: none"> Reduce annually by 10% the number of registration records in MVS with an incorrect VIN 	<ul style="list-style-type: none"> Not yet begun
Improve the data quality control program for the Driver data system...	<ul style="list-style-type: none"> Quality (timeliness, accuracy, completeness, uniformity, integration, completeness) performance measures Numerical quality targets Sample-based audits Comparitive trends Quality reporting (to TRCC) 	<ul style="list-style-type: none"> Driver Services process mapping project 	<ul style="list-style-type: none"> Map the key business processes by Sep 2016 Map other business processes by Sep 2017. 	<ul style="list-style-type: none"> Underway
Improve the applicable guidelines for the Roadway data system...	<ul style="list-style-type: none"> MIRE FDE for all public roads Archival of historic data 	TBD	<ul style="list-style-type: none"> Achieve required (as of May, 2016) coverage of MIRE FDE by Dec 2020 	Work ongoing, baseline not yet collected
Improve the data quality control program for the Roadway data system...	<ul style="list-style-type: none"> Quality (timeliness, accuracy, completeness, uniformity, integration, completeness) performance measures Numerical quality targets Sample-based audits 	TBD	<ul style="list-style-type: none"> Apply automatic QC checks to key data sets by Sep 2017 	Not yet begun

	<ul style="list-style-type: none"> • Comparative trends • Quality reporting (to TRCC) 			
Improve the applicable guidelines for the Citation and Adjudication systems...				
Improve the data dictionary for the Citation and Adjudication systems...				
Improve the interfaces with the Citation and Adjudication systems...				
Improve the data quality control program for the Citation and Adjudication systems...	<ul style="list-style-type: none"> • Quality (timeliness, accuracy, completeness, uniformity, integration, completeness) performance measures • Numerical quality targets • Sample-based audits • Comparative trends • Quality reporting (to TRCC) 		<ul style="list-style-type: none"> • Driver and WHP? • Driver and Supreme Court? 	
Improve the data dictionary for the Injury Surveillance systems...	See Jay Ostby			
Improve the interfaces with the Injury Surveillance systems...	See Jay Ostby / Mike Janicek	Pilot Crash/EMS linkage	<ul style="list-style-type: none"> • Achieve pilot linkage by Dec 2017 	
Improve the data quality control program for the Injury Surveillance systems...	<ul style="list-style-type: none"> • Quality (timeliness, accuracy, completeness, uniformity, integration, completeness) performance measures • Numerical quality targets • Sample-based audits • Comparative trends 		<ul style="list-style-type: none"> • Timeliness: Reduce by 10% annually the average number of days between the EMS run and the record available in the TBD database 	Ongoing reporting

	<ul style="list-style-type: none">• Quality reporting (to TRCC)			
Improve the traffic records systems capacity to integrate data		Traffic Records Inventory (with integration linkages specifically)	<ul style="list-style-type: none">• Complete the first Traffic Records Inventory by Dec 2017	Template created, discussions begun

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31-5-233. Driving or having control of vehicle while under influence of intoxicating liquor or controlled substances; penalties.

(a) As used in this section:

(i) "Alcohol concentration" means:

(A) The number of grams of alcohol per one hundred (100) milliliters of blood;

(B) The number of grams of alcohol per two hundred ten (210) liters of breath; or

(C) The number of grams of alcohol per seventy-five (75) milliliters of urine.

(ii) "Controlled substance" includes:

(A) Any drug or substance defined by W.S. 35-7-1002(a)(iv);

(B) Any glue, aerosol or other toxic vapor which when intentionally inhaled or sniffed results in impairment of an individual's ability to drive safely;

(C) Any drug or psychoactive substance, or any combination of these substances, capable of impairing a person's physical or mental faculties.

(iii) "Conviction" means as defined in W.S. 31-7-102(a)(xi);

(iv) "Driver's license" means as defined in W.S. 31-7-102(a)(xxv) and includes nonresident operating privileges as defined in W.S. 31-7-102(a)(xxx);

(v) "Other law prohibiting driving while under the influence" means a statute of another state, the United States or a territory or district of the United States or an ordinance of a governmental entity of this or another state or of an Indian tribe which prohibits driving while under the influence of intoxicating liquor, alcohol, controlled substances or drugs;

(vi) "Child passenger" means a person traveling in a vehicle who is under sixteen (16) years of age;

(vii) "Alcohol" means any substance or substances containing any form of alcohol;

(viii) "Chemical test" means a test which analyzes an individual's breath, blood, urine, saliva or other bodily fluids or tissues for evidence of drug or alcohol use.

(b) No person shall drive or have actual physical control of any vehicle within this state if the person:

(i) Has an alcohol concentration of eight one-hundredths of one percent (0.08%) or more;

(ii) Has an alcohol concentration of eight one-hundredths of one percent (0.08%) or more, as measured within two (2) hours after the time of driving or being in actual physical control of the vehicle following a lawful arrest resulting from a valid traffic stop; or

(iii) To a degree which renders him incapable of safely driving:

(A) Is under the influence of alcohol;

(B) Is under the influence of a controlled substance; or

(C) Is under the influence of a combination of any of the elements named in subparagraphs (A) and (B) of this paragraph.

(c) Upon the trial of any criminal action or proceeding arising out of acts alleged to have been committed by any person while driving or being in actual physical control of a vehicle while under the influence of alcohol, the amount of alcohol in the person's blood at the time alleged as shown by chemical analysis of the person's blood, urine, breath, or other bodily substance shall give rise to the following presumptions:

(i) If there was at that time an alcohol concentration of five one-hundredths of one percent (0.05%) or less, it shall be presumed that the person was not under the influence of alcohol;

(ii) If there was at that time an alcohol concentration of more than five one-hundredths of one percent (0.05%) and less than eight one-hundredths of one percent

(0.08%), that fact shall not give rise to any presumption that the person was or was not under the influence of alcohol, but it may be considered with other competent evidence in determining whether the person was under the influence of alcohol to a degree which renders him incapable of safely driving a motor vehicle.

(d) Subsection (c) of this section shall not be construed as limiting the introduction of any other competent evidence bearing upon the question of whether the person was under the influence of alcohol, including tests obtained more than two (2) hours after the alleged violation. The fact that any person charged with a violation of subsection (b) of this section is or has been entitled to use the controlled substance under the laws of this state shall not constitute a defense against any charge under subsection (b) of this section.

(e) Except as otherwise provided, a person convicted of violating this section shall be ordered to or shall receive a substance abuse assessment conducted by a substance abuse provider certified by the department of health pursuant to W.S. 9-2-2701(c) at or before sentencing. Notwithstanding any other provision of this subsection, a nonresident may receive a substance abuse assessment from a provider certified by that person's state of residence. The cost of the substance abuse assessment shall be assessed to and paid by the offender. Except as otherwise provided in this subsection or subsection (h) or (m) of this section, a person convicted of violating this section is guilty of a misdemeanor punishable by imprisonment for not more than six (6) months, a fine of not more than seven hundred fifty dollars (\$750.00), or both. On a second offense resulting in a conviction within ten (10) years after a conviction for a violation of this section or other law prohibiting driving while under the influence, he shall be punished by imprisonment for not less than seven (7) days nor more than six (6) months, he shall be ordered to or shall receive a substance abuse assessment conducted by a substance abuse provider certified by the department of health pursuant to W.S. 9-2-2701(c) before sentencing and shall not be eligible for probation or suspension of sentence or release on any other basis until he has served at least seven (7) days in jail. In addition, the person may be fined not less than two hundred dollars (\$200.00) nor more than seven hundred fifty dollars (\$750.00). On a third offense resulting in a conviction within ten (10) years after a conviction for a violation of this section or other law prohibiting driving while under the influence, he shall be punished by imprisonment for not less

than thirty (30) days nor more than six (6) months, shall receive a substance abuse assessment pursuant to W.S. 7-13-1302 and shall not be eligible for probation or suspension of sentence or release on any other basis until he has served at least thirty (30) days in jail except that the court shall consider the substance abuse assessment and may order the person to undergo outpatient alcohol or substance abuse treatment during any mandatory period of incarceration. The minimum period of imprisonment for a third violation shall be mandatory, but the court, having considered the substance abuse assessment and the availability of public and private resources, may suspend up to fifteen (15) days of the mandatory period of imprisonment if, subsequent to the date of the current violation, the offender completes an inpatient treatment program approved by the court. In addition, the person may be fined not less than seven hundred fifty dollars (\$750.00) nor more than three thousand dollars (\$3,000.00). The judge may suspend part or all of the discretionary portion of an imprisonment sentence under this subsection and place the defendant on probation on condition that the defendant pursues and completes an alcohol education or treatment program as prescribed by the judge. Notwithstanding any other provision of law, the term of probation imposed by a judge under this section may exceed the maximum term of imprisonment established for the offense under this subsection provided the term of probation together with any extension thereof, shall not exceed three (3) years for up to and including a third conviction. On a fourth offense resulting in a conviction or subsequent conviction within ten (10) years for a violation of this section or other law prohibiting driving while under the influence, he shall be guilty of a felony and fined not more than ten thousand dollars (\$10,000.00), punished by imprisonment for not more than seven (7) years, or both.

(f) Any person convicted under this section or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v) shall, in addition to the penalty imposed:

(i) Have his driver's license suspended or revoked pursuant to W.S. 31-7-127 or 31-7-128. The court shall forward to the department a copy of the record pertaining to disposition of the arrest or citation;

(ii) For a first conviction where the department's administrative action indicates the person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404,

for a period of six (6) months. For purposes of this paragraph, the department's administrative action shall be deemed to indicate a person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more only after the person is notified of and given the opportunity to pursue the administrative procedures provided by W.S. 31-7-105;

(iii) For a second conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of one (1) year;

(iv) For a third conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of two (2) years;

(v) For a fourth or subsequent conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for the remainder of the offender's life, except five (5) years from the date of conviction and every five (5) years thereafter, the offender may apply to the court for removal of the ignition interlock device required by this paragraph. The court may, for good cause shown, remove the ignition interlock device requirement if the offender has not been subsequently convicted of driving a motor vehicle in violation of this section or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v).

(g) The court may, upon pronouncement of any jail sentence under subsection (e) of this section, provide in the sentence that the defendant may be permitted, if he is employed or enrolled in school and can continue his employment or education, to continue such employment or education for not more than the time necessary as certified by his employer or school administrator, and the remaining day, days or parts of days shall be spent in jail until the sentence is served. He shall be allowed out of jail only long enough to complete his actual hours of employment or education and a reasonable time to travel to and from his place of employment or school. Unless the defendant is indigent, the court shall require him as a condition of special treatment under this subsection to pay a reasonable amount for room and board as determined by the sheriff.

(h) As used in this subsection, "serious bodily injury" means as defined in W.S. 6-1-104(a)(x). Whoever causes serious

bodily injury to another person resulting from the violation of this section shall be punished upon conviction as follows:

(i) If not subject to the penalty under paragraph (ii) of this subsection, by a fine of not less than two thousand dollars (\$2,000.00) nor more than five thousand dollars (\$5,000.00), imprisonment for not more than ten (10) years, or both;

(ii) If previously convicted and sentenced under this subsection, or any other law substantially conforming to the provisions of this subsection, by imprisonment for not more than twenty (20) years; and

(iii) Any person convicted under this subsection shall have his driver's license revoked as provided in W.S. 31-7-127.

(j) Any person charged under this section or a municipal ordinance which substantially conforms to the provisions of this section shall be prosecuted under this section or the ordinance and not under a reduced charge or dismissed unless the prosecuting attorney in open court moves or files a statement to reduce the charge or dismiss, with supporting facts, stating that there is insufficient evidence to sustain the charge.

(k) Chemical analysis of a person's blood, breath or urine to determine alcohol concentration or controlled substance content shall be performed in accordance with W.S. 31-6-105(a).

(m) Any person eighteen (18) years of age or older who has a child passenger in the vehicle during a violation of this section shall be punished upon conviction as follows:

(i) For a first conviction under this subsection, by imprisonment for not more than one (1) year, a fine of not more than seven hundred fifty dollars (\$750.00), or both;

(ii) If previously convicted and sentenced under this subsection, or any other law substantially conforming to the provisions of this subsection, by imprisonment for not more than five (5) years.

31-5-234. Unlawful operation of vehicle by youthful driver with detectable alcohol concentration; penalty.

(a) As used in this section:

(i) "Alcohol concentration" means:

(A) The number of grams of alcohol per one hundred (100) milliliters of blood;

(B) The number of grams of alcohol per two hundred ten (210) liters of breath; or

(C) The number of grams of alcohol per seventy-five (75) milliliters of urine.

(ii) "Driver's license" means as defined by W.S. 31-7-102(a)(xxv) and includes nonresident operating privileges as defined by W.S. 31-7-102(a)(xxx);

(iii) "Peace officer" means as defined by W.S. 7-2-101(a)(iv)(A), (B) and (G);

(iv) "Conviction" means as defined by W.S. 31-7-102(a)(xi).

(b) A person younger than twenty-one (21) years of age shall not operate or be in actual physical control of a vehicle in this state with an alcohol concentration of two one-hundredths of one percent (0.02%) or more nor operate or be in actual physical control of a vehicle in this state with an alcohol concentration of two one-hundredths of one percent (0.02%) or more as measured within two (2) hours after the time of driving or being in actual physical control following a lawful arrest resulting from a valid traffic stop.

(c) Repealed by Laws 2002, Ch. 93, § 2.

(d) When a peace officer has probable cause to believe that a person may be violating or has violated subsection (b) of this section, the peace officer may require that the person submit to a chemical test or tests to be administered in compliance with W.S. 31-6-108. Prosecution for a violation of this section is a bar to prosecution under W.S. 12-6-101(b) or any similar municipal ordinance.

(e) A person convicted of violating this section shall be guilty of a misdemeanor punishable by a fine of not more than seven hundred fifty dollars (\$750.00). A person convicted of violating this section a second time within one (1) year of the first conviction is guilty of a misdemeanor punishable by

imprisonment for not more than one (1) month, a fine of not more than seven hundred fifty dollars (\$750.00), or both. A person convicted of a third or subsequent conviction under this section within two (2) years shall be guilty of a misdemeanor punishable by imprisonment for not more than six (6) months, a fine of not more than seven hundred fifty dollars (\$750.00), or both. The court may order the person to undergo a substance abuse assessment and complete any recommended treatment for any conviction under this section as a condition of probation. Notwithstanding any other provision of law, the term of probation imposed by a judge under this section may exceed the maximum term of imprisonment established for the offense under this subsection provided the term of probation together with any extension thereof, shall in no case exceed three (3) years.

(f) A person convicted under this section or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v) shall, in addition to the penalty imposed in subsection (e) of this section:

(i) Have his driver's license denied or suspended pursuant to W.S. 31-7-128(h). The court shall forward a copy of the conviction to the department;

(ii) For a first conviction where the department's administrative action indicates the person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of six (6) months. For purposes of this paragraph, the department's administrative action shall be deemed to indicate a person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more only after the person is notified of and given the opportunity to pursue the administrative procedures provided by W.S. 31-7-105;

(iii) For a second conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of one (1) year;

(iv) For a third conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of two (2) years;

(v) For a fourth or subsequent conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for the remainder of

the offender's life, except five (5) years from the date of conviction and every five (5) years thereafter, the offender may apply to the court for removal of the ignition interlock device required by this paragraph. The court may, for good cause shown, remove the ignition interlock device requirement if the offender has not been subsequently convicted of driving a motor vehicle in violation of this section, W.S. 31-5-233 or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v).

(g) The court may, upon pronouncement of any jail sentence under subsection (e) of this section, provide in the sentence that the defendant may be permitted, if he is employed or enrolled in school and can continue his employment or education, to continue such employment or education for not more than the time necessary as certified by his employer or school administrator, and the remaining day, days or parts of days shall be spent in jail until the sentence is served. He shall be allowed out of jail only long enough to complete his actual hours of employment or education and a reasonable time to travel to and from his place of employment or school. Unless the defendant is indigent, the court shall require him as a condition of special treatment under this subsection to pay a reasonable amount for room and board as determined by the sheriff.

(h) Chemical analysis of a person's blood, breath or urine to determine alcohol concentration or controlled substance content shall be performed in accordance with W.S. 31-6-105(a).

31-7-128. Mandatory suspension of license or nonresident operating privilege for certain violations; suspension of registration.

(a) The division shall suspend the license or nonresident operating privilege of any driver upon receiving a record of the driver's conviction under W.S. 31-5-229, a similar local ordinance or a similar statute or ordinance in another jurisdiction for:

(i) Ninety (90) days, for the first conviction;

(ii) Six (6) months, if the person has been previously convicted once under W.S. 31-5-229, a similar ordinance or a similar statute or ordinance in another jurisdiction within the five (5) year period preceding:

(A) The date of the offense upon which the conviction is based; or

(B) The date of conviction at issue.

(b) Upon receiving a record of a driver's conviction under W.S. 31-5-233 or other law prohibiting driving while under the influence, the division shall suspend the license or nonresident operating privilege for:

(i) Ninety (90) days for the first conviction;

(ii) One (1) year, if the person has been previously convicted once under W.S. 31-5-233 or other law prohibiting driving while under the influence within the ten (10) year period preceding:

(A) The date of the offense upon which the conviction is based; or

(B) The date of the conviction at issue.

(c) If a person has been convicted under W.S. 31-5-233 or other law prohibiting driving while under the influence at least once within the two (2) year period preceding the date of the most recent offense upon which a conviction under W.S. 31-5-233 or other law prohibiting driving while under the influence is based, the registration of the vehicle being driven if registered in this state to the convicted individual shall be

suspended by the division for the period of the driver's license revocation or suspension. The division shall notify the county treasurer of the vehicle registration suspension. The county treasurer, during the period of registration suspension, shall not issue any new vehicle registrations to the convicted individual. Any peace officer may confiscate the license plate of a vehicle whose registration is solely in the name of the driver whose license has been suspended or revoked under state law.

(d) Repealed By Laws 2013, Ch. 102, § 3.

(e) Any person whose driver's license or nonresident operating privilege has been suspended shall, for a three (3) year period beginning on the date of suspension, file and maintain proof of financial responsibility as required in W.S. 31-9-401 through 31-9-414. The requirement for filing and maintaining proof of financial responsibility under this subsection does not apply to a suspension under subsection (f), (g) or (n) of this section.

(f) Upon receiving a record of the conviction of a driver who is under nineteen (19) years of age for violating any law regarding the possession, delivery, manufacture or use of a controlled substance or alcohol, the division shall suspend the license or nonresident operating privilege for:

(i) Ninety (90) days for the first conviction;

(ii) Six (6) months, if the person has been previously convicted within the preceding twelve (12) months for violating any law regarding the possession, delivery, manufacture or use of a controlled substance or alcohol.

(g) Upon receiving notice from the department of family services that a driver is in arrears in a child support obligation, the division shall withhold or suspend the license or any nonresident operating privileges of any driver as specified in the notice until the division receives notice from the department of family services that the driver has made full payment of his child support obligation in arrears or has entered into and is complying with a payment plan approved by the department of family services.

(h) Upon receiving a record of a driver's violation of W.S. 31-5-234, the department shall suspend or deny the license or nonresident driving privileges as follows:

(i) A person who has been issued a driver's license shall be suspended:

(A) For a period of ninety (90) days for a first offense;

(B) For a period of six (6) months if the person has previously violated W.S. 31-5-234 once, or has previously been convicted once under W.S. 31-5-233 or other law prohibiting driving while under the influence within two (2) years preceding:

(I) The date of the offense upon which the conviction is based; or

(II) The date of conviction.

(C) Repealed By Laws 2002, Ch. 93, § 2.

(ii) A person who has not been issued a driver's license shall not operate a vehicle and the department shall not issue the person a driver's license or learner's permit for the time specified in paragraph (h)(i) of this section.

(j) The provisions of subsection (e) of this section do not apply to a denial or suspension under W.S. 31-5-234 if the denial or suspension is based solely on a violation of W.S. 31-5-234.

(k) Records of convictions or license suspensions under subsection (h) of this section shall not be made a part of the abstracts or records kept by the department of transportation pursuant to W.S. 31-5-1214 or 31-7-120. Any records maintained by the department for suspensions under subsection (h) of this section shall be maintained separately and shall not be available for public inspection except for inspection by any law enforcement officer or agency to enforce the laws of Wyoming. Records under this subsection shall be maintained so that, upon inquiry by any member of the public who is not otherwise entitled to inspect a record maintained under this subsection, the records relating to the subject of the inquiry shall not display information with respect to a license suspension under subsection (h) of this section. Any driver's license suspension or related records under subsection (h) of this section shall not be the basis for any increase in insurance premiums or the

cancellation of any insurance policy for a person or his parents affected by subsection (h) of this section.

(m) Notwithstanding subsection (k) of this section, the department shall expunge the record relating to the suspension of a driver's license under subsection (h) of this section when the person under suspension attains twenty-one (21) years of age, unless the person's driver's license is under suspension at that time, in which case the record shall be expunged when the suspension terminates and the person has paid the reinstatement fee required under W.S. 31-7-113(e).

(n) The division shall suspend the license or nonresident operating privilege of any driver upon receiving a record of the driver's second or subsequent conviction under W.S. 6-3-412, a similar local ordinance or a similar statute or ordinance in another jurisdiction for:

(i) Thirty (30) days, for the second conviction;

(ii) Ninety (90) days for the third and each subsequent conviction.

7-13-1701. Short title.

This article shall be known and may be cited as the "24/7 Sobriety Program Act."

7-13-1702. Definitions.

(a) As used in this article:

(i) "Account" means the "24/7 sobriety program account" created by W.S. 7-13-1707;

(ii) "Court" means a district, circuit or municipal court;

(iii) "Participation" in a 24/7 sobriety program means that the person ordered to participate submits to and passes all required tests;

(iv) "Program" means the 24/7 sobriety program created under this article;

(v) "Rules" means the 24/7 sobriety program rules promulgated by the attorney general under this article.

7-13-1703. 24/7 sobriety program created.

(a) There is created a 24/7 sobriety program to be administered by the attorney general. The purpose of the program is to reduce the number of repeat crimes that are related to substance abuse by monitoring an offender's sobriety through intensive alcohol and drug testing and immediate and appropriate enforcement of violations.

(b) The program shall provide for frequent and certain testing for drug or alcohol use. The testing methods may include breath testing, drug patch testing, urinalysis, continuous or transdermal alcohol monitoring or other testing methods as provided by rule.

7-13-1704. Inclusion in program.

(a) Each county, through its sheriff, may take part in the program. A sheriff may designate an entity to provide the testing services or to take any other action authorized to be taken by the sheriff under this article with the exception of action taken to apprehend a violator under W.S. 7-13-1709.

(b) The sheriff shall establish the testing locations and times for his county but shall have at least one (1) testing location and two (2) daily testing times approximately twelve (12) hours apart.

7-13-1705. Rulemaking authority.

(a) The attorney general shall adopt rules to implement this article. The rules shall:

(i) Provide for the nature and manner of testing and the procedures and apparatuses to be used for testing;

(ii) Establish fees and provide for the collection of fees. The fees shall be set as low as possible, but shall be set so that the total of fees and other funds credited to the program account defray the entire expense of the program, including all costs to the state; and

(iii) Establish a data management program to manage program data, including testing results, fees and required reports. The data management program shall be used by all counties taking part in the program.

7-13-1706. Distribution of testing fees.

The sheriff shall collect and transmit testing fees to the state treasurer to be credited to the 24/7 sobriety program account created by W.S. 7-13-1707. The fees shall be distributed as provided by this article and the rules.

7-13-1707. 24/7 sobriety program account.

(a) There is created a 24/7 sobriety program account. The account shall be used by the attorney general to defray all the costs of the program to the state, including the costs of the attorney general in administering this article. Disbursements from the account shall not exceed the monies credited to it. All monies in the account are continuously appropriated to the attorney general to be used solely for the administration of the program and for no other purpose. Notwithstanding W.S. 9-2-1008 and 9-4-207 funds in the account shall not lapse at the end of the fiscal period. Interest earned on funds in the account shall be deposited to the account.

(b) The attorney general may accept, and shall deposit in the account, any gifts, contributions, donations, grants or federal funds specifically designated for the benefit of the program.

7-13-1708. Authority of court to order participation in program.

(a) Upon a second or subsequent charge or offense for conduct committed while intoxicated or under the influence of a controlled substance, a court may order participation in the program as a condition of pretrial release, bond, suspension of sentence, probation or other conditional release.

(b) Participation in the program may be imposed as a condition of release under the Wyoming Rules of Criminal Procedure, including rules 46.1 and 46.2.

(c) Before ordering participation in the program, a court may require the person to undergo a substance abuse assessment. The cost of the substance abuse assessment shall be paid by the offender.

(d) The state board of parole may require a parolee to participate in the program as a condition of parole.

7-13-1709. Apprehension of violators.

(a) Upon failure of a person to submit to or pass a test under the program, a peace officer or a probation and parole agent shall complete a written statement establishing the person, in the judgment of the officer or agent, violated a condition of release by failing to submit to or pass a test. A peace officer shall immediately arrest the person without warrant after completing or receiving the written statement.

(b) A person taken into custody under this section shall appear before a court within a reasonable time and shall not be released unless the person has made a personal appearance before a court.

7-13-1710. 24/7 sobriety program director; appointment.

The attorney general may appoint a director to administer the program. The appointment shall be subject to senate confirmation in the manner provided for in W.S. 28-12-101 and 28-12-102 for gubernatorial appointments. The director shall

receive an annual salary determined by the department of administration and information human resources division. No state funds shall be used to fund the salary or benefits of the director.

7-13-1711. Sunset provision.

W.S. 7-13-1701 through 7-13-1711 are repealed effective June 30, 2019.

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31-5-237. Use of handheld electronic wireless communication devices for electronic messaging prohibited; exceptions; penalties.

(a) No person shall operate a motor vehicle on a public street or highway while using a handheld electronic wireless communication device to write, send or read a text-based communication. This section shall not apply to a person who is using a handheld electronic wireless communication device:

(i) While the vehicle is lawfully parked;

(ii) To contact an emergency response vehicle;

(iii) To write, read, select or enter a telephone number or name in an electronic wireless communications device for the purpose of making or receiving a telephone call; or

(iv) When using voice operated or hands free technology.

(b) This section shall not apply to a person operating an emergency response vehicle while making communications necessary to the performance of his official duties as an emergency responder.

(c) Any person who operates a motor vehicle in violation of this section is guilty of a misdemeanor punishable by a fine of not more than seventy-five dollars (\$75.00).

(d) As used in this section:

(i) "Electronic wireless communication device" means a mobile communication device that uses short-wave analog or digital radio transmissions or satellite transmissions between the device and a transmitter to permit wireless telephone communications to and from the user of the device within a specified area;

(ii) "Emergency response vehicle" means any ambulance, fire department, law enforcement or civil defense vehicle or other vehicle used primarily for emergency purposes;

(iii) "Voice operated or hands free technology" means technology that allows a user to write, send or read a text based communication without the use of either hand except to activate, deactivate or initiate a feature or function;

(iv) "Write, send or read a text-based communication" means using an electronic wireless communications device to manually communicate with any person using text-based communication including, but not limited to, communications referred to as a text message, instant message or electronic mail.



Matthew H. Mead
Governor

Wyoming Department of Transportation

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

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340




William T. Panos
Director

Highway Safety Behavioral Grants Program

National Highway Safety Traffic Safety Administration;

The State of Wyoming certifies that the Governor's Representative for Highway Safety has delegated oversight and authority of the motorcycle awareness program to the Wyoming Motorcycle Coordinator, Jennifer Goodrich, who has jurisdiction over motorcyclist safety issues and is providing training based on the Motorcycle Safety Foundation Basic Rider Course.



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

06/30/2016

Date

Motorcycle Registrations and Safety Classes by County

County	MTC Registrations	Safety Class Locations
Albany	1,187	
Big Horn	435	
Campbell	3,080	x
Carbon	608	
Converse	824	
Crook	489	
Fremont	1,489	x
Goshen	628	
Hot Springs	229	
Johnson	408	
Laramie	4,432	x
Lincoln	741	
Natrona	4,222	x
Niobrara	140	
Park	1,677	x
Platte	468	
Sheridan	1,611	x
Sublette	408	
Sweetwater	2,198	x
Teton	1,082	
Unita	853	
Washakie	387	
Weston	411	
Agency	256	
Pioneer	30	
Total Registrations	28,293	

Total Population covered by a Motorcycle Safety Class: 18,709 (66.13%)

31-5-1506. Motorcycle safety education program account.

(a) The motorcycle safety education program account is created in the state highway fund and appropriated on a continual basis to the department which shall administer the account. Money in the account shall only be used for administration and implementation of the program, including defraying expenses in offering motorcycle rider training courses, either directly or by contract.

(b) At the end of each fiscal year, monies remaining in the account shall be retained in the account. The interest and income earned on money in the account, after deducting any applicable charges, shall be credited to the account.

(c) In addition to any fees collected under W.S. 31-5-1505, the following revenue shall be credited to the account:

(i) Seven dollars (\$7.00) of the annual registration fee for each registered motorcycle as provided in W.S. 31-3-101(a)(ii)(D);

(ii) The fee for each motorcycle driver's endorsement as provided in W.S. 31-7-113(a)(x).

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