

September 2019

Highway Safety Plan FY 2020 Wyoming

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

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

Highway safety planning process

Data Sources and Processes

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

The HSO implemented a major change in the funding strategy in FY2019 for community based projects and plans to improve the process in FY2020. All community based projects are now event based activities which are more effective in the administration of the approved projects. The Event Based Projects are endorsed by NHTSA, allows the HSO to strategically target events based on data, and increases the reach of the targeted demographic throughout Wyoming.

Processes Participants

The HSO is an office of four who manage all aspects of the federal funding from fiscal administration to program management. The HSO is currently staffed at three personnel with the most current member joining the office on April 1, 2019. The HSO works closely with stakeholders and traffic safety partners in the data collection and the grant review process to include the WYDOT-Crash Data Management Section, WYDOT-Budget & Financial Services, WYDOT-Internal Review, WYDOT-Planning Department, Wyoming Highway Patrol, Governor's Council on Impaired Driving, Wyoming Seat Belt Coalition, Wyoming Traffic Records Coordinating Committee, Wyoming Association of Sheriffs and Chiefs of Police Traffic Safety Committee, and DLN Consulting.

Description of Highway Safety Problems

The US Census Quick Facts indicates Wyoming is a rural state with a land area of 97,903 square miles which translates to 5.8 people per square mile. Sixty-nine percent of Wyoming's population lives in rural areas (Rural Health Information Hub) and drive on rural roadways which makes up 90.3% of all roads in Wyoming (FHWA's Highway Statistics 2017.) Within Wyoming's 23 counties, the population estimate is 579,315: 84.0% White, 10% Hispanic, 2.7% American Indian, 1.3% Black/African Americans.

In 2018, Wyoming's Electronic Crash Records System (WECRS) reports 100 fatal crashes with 111 fatalities. Of the 111 fatalities 44 were unrestrained, 36 were alcohol related and 47 involved speeding.

FARS data shows Wyoming has remained on an even trend of 41 alcohol involved fatalities based on a 5 year moving average for 2013-2017. The most recent FARS data indicates Wyoming's 2016 alcohol-impaired driving fatality rate was 0.36 which is higher than the national rate at 0.35. Fremont County has ranked as number one in alcohol involved fatalities statewide since 2015.

Driving under the influence accounted for 27.13% of all statewide arrests. The average blood alcohol content (BAC) reported for 3,355 persons arrested for driving under the influence statewide was 0.1546. The average reported BAC for persons who were arrested for DUI after being involved in a traffic crash was 0.168.

Additionally, drivers testing positive for drugs are on the rise. Arrests for DUI's involving drugs are at 14.1%. Traffic crashes involving drugs that resulted in arrests were at 19.1%.

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

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

Male drivers between the ages of 21-39 represent 44% of all alcohol involved traffic crashes.

Women drivers represent 24% of all alcohol involved traffic crashes.

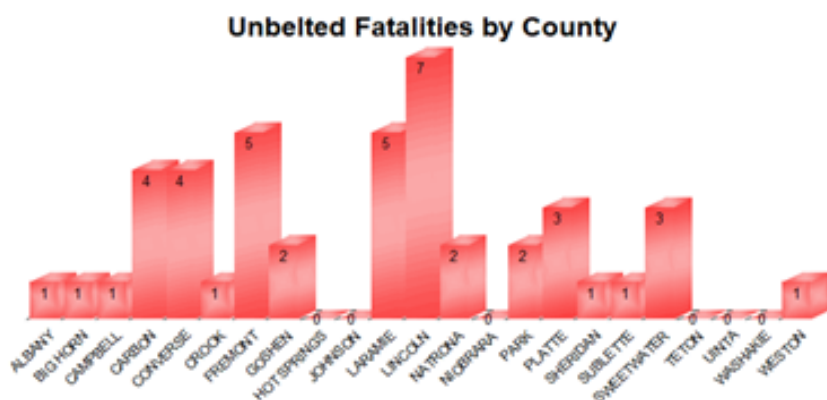
The top three months with the high occurrence of impaired driving at 9% each are July, September and November.

Weekends (Friday, Saturday, and Sunday) make up 60% of all alcohol involved crashes.

41% of alcohol involved crashes occurred between 9 pm and 3 am.

Impaired driving grant funded overtime yielded 382 DUI arrests.

There were 44 unrestrained fatalities in 2018 which represents 40% of fatalities.



Wyoming's statewide observed seat belt use for 2018 was 86.3% which is significantly lower than the national rate at 89.6%. The counties of Sweetwater (64.4%), Carbon (69.7%), Big Horn (73.3%), Sheridan (76.5%),

Fremont (78.7%), Platte (79.4%), Laramie (81.4%), Campbell (82.3%), and Converse (85.5%) represent 53.0% of Wyoming's population and rank below the statewide observed seat belt use average.

Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are: Drivers of pickup trucks represent 19% of unbelted vehicle occupants involved in traffic crashes. Unbelted fatalities occur primarily in Lincoln, Laramie, Fremont counties.

33.4% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 0-20. A subset of unbelted vehicle occupants involved in traffic crashes is as follows:

Ages 0-13 were unbelted 13.2%

Ages 14-20 were unbelted 20.2%

Ages 21-29 were unbelted 19.6%

Ages 30-39 were unbelted 16.7%

Ages 40-49 were unbelted 11.1%

Ages 50-59 were unbelted 9.3%

Ages 60+ were unbelted 10.2%

In FY2018, Wyoming law enforcement issued 1,363 seat belt citations on grant funded overtime. Of those citations, 149 were for child restraint and 1,214 were for adult restraint violations.

Motorcycle crashes have steadily decreased over the past year from 235 in 2017 to 222 in 2018. Likewise, fatalities decreased from 17 in 2017 to 15 in 2018. Sixty percent of the fatal motorcyclists were unhelmeted.

Older motorcycle riders, age 50+, represented 60% of those killed and 42% of all motorcycle crashes.

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Methods for Project Selection

A solicitation for the FFY2020 grant applications was opened February 1st for a period of approximately 45 days. Solicitation of grant applications was advertised through the WYDOT website, HSO Project Site, and emails to various agencies, non-profit organizations, foundations, national traffic safety partners for submittal of projects that have an ability to impact Wyoming's Core and State Performance Measures.

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

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

Is the project is data driven?

Does the project impact Wyoming's Core Performance Measures?

Is the project evidence-based (Countermeasures that Work or provides documentation to show effectiveness)?

How many years project has been funded?

Does the project have the ability to be self-sufficient?

Does application contain any local match for the project?

Is the project evaluation data driven and sufficient to determine success?

Are the projects over or under represented for the focus area and demographic?

In addition to the above mentioned criteria, a risk assessment was performed for each applicant utilizing the WYDOT risk assessment form; past grant performance and report timeliness entered into the selection equation.

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

List of Information and Data Sources

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

Description of Outcomes

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

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

The SMS planning cycle has four key components:

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	Crash Reports with No Errors	Met
13	Linkable MIRE Features	Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

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

Implementation – The WSHSP is recognized as the highway safety transportation planning document for the State of Wyoming. The many and diverse safety plans such as the Highway Safety Plan (HSP) and the Highway Safety Improvement Plan (HSIP) collegially operate under the umbrella of the WSHSP. Projects approved for implementation are consistent with the program areas and performance measures identified in the WSHSP;

Evaluation – The effectiveness of the projects implemented is measured by a demonstrated reduction in death and injury within the 11 core performance measures. Revision – Program direction/program guidance will be revised to reflect current highway safety needs, interventions, and regulations;

Revision – Upon evaluation and review the WSHSP guidance will be revised as necessary to meet the challenges presented by an ever changing transportation system in the State of Wyoming.

Program-Area-Level Report

Wyoming had 111 fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 130 for FY2019.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues that included a press conference and law enforcement participation in local and NHTSA national enforcement campaigns.

The Wyoming Highway Patrol partnered with local agencies, schools, private organizations, and state traffic safety advocates educating the public on distracted driving, impaired driving, and occupant protection. Troopers spent over 1,177 hours at 800 safety events which included instructing 85 defensive driving classes with over 1,235 students attending and 3 Freshman Impact presentations.

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

Progress: In Progress

Program-Area-Level Report

Wyoming had 313 serious injuries in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 470 for FY2019.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues that included law enforcement participation in NHTSA national and local law enforcement campaigns. Comprehensive statewide support included media, professional trainings, safety education classes and localized traffic safety events.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

Wyoming's fatalities/VMT was 1.13 in 2018 based on data from the Wyoming Electronic Crash Records System (WECRS) and WYDOT Planning. Wyoming is on course to meet the goal of 1.32 for FY2018.

State and local programs supported projects and activities that targeted occupant protection and impaired driving issues that included a press conference and law enforcement participation in local and NHTSA national enforcement campaigns

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

Progress: In Progress

Program-Area-Level Report

Wyoming had 44 unrestrained fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 57 for FY2019.

The Injury Prevention Resources in Regions 1, 2, and 5 conducted numerous occupant protection education events at Safe Kids car seat checks, schools, sports games/tournaments, seat belt survivor events, community events, etc...

The Wyoming Seat Belt Coalition facilitator revamped the Buckleup4Lifewy website and produced a comprehensive media campaign to include social, radio, and print media.

The Child Passenger Safety Instructor and Training Program conducted:

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

Progress: In Progress

3 Full Certification Classes: 40 students total

5 Update Classes: 34 students total

6 Renewal Classes: 26 students total

Program-Area-Level Report

Wyoming had 36 alcohol-impaired driving fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 40 for FY2019.

The Traffic Safety Resource Prosecutor (TSRP) assisted the State's prosecution efforts dealing with impaired drivers through technical assistance to prosecutors and training of law enforcement officers on the legal aspects of prosecution and strategies used by defense attorneys.

The Wyoming Governor's Council on Impaired Driving continued work by conducting Policy Makers Forums, coordinating DUI task forces, and targeted media campaigns. The 'Don't Go Down That Road' media campaign has been highly successful in engaging the targeted demographic.

WYDOT District 5 Public Involvement Specialist provided relevant and impactful tribal outreach on the Wind River Indian Reservation for the Shoshone and Arapahoe tribes. Heinrich Marketing produced impaired media campaigns focusing on the Native American culture. Wyoming's Native American Population continues to be disproportionately impacted by impaired driving fatal crashes.

The 24/7 Sobriety Program, a court based management program designed for repeat DUI offenders, has been implemented in Campbell, Natrona, Sweetwater, Fremont counties with Laramie and Sheridan counties coming on board in FY19.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Wyoming had 47 speeding related fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming's speeding related fatalities spiked and is currently not meeting the FY2019 target of 40.

The HSO continues to fund high visibility overtime grants to local law enforcement agencies. Radar units were purchased as a trigger mechanism to enforce Wyoming's speed and seat belt laws. In FY2018, law enforcement garnered 7,225 speeding citations issued on grant funded overtime enforcement.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Wyoming had 15 motorcyclist fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is currently on course to meet the goal of no more than 17 motorcyclist fatalities for FY2019.

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

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Wyoming had 9 unhelmeted motorcyclist fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 12 unhelmeted motorcyclists for FY2019.

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

Wyoming's Motorcycle Safety Program Coordinator work on projects that go beyond standard motorcycle training courses to educate motorcyclists on the importance of safety gear.

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

Progress: In Progress

Program-Area-Level Report

Wyoming had 14 driver's age 20 or younger fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). Wyoming is on course to meet the goal of 14 for FY2019.

The HSO works to reach this demographic through projects such as SADD, Injury Prevention Resources Traffic Safety Events and WHP Safety Education classes. In SADD's second year in Wyoming SADD has created 24 chapters throughout the State. The WHP continues statewide safety education classes and Injury Prevention Resources conduct PARTY and Life R U Ready events.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Wyoming had 6 pedestrian fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS). The 6 pedestrian fatalities is one above Wyoming's goal of 6 for FY2019.

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

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Wyoming had 0 bicyclist fatalities in 2018 per Wyoming Electronic Crash Records System (WECRS).

Wyoming is on course to meet the goal of no more than 1 for FY2019.

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

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

Progress: Met

Program-Area-Level Report

In 2018, the Wyoming's Survey of Seat Belt Use overall estimate for all vehicle occupants was 86.3%. Wyoming has met the FY2019 goal of 81%.

Performance Measure: Crash Reports with No Errors

Progress: Met

Program-Area-Level Report

Wyoming met its target of 93.7% of crash reports with no errors per the 2018 data that indicates a 94% rate. The HSO retained services of IT professionals to improve the State of Wyoming Traffic Records databases through quality, integration, and processes. This project developed a web service to validate users, provide map based crash locator, and update the host computer with accurate location information.

Performance Measure: Linkable MIRE Features

Progress: Met

Program-Area-Level Report

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

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	128
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	462
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	1.35

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	59
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	39.8
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	43
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	18
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	13
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	14.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	5.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	1.00

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	82.1
13	Crash Reports with No Errors	5 Year	2016	2020	96
14	Linkable MIRE Features	5 Year	2016	2020	60

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	128	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	462	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.35	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	59	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	39.8	5 Year	2016

Performance Target Justification

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	43	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	18	5 Year	2016

Performance Target Justification

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	13	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	14.00	5 Year	2016
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Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	5.00	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	1.00	5 Year	2016

Performance Target Justification

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	82.1	5 Year	2016
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Performance Target Justification

The HSO utilized the 5 year running average to determine the performance target.

Performance Measure: Crash Reports with No Errors

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Reports with No Errors-2020	Percentage	96	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

The HSO analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. Wyoming will improve the Accuracy of the Crash system as measured in terms of a increase the percentage of crash records with no location errors. This performance measure is based on the C-A-1 model (knowing that the location is one of the most important of the critical elements of the crash data).

Performance Measure: Linkable MIRE Features

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Linkable MIRE Features-2020	Numeric	60	5 Year	2016

Primary performance attribute: Integration

Core traffic records data system to be impacted: Crash

Performance Target Justification

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. 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.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

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

Seat belt citations: 1363

Fiscal Year A-1: 2018

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

Impaired driving arrests: 382

Fiscal Year A-2: 2018

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

Speeding citations: 7225

Fiscal Year A-3: 2018

Program areas

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

In 2018, Wyoming's Electronic Crash Records System (WECRS) reports 100 fatal crashes with 111 fatalities. Of the 111 fatalities 44 were unrestrained, 36 were alcohol related and 47 involved speeding.

FARS data shows Wyoming has remained on an even trend of 41 alcohol involved fatalities based on a 5 year moving average for 2013-2017. The most recent FARS data indicates Wyoming's 2016 alcohol-impaired driving fatality rate was 0.36 which is higher than the national rate at 0.35. Fremont County has ranked as number one in alcohol involved fatalities statewide since 2015.

Driving under the influence accounted for 27.13% of all statewide arrests. The average blood alcohol content (BAC) reported for 3,355 persons arrested for driving under the influence statewide was 0.1546. The average reported BAC for persons who were arrested for DUI after being involved in a traffic crash was 0.168.

Additionally, drivers testing positive for drugs are on the rise. Arrests for DUI's involving drugs are at 14.1%. Traffic crashes involving drugs that resulted in arrests were at 19.1%.

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

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

Male drivers between the ages of 21-39 represent 44% of all alcohol involved traffic crashes.

Women drivers represent 24% of all alcohol involved traffic crashes.

The top three months with the high occurrence of impaired driving at 9% each are July, September and November.

Weekends (Friday, Saturday, and Sunday) make up 60% of all alcohol involved crashes.

41% of alcohol involved crashes occurred between 9 pm and 3 am.

Impaired driving grant funded overtime yielded 382 DUI arrests.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	128

2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	462
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.35
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	39.8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Educational Activities
Impaired Driving HVE
Law Enforcement Outreach Liaison
Law Enforcement Training
Mass Media Campaign
POST DUI Interventions
Statewide Coalitions

Countermeasure Strategy: Educational Activities

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

In 2018, alcohol related fatalities represented 32% of all Wyoming traffic fatalities and driving under the influence accounted for 27.13% of all arrests statewide. Planned activities will not only target and provide education to the general public plus high risk demographics as identified in the Impaired Driving Problem Identification.

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

Traffic Fatalities (C1) and Alcohol-Impaired Driving Fatalities (C5)

The planned activities will utilize FAST Act 402 and 154 Alcohol NHTSA funding.

Rationale

This activity works directly educating the public on the dangers and consequences of impaired driving through event based activities. This is a critical component of the Impaired Driving Program.

This countermeasure strategy will utilize the following funds for Educational Activities.

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

Impaired Driving Safety Education - FAST Act 402 funds

Comprehensive Impaired Driving - FAST Act 402 funds

WHP Safety Education FAST Act 402 Funds

Alcohol Factors - 154 Alcohol

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-FA-AL-01	CRMC Traffic Safety Education Program - AL
154AL-2020-FA-AL-02	IPR Traffic Safety Events - AL
154AL-2020-FA-AL-05	WASCOP Alcohol Factors
RS-2020-FA-RS-01	Comprehensive ID & OP
RS-2020-FA-RS-02	WHP Safety Education

Planned Activity: CRMC Traffic Safety Education Program - AL

Planned activity number: 154AL-2020-FA-AL-01

Primary Countermeasure Strategy ID: Educational Activities

Planned Activity Description

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

Intended Subrecipients

Cheyenne Regional Medical Center

Countermeasure strategies

Countermeasure Strategy
Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$38,388.24		\$38,388.24

Planned Activity: IPR Traffic Safety Events - AL

Planned activity number: 154AL-2020-FA-AL-02

Primary Countermeasure Strategy ID: Educational Activities

Planned Activity Description

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

Intended Subrecipients

Injury Prevention Resources

Countermeasure strategies

Countermeasure Strategy
Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$66,139.29		\$66,139.29

Planned Activity: WASCOP Alcohol Factors

Planned activity number: 154AL-2020-FA-AL-05

Primary Countermeasure Strategy ID: Educational Activities

Planned Activity Description

This project will collect and analyze the alcohol/drug-related data for all custodial arrests from January 1 through December 31, 2019. An Executive Summary and two year end reports of the alcohol-related arrest data will be produced and distributed to traffic safety advocates to provide education and enforcement to Wyoming's impaired driving population.

Intended Subrecipients

Wyoming Association of Sheriffs and Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$55,119.83		\$55,119.83

Planned Activity: Comprehensive ID & OP

Planned activity number: RS-2020-FA-RS-01

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

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

Intended Subrecipients

WYDOT Highway Safety Office

Countermeasure strategies

Countermeasure Strategy
Educational Activities
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	\$50,221.95	\$5,278.05	\$0.00

Planned Activity: WHP Safety Education

Planned activity number: RS-2020-FA-RS-02

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

The WHP will educate the general public, teens and adult drivers through a variety of classes, training, programs, and media to promote proper restraint usage, the dangers and consequences of distracted and impaired driving

Intended Subrecipients

Wyoming Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Educational Activities
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	Roadway Safety (FAST)	\$180,799.02	\$19,000.98	\$0.00
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Countermeasure Strategy: Impaired Driving HVE

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

This activity will positively impact impaired driving by reducing the number of impaired drivers and fatalities on Wyoming roadways through high visibility overtime enforcement. This strategy, when applicable, will be supported with other proven countermeasure strategies of media, educational traffic safety events, and equipment.

Linkage Between Program Area

In 2018, alcohol related fatalities represented 32% of all Wyoming traffic fatalities and driving under the influence accounted for 27.13% of all arrests statewide. The average BAC for an impaired driver in a traffic crash was .1578. Planned activities will include high visibility enforcement to include months with the high occurrence of impaired driving: July, September and November.

Impaired driving countermeasure strategies will impact the following performance targets:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Alcohol-Impaired Driving Fatalities (C5)

The planned activities will utilize 402 FAST Act and 154 Alcohol NHTSA funding.

Rationale

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

The planned activities will utilize 402 FAST Act and 154 Alcohol NHTSA funding.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-FA-AL-04	WASCOP ID OVERTIME & LEC
154AL-2020-FA-AL-07	WHP Impaired Driving Overtime
154AL-2020-FA-AL-08	DUI Mobile Command Vehicle
PT-2020-FA-PT-03	WASCOP VC

Planned Activity: WASCOP ID OVERTIME & LEC

Planned activity number: 154AL-2020-FA-AL-04

Primary Countermeasure Strategy ID: Impaired Driving HVE

Planned Activity Description

Law enforcement will conduct high visibility overtime enforcement and will focus on NHTSA impaired driving enforcement campaigns, DUI task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways.

Intended Subrecipients

Wyoming Association of Sheriffs and Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Impaired Driving HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$633,644.48		\$633,644.48

Planned Activity: WHP Impaired Driving Overtime

Planned activity number: 154AL-2020-FA-AL-07

Primary Countermeasure Strategy ID: Impaired Driving HVE

Planned Activity Description

Law enforcement will conduct high visibility overtime enforcement and will focus on NHTSA impaired driving enforcement campaigns, DUI task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways..

Intended Subrecipients

Wyoming Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Impaired Driving HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$199,800.00		\$0.00

Planned Activity: DUI Mobile Command Vehicle

Planned activity number: 154AL-2020-FA-AL-08

Primary Countermeasure Strategy ID: Impaired Driving HVE

Planned Activity Description

In order to significantly reduce the percentage of alcohol-involved crashes in Wyoming, this activity will support high visibility enforcement of Wyoming DUI laws and include participation in DUI Task Force and educational events locally and statewide.

Intended Subrecipients

Cheyenne Police Department

Countermeasure strategies

Countermeasure Strategy
Impaired Driving HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$55,500.00		\$55,500.00

Planned Activity: WASCOP VC

Planned activity number: PT-2020-FA-PT-03

Primary Countermeasure Strategy ID: Impaired Driving HVE

Planned Activity Description

This activity will purchase video camera's in support of the impaired driving high visibility overtime enforcement and prosecution efforts.

Intended Subrecipients

Wyoming Association of Sheriffs and Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Impaired Driving HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$127,088.96	\$13,356.35	\$127,088.96

Countermeasure Strategy: Law Enforcement Outreach Liaison

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

With no less than 52 local law enforcement agencies participating in high visibility overtime enforcement, the HSO utilizes the Law Enforcement Liaison project to move forward traffic safety initiatives as directed by the Governor's Representative for Highway Safety.

Traffic Safety performance measures impacted by this countermeasure are:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), Unrestrained Passenger Vehicle Occupant Fatalities (C4), and Alcohol-Impaired Driving Fatalities (C5)

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

Rationale

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-FA-PT-01	Law Enforcement Liaison

Planned Activity: Law Enforcement Liaison

Planned activity number: PT-2020-FA-PT-01

Primary Countermeasure Strategy ID: Law Enforcement Outreach Liaison

Planned Activity Description

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

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

Intended Subrecipients

Highway Safety Office will retain the services of a contractor.

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Outreach Liaison
Occupant Protection Law Enforcement Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$160,710.24	\$16,889.76	\$0.00

Countermeasure Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

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

Males represent 76% of all alcohol involved traffic crashes.

PU's are involved in 36% of alcohol related fatal crashes.

Months with the high occurrence of impaired driving are July, September, and November.

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

Law enforcement training will impact the following performance targets:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Alcohol-Impaired Driving Fatalities (C5)

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5TR-2020-FA-TR-01	DRE/ARIDE/SFST Program

Planned Activity: DRE/ARIDE/SFST Program

Planned activity number: M5TR-2020-FA-TR-01

Primary Countermeasure Strategy ID: Law Enforcement Training

Planned Activity Description

This activity will train new and veteran peace officers on the emerging trends of impaired driving through statewide trainings. An Impaired Driving Coordinator will lead the efforts in training law enforcement in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and

Drug Recognition Expert (DRE) training. Law enforcement, judicial officials, and traffic safety advocates.

Intended Subrecipients

Patrol

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$195,360.00	\$48,840.00	

Countermeasure Strategy: Mass Media Campaign

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

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

Linkage Between Program Area

Driving under the influence statewide accounted for 27.13% of all arrests. The average blood alcohol content (BAC) reported for 3,355 persons arrested for driving under the influence statewide was 0.1578. The average reported BAC for persons who were arrested for DUI after being involved in a traffic crash was 0.1910.

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

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2) and 2Alcohol-Impaired Driving Fatalities (C5)

This countermeasure strategy will utilize FAST Act 402 NHTSA, FAST Act 405d NHTSA and 154 Alcohol NHTSA funds for these planned activities.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154PM-2020-FA-AL-03	Native American Outreach ID
M5PEM-2020-FA-PM-03	GCID Media
PM-2020-FA-PM-01	Statewide Media

Planned Activity: Native American Outreach ID

Planned activity number: 154PM-2020-FA-AL-03

Primary Countermeasure Strategy ID: Mass Media Campaign

Planned Activity Description

This project will conduct an impaired driving traffic safety media campaigns while retaining services of a design/creative consultant for campaign creative.

Intended Subrecipients

WYDOT District 5

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$44,400.00		\$44,400.00

Planned Activity: GCID Media

Planned activity number: M5PEM-2020-FA-PM-03

Primary Countermeasure Strategy ID: Mass Media Campaign

Planned Activity Description

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

Intended Subrecipients

Highway Safety Office will retain the services of a contractor.

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$532,800.00	\$133,200.00	

Planned Activity: Statewide Media

Planned activity number: PM-2020-FA-PM-01

Primary Countermeasure Strategy ID: Occupant Protection Mass Media

Planned Activity Description

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

Intended Subrecipients

WYDOT Public Affairs Office

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign
Occupant Protection Mass Media

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$552,441.45	\$58,058.55	\$220,976.58

Countermeasure Strategy: POST DUI Interventions

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

In 2018, Wyoming's Electronic Crash Records System (WE CRS) reports 100 fatal crashes with 111 fatalities. Thirty-three of those crashes were alcohol related with 36 fatalities. Planned activities will target drivers convicted of a DUI by making them accountable through prosecution, sentencing and supervised probation.

Post DUI Interventions will impact the following performance targets:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Alcohol-Impaired Driving Fatalities (C5)

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
154AL-2020-FA-AL-06	DUI Supervised Probation & DUI Monitoring
F24SP-2020-FA-SP-01	24/7
M5CS-2020-FA-CS-01	TSRP

Planned Activity: DUI Supervised Probation & DUI Monitoring

Planned activity number: 154AL-2020-FA-AL-06

Primary Countermeasure Strategy ID: POST DUI Interventions

Planned Activity Description

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

Intended Subrecipients

Injury Prevention Resources

Countermeasure strategies

Countermeasure Strategy
POST DUI Interventions

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	154 Transfer Funds-AL	154 Alcohol	\$163,213.15		\$163,213.15

Planned Activity: 24/7

Planned activity number: F24SP-2020-FA-SP-01

Primary Countermeasure Strategy ID: POST DUI Interventions

Planned Activity Description

The Attorney General, with assistance from the Governor’s Council on Impaired Driving, is implementing a court-based management program designed for repeat DUI offenders statewide. The 24/7 Program sets the

standard of no use of alcohol as a condition of continuing to drive while remaining in the community, rather than being incarcerated. The standard is enforced by intensive monitoring through law enforcement agencies with alcohol testing mandated for each participant. This combination of strict monitoring and a no-use standard with swift, certain, and meaningful, but usually not severe, consequences has been extremely successful. This project activities will purchase software and tests, provide training to county officials implementing the 24/7 Program, purchase computers, peripheral equipment, supplies and travel expenses as required to facilitate the startup of the 24/7 Program

Intended Subrecipients

Attorney General of Wyoming

Countermeasure strategies

Countermeasure Strategy
POST DUI Interventions

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d 24-7 Sobriety	405d 24-7 Alcohol	\$30,219.31	\$7,554.83	

Planned Activity: TSRP

Planned activity number: M5CS-2020-FA-CS-01

Primary Countermeasure Strategy ID: POST DUI Interventions

Planned Activity Description

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

Intended Subrecipients

City of Laramie

Countermeasure strategies

Countermeasure Strategy
POST DUI Interventions

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$142,080.00	\$35,520.00	
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Countermeasure Strategy: Statewide Coalitions

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

FARS data shows Wyoming has remained on an even trend of 41 alcohol involved fatalities based on a 5 year moving average for 2013-2017. The most recent FARS data indicates Wyoming’s 2016 alcohol-impaired driving fatality rate was 0.36 which is higher than the national rate at 0.35. Fremont County has ranked as number one in alcohol involved fatalities statewide since 2015.

Statewide Coalitions’ strategies will affect impaired driving through data driven analysis of the impaired driver, legislation, education for the general public, and other evidenced based activities.

Statewide Coalitions will impact the following performance targets:

Traffic Fatalities (C1), Unrestrained Passenger Vehicle Occupant Fatalities (C4), and Alcohol-Impaired Driving Fatalities (C5)

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5IDC-2020-FA-ID-01	GCID Facilitator

Planned Activity: GCID Facilitator

Planned activity number: M5IDC-2020-FA-ID-01

Primary Countermeasure Strategy ID: Statewide Coalitions

Planned Activity Description

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

Intended Subrecipients

Highway Safety Office will retain the services of a contractor.

Countermeasure strategies

Countermeasure Strategy
Statewide Coalitions

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$124,320.00	\$31,080.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	128
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	18
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	13

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Mass Media Campaign

Countermeasure Strategy: Motorcycle Mass Media Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

The countermeasure strategy will create heightened awareness of motorcycles on the roadway, develop a more informative website, and improve the training elements of motorcycle instructors and rider recruitment with associated equipment. All Wyoming driver's will be impacted by this strategy through paid and earned media.

Linkage Between Program Area

Motorcycle crashes have steadily decreased over the past year from 235 in 2017 to 222 in 2018. Likewise, fatalities decreased from 17 in 2017 to 15 in 2018. Sixty percent of the fatal motorcyclists were unhelmeted. Older motorcycle riders, age 50+, represented 60% of those killed and 42% of all motorcycle crashes.

The Motorcycle Mass Media Campaign will directly impact the following performance targets:
 Traffic Fatalities (C1), Motorcycle Fatalities (C7), aUnhelmeted Motorcycle Fatalities (C8)
 This countermeasure strategy will utilize FAST Act 405f NHTSA funds for these planned activities.

Rationale

This project will conduct a media campaign that increases public awareness of motorcycles on the roadway thus reducing motorcyclist fatalities.

This countermeasure strategy will receive 100% of the FAST Act 405f NHTSA funds for these planned activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-2020-FA-MA-01	Motorcyclist Awareness

Planned Activity: Motorcyclist Awareness

Planned activity number: M9MA-2020-FA-MA-01

Primary Countermeasure Strategy ID: Motorcycle Mass Media Campaign

Planned Activity Description

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

Intended Subrecipients

WYDOT Public Affairs Office

Countermeasure strategies

Countermeasure Strategy
Motorcycle Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$44,400.00	\$11,100.00	

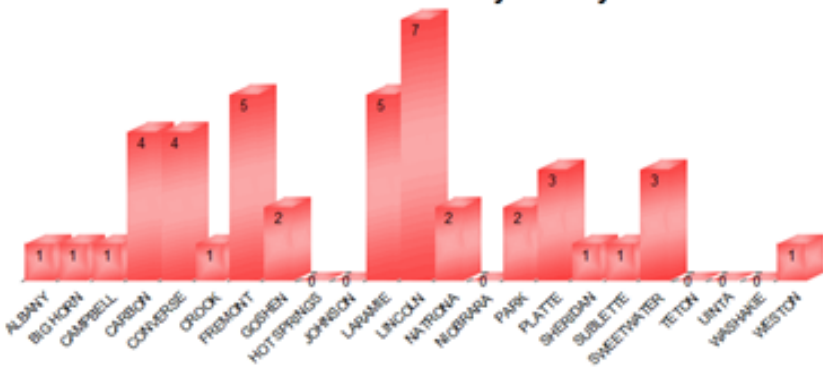
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

In 2018, Wyoming's Electronic Crash Records System (WECRS) reports 100 fatal crashes with 111 fatalities. There were 44 unrestrained fatalities which represents 40% of fatalities.

Wyoming's statewide observed seat belt use for 2018 was 86.3% which is lower than the national rate at 89.6%. The counties of Sweetwater (64.4%), Carbon (69.7%), Big Horn (73.3%), Sheridan (76.5%), Fremont (78.7%), Platte (79.4%), Laramie (81.4%), Campbell (82.3%), and Converse (85.5%) represent 53.0% of Wyoming's

Unbelted Fatalities by County



population and rank below the statewide observed seat belt use average.

Data driven analysis indicates the primary demographic of Wyoming’s unbelted fatalities and injuries are: Drivers of pickup trucks represent 19% of unbelted vehicle occupants involved in traffic crashes. Unbelted fatalities occur primarily in Lincoln, Laramie, and Fremont counties.

33.4% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 0-20. A subset of unbelted vehicle occupants involved in traffic crashes is as follows:

- Ages 0-13 were unbelted 13.2%
- Ages 14-20 were unbelted 20.2%
- Ages 21-29 were unbelted 19.6%
- Ages 30-39 were unbelted 16.7%
- Ages 40-49 were unbelted 11.1%
- Ages 50-59 were unbelted 9.3%
- Ages 60+ were unbelted 10.2%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	128
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	462
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	59

2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	14.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	82.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Observed Seat Belt Survey
Occupant Protection Educational Activities
Occupant Protection HVE
Occupant Protection Law Enforcement Liaison
Occupant Protection Mass Media
Wyoming Seat Belt Coalition

Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

Project Safety Impacts

Linkage Between Program Area

Motor vehicle injuries are a leading cause of death among children in the United States. Research has shown that correctly using an appropriate child restraint or seat belt is the single most effective way to save lives and reduce injuries in crashes. The misuse rate for child restraints in Wyoming in 2017 was 86.18%. Correctly used child safety seats can reduce the risk of death by as much as 71%. Three out of four car seats are not used or installed correctly.

Planned activities will certify/recertify Child Passenger Safety Technicians to provide statewide coverage for this vulnerable demographic.

Child Restraint System Inspection Stations strategy will impact the following performance measures: Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), Fatalities/VMT (C3), and Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CR-2020-FA-CR-01	CPS Instructor Training and Education

Planned Activity: CPS Instructor Training and Education

Planned activity number: CR-2020-FA-CR-01

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

Planned Activity Description

This activity will implement Standardized Child Passenger Safety Technician Training Classes on a statewide basis, host an annual instructor meeting, collaborate on the progress of the program, implement regional renewal or refresher training, provide administrative, fiscal, technical and material support to CPS Technicians, Instructor Candidates and Instructors on conducting awareness classes, and travel in-state to trainings. A quarterly newsletter will be produced that provides CPS and seat belt information.

Intended Subrecipients

Highway Safety Office

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$100,443.90	\$10,556.10	\$0.00

Countermeasure Strategy: Observed Seat Belt Survey

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

Project Safety Impacts

Linkage Between Program Area

Wyoming's statewide observed seat belt use for 2018 was 86.3% which is significantly lower than the national rate at 89.6%. The counties of Sweetwater (64.4%), Carbon (69.7%), Big Horn (73.3%), Sheridan (76.5%), Fremont (78.7%), Platte (79.4%), Laramie (81.4%), Campbell (82.3%), and Converse (85.5%) represent 53.0% of Wyoming's population and rank below the statewide observed seat belt use average.

The Observed Seat Belt Survey will impact the following performance measures:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Unrestrained Passenger Vehicle Occupant Fatalities (C4).

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

Rationale

This project will provide the Highway Safety Office and traffic safety partners with occupant protection observational data that will allow for data driven projects targeting the unbelted population within Wyoming.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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OP-2020-FA-OP-01	Observed Seat Belt Survey
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Planned Activity: Observed Seat Belt Survey

Planned activity number: OP-2020-FA-OP-01

Primary Countermeasure Strategy ID: Observed Seat Belt Survey

Planned Activity Description

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

Intended Subrecipients

Highway Safety Office will utilize the services of a contractor

Countermeasure strategies

Countermeasure Strategy
Observed Seat Belt Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$120,532.68	\$12,667.32	\$0.00

Countermeasure Strategy: Occupant Protection Educational Activities

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

Project Safety Impacts

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

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

Linkage Between Program Area

Wyoming's statewide observed seat belt use for 2018 was 86.3% which is lower than the national rate at 89.7%. Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are: Drivers of pickup trucks represent 26% of unbelted vehicle occupants involved in traffic crashes. Drivers on rural roadways represent 57% of unbelted vehicle occupants involved in traffic crashes. Unbelted fatalities occur primarily in Fremont, Natrona, and Sweetwater counties. 42.8% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 14-29.

Occupant Protection countermeasure strategies will impact the following performance targets:
 Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Rationale

These projects works directly with the public through educational based events. These are a critical component of the Occupant Protection Program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-FA-CP-01	CRMC Traffic Safety Education Program - OP
CP-2020-FA-CP-02	WMC Injury Prevention and Traffic Safety
CP-2020-FA-CP-03	IPR Traffic Safety Events - OP
CP-2020-FA-CP-04	WHD Injury Prevention Program
RS-2020-FA-RS-01	Comprehensive ID & OP
RS-2020-FA-RS-02	WHP Safety Education

Planned Activity: CRMC Traffic Safety Education Program - OP

Planned activity number: CP-2020-FA-CP-01

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

This activity will focus on comprehensive, localized, targeted and data driven occupant protection educational events. Activities include partnering with traffic safety advocates, providing personnel to operate safety booths, media to support events, and the development and production of educational materials, etc.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$114,373.46	\$12,020.02	\$114,373.46

Planned Activity: WMC Injury Prevention and Traffic Safety

Planned activity number: CP-2020-FA-CP-02

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

Intended Subrecipients

Wyoming Medical Center

Countermeasure strategies

Countermeasure Strategy
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$15,295.60	\$1,607.48	\$15,295.60

Planned Activity: IPR Traffic Safety Events - OP

Planned activity number: CP-2020-FA-CP-03

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

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

Intended Subrecipients

Injury Prevention Resources

Countermeasure strategies

Countermeasure Strategy
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$113,523.47	\$11,930.69	\$113,523.47

Planned Activity: WHD Injury Prevention Program

Planned activity number: CP-2020-FA-CP-04

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

This activity will conduct trainings and traffic safety events targeting older drivers.

Intended Subrecipients

Wyoming Department of Health

Countermeasure strategies

Countermeasure Strategy
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$40,709.91	\$4,278.39	\$0.00

Planned Activity: Comprehensive ID & OP

Planned activity number: RS-2020-FA-RS-01

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

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

Intended Subrecipients

WYDOT Highway Safety Office

Countermeasure strategies

Countermeasure Strategy
Educational Activities
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	\$50,221.95	\$5,278.05	\$0.00

Planned Activity: WHP Safety Education

Planned activity number: RS-2020-FA-RS-02

Primary Countermeasure Strategy ID: Occupant Protection Educational Activities

Planned Activity Description

The WHP will educate the general public, teens and adult drivers through a variety of classes, training, programs, and media to promote proper restraint usage, the dangers and consequences of distracted and impaired driving

Intended Subrecipients

Wyoming Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Educational Activities
Occupant Protection Educational Activities

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	\$180,799.02	\$19,000.98	\$0.00

Countermeasure Strategy: Occupant Protection HVE

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

Project Safety Impacts

This countermeasure is a proven, evidence based strategy and will include state and local law enforcement agencies working high visibility overtime enforcement, impacting all Wyoming’s drivers by reducing the number of unbelted vehicle occupants on Wyoming roadways.

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

Linkage Between Program Area

Wyoming’s statewide observed seat belt use for 2018 was 86.3% which is significantly lower than the national rate at 89.6%. The counties of Sweetwater (64.4%), Carbon (69.7%), Big Horn (73.3%), Sheridan (76.5%), Fremont (78.7%), Platte (79.4%), Laramie (81.4%), Campbell (82.3%), and Converse (85.5%) represent 53.0% of Wyoming’s population and rank below the statewide observed seat belt use average.

This strategy of High Visibility Enforcement will focus on participation by law enforcement agencies in NHTSA's national occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways.

Occupant Protection High Visibility Enforcement will impact the following performance measures:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Rationale

This strategy focuses on law enforcements efforts to reduce unbelted fatalities and injuries on Wyoming roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2020-FA-HV-01	WASCOP OP OVERTIME and LEC
OP-2020-FA-OP-03	WHP Occupant Protection Overtime
PT-2020-FA-PT-02	WASCOP Radars

Planned Activity: WASCOP OP OVERTIME and LEC

Planned activity number: M2HVE-2020-FA-HV-01

Primary Countermeasure Strategy ID: Occupant Protection HVE

Planned Activity Description

High Visibility Enforcement will focus on NHTSA's occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways by law enforcement agencies.

Intended Subrecipients

Wyoming Association of Sheriffs and Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Occupant Protection HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$317,016.00	\$79,254.00	

Planned Activity: WHP Occupant Protection Overtime

Planned activity number: OP-2020-FA-OP-03

Primary Countermeasure Strategy ID: Occupant Protection HVE

Planned Activity Description

High Visibility Enforcement will focus on NHTSA's occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways by law enforcement agencies..

Intended Subrecipients

Wyoming Highway Patrol

Countermeasure strategies

Countermeasure Strategy

Occupant Protection HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$125,554.88	\$13,195.13	\$0.00

Planned Activity: WASCOP Radars

Planned activity number: PT-2020-FA-PT-02

Primary Countermeasure Strategy ID: Impaired Driving HVE

Planned Activity Description

Radars will be purchased in support of the occupant protection high visibility enforcement.

Intended Subrecipients

Wyoming Association of Sheriffs and Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Occupant Protection HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$99,755.86	\$10,483.79	\$99,755.86

Countermeasure Strategy: Occupant Protection Law Enforcement Liaison

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

Project Safety Impacts

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

Linkage Between Program Area

With no less than 52 local law enforcement agencies participating in high visibility overtime enforcement, the HSO utilizes the Law Enforcement Liaison project to move forward traffic safety initiatives as directed by the

Governor’s Representative for Highway Safety.

The Occupant Protection Law Enforcement Liaison strategy will impact the following performance measures: Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-FA-PT-01	Law Enforcement Liaison

Planned Activity: Law Enforcement Liaison

Planned activity number: PT-2020-FA-PT-01

Primary Countermeasure Strategy ID: Law Enforcement Outreach Liaison

Planned Activity Description

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

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

Intended Subrecipients

Highway Safety Office will retain the services of a contractor.

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Outreach Liaison
Occupant Protection Law Enforcement Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$160,710.24	\$16,889.76	\$0.00

Countermeasure Strategy: Occupant Protection Mass Media

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

Project Safety Impacts

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

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

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

Linkage Between Program Area

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

The Occupant Protection Mass Media Campaign will directly impact the following performance measures: Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PM-2020-FA-PM-01	Statewide Media
PM-2020-FA-PM-02	Native American Outreach OP

Planned Activity: Statewide Media

Planned activity number: PM-2020-FA-PM-01

Primary Countermeasure Strategy ID: Occupant Protection Mass Media

Planned Activity Description

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

Intended Subrecipients

WYDOT Public Affairs Office

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign
Occupant Protection Mass Media

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$552,441.45	\$58,058.55	\$220,976.58

Planned Activity: Native American Outreach OP

Planned activity number: PM-2020-FA-PM-02

Primary Countermeasure Strategy ID: Occupant Protection Mass Media

Planned Activity Description

This project will retain services of a design/creative consultant for campaign messaging, conduct an occupant protection traffic safety media campaign.

Intended Subrecipients

WYDOT District 5

Countermeasure strategies

Countermeasure Strategy
Occupant Protection Mass Media

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Paid Advertising	\$40,709.91	\$4,278.39	\$40,709.91

Countermeasure Strategy: Wyoming Seat Belt Coalition

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

Project Safety Impacts

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

This strategy will impact a wide array of Wyomingites to include the high risk demographic as identified in the

Occupant Protection Problem Identification, legislation, and Wyoming employers.

Linkage Between Program Area

Wyoming’s statewide observed seat belt use for 2018 was 86.3% which is significantly lower than the national rate at 89.6%. The counties of Sweetwater (64.4%), Carbon (69.7%), Big Horn (73.3%), Sheridan (76.5%), Fremont (78.7%), Platte (79.4%), Laramie (81.4%), Campbell (82.3%), and Converse (85.5%) represent 53.0% of Wyoming’s population and rank below the statewide observed seat belt use average.

This activity will provide Wyoming with recommendations for occupant protection program improvements.

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

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2020-FA-OP-02	Wyoming Seat Belt Coalition Facilitator

Planned Activity: Wyoming Seat Belt Coalition Facilitator

Planned activity number: OP-2020-FA-OP-02

Primary Countermeasure Strategy ID: Wyoming Seat Belt Coalition

Planned Activity Description

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

Intended Subrecipients

Highway Safety Office will retain the services of a contractor.

Countermeasure strategies

Countermeasure Strategy
Wyoming Seat Belt Coalition

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$110,488.29	\$11,611.71	\$0.00

Program Area: Planning & Administration

Description of Highway Safety Problems

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.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-2020-FA-PA-01	Planning & Administration	

Planned Activity: Planning & Administration

Planned activity number: PA-2020-FA-PA-01

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

Intended Subrecipients

WYDOT Highway Safety Office.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration	\$42,301.00	\$13,198.00	\$0.00

Program Area: Teen Traffic Safety Program

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	128
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	14.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
SADD

Countermeasure Strategy: SADD

Program Area: Teen Traffic Safety Program

Project Safety Impacts

This countermeasure strategy will implement a comprehensive, data-driven approach to address teen traffic safety with a combination of peer-to-peer empowerment, engagement of parents, and mobilization of communities. SADD programming will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use, and speeding. The services of a state coordinator will be retained who will serve as the on the ground project manager for all grant related activities and increase the number of SADD chapters across the state by building and strengthening relationships with school districts, law enforcement, and community partners. This countermeasure strategy will directly impact teens and college students statewide.

Linkage Between Program Area

In 2018, 14-20 year old drivers were involved in 10 fatal crashes and 566 injury crashes of which 39 were alcohol related. This demographic also represented 281 unbelted vehicle occupants involved in traffic crashes. Per mile driven, teen drivers ages 16-19 are nearly three times more likely than drivers ages 20 and older to be in a fatal crash. Planned activities will target teens through peer-to-peer programs that focus on good driver behaviors.

This countermeasure strategy will directly impact the following performance targets:

Traffic Fatalities (C1), Serious Injuries in Traffic Crashes (State Data) (C2), and Drivers Age 20 or Younger Involved in Fatal Crashes (C9)

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

Rationale

This project will implement peer to peer interventions that focus on the leading causes of teen crashes and fatalities in Wyoming.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSP-2020-FA-TS-01	SADD

Planned Activity: SADD

Planned activity number: TSP-2020-FA-TS-01

Primary Countermeasure Strategy ID: SADD

Planned Activity Description

SADD will implement a comprehensive, data-driven approach to address teen traffic safety with a combination of peer-to-peer empowerment, engagement of parents, and mobilization of communities. SADD programming will focus on the leading causes of teen crashes and fatalities in Wyoming - distractions, impairment, seat belt use, and speeding. This project will retain the services of a state coordinator, who will serve as the on the ground project manager for all grant related activities, increase the number of SADD chapters across the state by building and strengthening relationships with school districts, law enforcement, and Safe Community partners.

Intended Subrecipients

Students Against Destructive Decisions

Countermeasure strategies

Countermeasure Strategy
SADD

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$140,093.13	\$14,723.01	\$140,093.13

Program Area: Traffic Records

Description of Highway Safety Problems

The Wyoming Traffic Records Coordinating Committee (WYTRCC), by definition, is tasked with improving Wyoming's Traffic Records Systems. It is the role of the committee to help with communication, coordination, and assistance among collectors, managers, and users of traffic records data in Wyoming and also to review and evaluate new technologies to streamline the highway safety data and keep traffic records systems up-to-date.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Crash Reports with No Errors	2020	5 Year	96
2020	Linkable MIRE Features	2020	5 Year	60

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves integration between one or more core highway safety databases
Traffic Records Project Manager

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Create, maintain and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality.

Linkage Between Program Area

This countermeasure strategy will increase the % of crash reports with no errors from 94.37 in 2018 to 96 in 2020.

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

Rationale

Improving crash location data while ensuring consistency between the location data elements, the Highway Safety Office and law enforcement agencies.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-FA-DA-02	Traffic Records Portal/IT/QAQC

Planned Activity: Traffic Records Portal/IT/QAQC

Planned activity number: M3DA-2020-FA-DA-02

Primary Countermeasure Strategy ID: Improves accuracy of a core highway safety database

Planned Activity Description

This activity will ensure consistency between the location data elements, the Highway Safety Office, and law enforcement agencies

Intended Subrecipients

Highway Safety Office

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$237,540.00	\$59,385.00	
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Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

This countermeasure strategy will Integrate Wyoming apportioned and temporary vehicle registration data with Nlets database. This will improve timely vehicle registration data access to Wyoming and other state's law enforcement.

Linkage Between Program Area

To increase integration of linkable MIRE Features from 58 in 2018 to 60 in 2020

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

Rationale

This project will provide provide integrated access and improve utilization of the traffic record databases.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-FA-DA-02	Traffic Records Portal/IT/QAQC
M3DA-2020-FA-DA-03	MVS - APPORTIONED PLATES LINKAGE

Planned Activity: Traffic Records Portal/IT/QAQC

Planned activity number: M3DA-2020-FA-DA-02

Primary Countermeasure Strategy ID: Improves accuracy of a core highway safety database

Planned Activity Description

This activity will ensure consistency between the location data elements, the Highway Safety Office, and law enforcement agencies

Intended Subrecipients

Highway Safety Office

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$237,540.00	\$59,385.00	
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Planned Activity: MVS - APPORTIONED PLATES LINKAGE

Planned activity number: M3DA-2020-FA-DA-03

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

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

Intended Subrecipients

WYDOT Motor Vehicle Services

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$55,500.00	\$13,875.00	

Countermeasure Strategy: Traffic Records Project Manager

Program Area: Traffic Records

Project Safety Impacts

Traffic Records Project Manager that will assist with on-going and future activities to ensure the success of the projects in the WYTRCC Strategic Plan.

Linkage Between Program Area

This countermeasure strategy will ensure project continuity and coordination as required by the WYTRCC.

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

Rationale

Developing and documenting long-term processes that ensure compatibility of traffic records data sources with traffic safety partners. The expertise in correlating existing plans (e.g. Traffic Records Strategic Plan, Highway Safety Plan, Comprehensive Highway Safety Plan) and assisting in project associated work flow integration is critical to the Traffic Records Program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-FA-DA-01	Traffic Records Project Manager

Planned Activity: Traffic Records Project Manager

Planned activity number: M3DA-2020-FA-DA-01

Primary Countermeasure Strategy ID: Traffic Records Project Manager

Planned Activity Description

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

Intended Subrecipients

Highway Safety Office

Countermeasure strategies

Countermeasure Strategy
Traffic Records Project Manager

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$133,200.00	\$33,300.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
154AL-2020-FA-AL-08	DUI Mobile Command Vehicle
PT-2020-FA-PT-01	Law Enforcement Liaison
M5CS-2020-FA-CS-01	TSRP
154AL-2020-FA-AL-04	WASCOP ID OVERTIME & LEC
M2HVE-2020-FA-HV-01	WASCOP OP OVERTIME and LEC
PT-2020-FA-PT-02	WASCOP Radars
154AL-2020-FA-AL-07	WHP Impaired Driving Overtime
OP-2020-FA-OP-03	WHP Occupant Protection Overtime

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

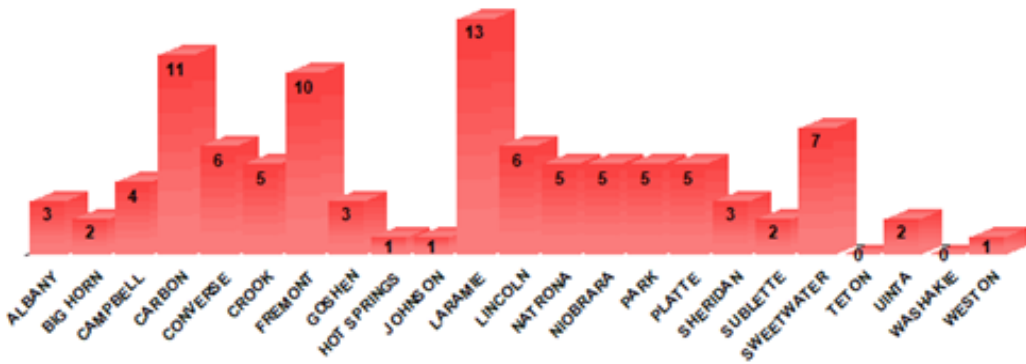
Crash Analysis

In 2018, Wyoming's Electronic Crash Records System (WECRS) reports 100 fatal crashes with 111 fatalities. Of the 111 fatalities 44 were unrestrained, 36 were alcohol related and 47 involved speeding.

The counties with the highest number of fatal crashes are Laramie (13), Carbon (11), and Fremont (10).

FARS data shows Wyoming has remained on an even trend of 41 alcohol involved fatalities based on a 5 year

Fatal Crash Count by County



moving average for 2013-2017. The most recent FARS data indicates Wyoming’s 2016 alcohol-impaired driving fatality rate was 0.36 which is higher than the national rate at 0.35. Fremont County has ranked as number one in alcohol involved fatalities statewide since 2015.

Wyoming’s statewide observed seat belt use for 2018 was 86.3% which is significantly lower than the national rate at 89.6%. The counties of Sweetwater (64.4%), Carbon (69.7%), Big Horn (73.3%), Sheridan (76.5%), Fremont (78.7%), Platte (79.4%), Laramie (81.4%), Campbell (82.3%), and Converse (85.5%) represent 53.0% of Wyoming’s population and rank below the statewide observed seat belt use average.

Deployment of Resources

State and local law enforcements agencies participate in three mandatory NHTSA national campaigns (Holiday, May Mobilization and National August Crackdown Campaign) as a requirement for receiving federal grant funds. These high visibility overtime enforcement campaigns for Click It or Ticket and Drive Sober or Get Pulled Over will include saturation patrols by state, county and municipal law enforcement agencies. The WHP and local agencies use high visibility overtime enforcement during local celebrations with higher volume of roadway traffic within their jurisdictions. There are typically 58 local law enforcement agencies, in addition to the WHP, that participate.

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) utilizes a funding formula that demonstrates each counties, cities and towns proportional share of traffic crashes targeting impaired driving and unbelted traffic crashes to reduce fatalities and serious injuries.

The grant funded criteria for agencies requesting equipment are:

In the top 10 counties for crashes or fatal crashes;

Agency has not received equipment within the last three grant cycles;

Agency has participated in all mandatory HVE events, and

Required to participate in high visibility overtime enforcement for the next two upcoming fiscal years.

The Law Enforcement Liaisons will continue site visits to law enforcement agencies across the state to assist with the coordination of task force events to include multi-state operations with Colorado, Idaho, Nevada and Utah with plans to partner with additional states bordering Wyoming. The DUI Command Vehicle will continue to participate in DUI Task Forces and educational events statewide.

Effectiveness Monitoring

The HSO monitors these programs for effectiveness and makes adjustments when warranted. These adjustments

include review of monthly expenditures, and monitoring of Police Activity Reports (PAR) and WASCOP's data driven reallocation of unexpended funds for overtime high visibility enforcement.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Impaired Driving HVE
Mass Media Campaign
Occupant Protection HVE

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
154AL-2020-FA-AL-04	WASCOP ID OVERTIME & LEC
154AL-2020-FA-AL-07	WHP Impaired Driving Overtime
154AL-2020-FA-AL-08	DUI Mobile Command Vehicle
M2HVE-2020-FA-HV-01	WASCOP OP OVERTIME and LEC
OP-2020-FA-OP-03	WHP Occupant Protection Overtime
PT-2020-FA-PT-01	Law Enforcement Liaison
PT-2020-FA-PT-02	WASCOP Radars

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)
Teen Traffic Safety Program

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Buffalo Police Department
Green River Police Department
Mountain View Police Department
Converse County Sheriff's Office
Crook County Sheriff's Office
Cheyenne Police Department
Campbell County Sheriff's Office

Casper Police Department
Byron Police Department
Basin Police Department
Afton Police Department
Douglas Police Department
Evanston Police Department
Fremont County Sheriff's Office
Gillette Police Department
Goshen County Sheriff's Office
Hot Spring County Sheriff's Office
Jackson Police Department
Johnson County Sheriff's Office
Kemmerer Police Department
Lander Police Department
Laramie County Sheriff's Office
Laramie Police Department
Lincoln County Sheriff's Office
Lusk Police Department
Lyman Police Department
Mills Police Department
Moorcroft Police Department
Natrona County Sheriff's Office
Niobrara County Sheriff's Office
Powell Police Department
Platte County Sheriff's Office
Rawlins Police Department
Riverton Police Department
Rock Springs Police Department
Sheridan County Sheriff's Office
Sheridan Police Department
Shoshoni Police Department
Sublette County Sheriff's Office
Sundance Police Department
Sweetwater County Sheriff's Office
Teton County Sheriff's Office
Torrington Police Department
Uinta County Sheriff's Office
University of Wyoming Police Department
Washakie County Sheriff's Office
Wheatland Police Department
Worland Police Department
Wyoming State Park Rangers
Wyoming Highway Patrol

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The State of Wyoming plans to participate in NHTSA national campaign of Click it or Ticket (CIOT) held in May, 2020. In Wyoming, the enforcement component of the campaign will include saturation patrols by state, county, and municipal law enforcement agencies. The media component of Wyoming's campaign will be through both paid and earned media. The paid campaign will be delivered through a variety of mediums including but not limited to television, radio, newspaper, and social media. The earned media component will be delivered through the involvement of local community coalitions and partners. The paid and earned media will focus on informing the public about the risks and costs of traffic crashes, the benefits of correctly using occupant protection devices, and the need for traffic enforcement as a way to manage those risks and costs. The time line for FFY 2020 CIOT Campaign will be similar to that of FFY 2019 listed below.

- May 13, 2019 – June 2, 2019: Paid advertising will run;
- May 13, 2019: Click it or Ticket National Mobilization media events to announce enforcement campaign (Cheyenne Regional Medical Center, Cheyenne, WY);
- May 20, 2019 – June 7, 2019: Occupant Protection High Visibility Enforcement;
- June 8, 2019 – June 19, 2019: Statewide Seat Belt Observation Survey; and
- September, 2019: Release of the Statewide Seat Belt Survey Results.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Occupant Protection Educational Activities

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
CR-2020-FA-CR-01	CPS Instructor Training and Education
RS-2020-FA-RS-02	WHP Safety Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 22

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 1

Populations served - rural: 21

Populations served - at risk: 22

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Occupant Protection Educational Activities

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
CR-2020-FA-CR-01	CPS Instructor Training and Education
RS-2020-FA-RS-02	WHP Safety Education

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 2

Estimated total number of technicians: 40

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Occupant Protection HVE

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained

passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
PT-2020-FA-PT-01	Law Enforcement Liaison
M2HVE-2020-FA-HV-01	WASCOP OP OVERTIME and LEC
OP-2020-FA-OP-03	WHP Occupant Protection Overtime

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Mass Media Campaign
Occupant Protection Educational Activities
Occupant Protection HVE
Occupant Protection Mass Media
SADD

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
CR-2020-FA-CR-01	CPS Instructor Training and Education
CP-2020-FA-CP-01	CRMC Traffic Safety Education Program - OP
CP-2020-FA-CP-03	IPR Traffic Safety Events - OP
PM-2020-FA-PM-02	Native American Outreach OP
TSP-2020-FA-TS-01	SADD
PM-2020-FA-PM-01	Statewide Media
PT-2020-FA-PT-03	WASCOP VC
CP-2020-FA-CP-04	WHD Injury Prevention Program
OP-2020-FA-OP-03	WHP Occupant Protection Overtime
RS-2020-FA-RS-02	WHP Safety Education
CP-2020-FA-CP-02	WMC Injury Prevention and Traffic Safety

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 3/8/2019

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/4/2018
2/4/2019
5/8/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: James Stout Jr.

Title of State's Traffic Records Coordinator: Highway Safety Data Program Supervisor

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

First Name	Last Name	Title	Agency	Safety Data Base
Pete	Abrams	WY Law Enforcement Liaison	WYDOT/Highway Safety	B
Monti	Allsop	WY Law Enforcement Liaison	WYDOT/Highway Safety	B
Matt	Carlson	State Highway Safety Engineer	WYDOT/Highway Safety	A, C, E amp F
Lori	Davis	Administrative Specialist	WYDOT/Highway Safety	A
Shannon	DeGrazio	Senior Accountant	WYDOT/Motor Vehicle Services	F
Misty	Dobson	Driver Services Program Manager	WYDOT/Driver Services	C
Kari	Fictum	Records and Data Management Analyst	WYDOT/Highway Safety	A
Jim	Gates	Sergeant	Wyoming Highway Patrol	B
Karl	Germain	Captain	Wyoming Highway Patrol	B
Stacey	Gierisch	Records and Data Management Analyst Supervisor	WYDOT/Highway Safety	A
Tahnee	Hutchinson	Records and Data Management Specialist II	WYDOT/Highway Safety	A

Karson	James	Highway Safety Behavioral Grants Program Supervisor	WYDOT/Highway Safety	A, C, E amp F
Mike	Janicek	Records amp Data Management Supervisor	WYDOT/Highway Safety	A
Renee	Krawiec	Driver Services Deputy Program Manager	WYDOT/Driver Services	C
Deborah	Lopez	Motor Vehicle Services Manager	WYDOT/Motor Vehicle Services	C
Stephanie	Lucero	Senior Grant Manager	WYDOT/Highway Safety	A
Joe	McCarthy	Traffic Records Program Manager	WYDOT Consultant	A, C, E amp F
Jeffery	Mellor	Assistance State Traffic Engineer - Vice Chairman	WYDOT/Roads	E
Derek	Mickelson	Captain	Wyoming Highway Patrol	B
Ronda	Munger	Deputy State Court Administrator	Wyoming Court System	B
Jay	Ostby	Financial Statistical Specialist	Department of Health	D
Kelli	Perrotti	Trauma Program Coordinator	Department of Health	D
Kristi	Pomeroy	Motor Vehicle Services Supervisor	WYDOT/Motor Vehicle Services	F
Tom	Pritchard	Lieutenant	Wyoming Highway Patrol	B
Tracy	Romero	Records and Data Management Specialist II	WYDOT/Highway Safety	A
Christina	Spindler	Project Engineer	WYDOT/Roads	E
Mariah	Storey	Vital Statistics Services Statistician	Department of Health	D
James	Stout	Highway Safety Data Program Supervisor - Chairman	WYDOT/Highway Safety	A, C, E amp F
Dan	Tolman	IT Admin Manager	WYDOT/IT	A, C, E amp F

See Pages 34 - 41 of the loaded Traffic Records Strategic Plan.

Traffic Records for Measurable Progress

See pages 13-20 of the loaded Traffic Records Strategic Plan.

Traffic Records Supporting Non-Implemented Recommendations

See page 21 of the loaded Traffic Records Strategic Plan.

Traffic Records for Model Performance Measures

See pages 22-25 of the loaded Traffic Records Strategic Plan and the loaded Traffic Records System Performance Measures.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2020-FA-DA-03	MVS - APPORTIONED PLATES LINKAGE
M3DA-2020-FA-DA-02	Traffic Records Portal/IT/QAQC
M3DA-2020-FA-DA-01	Traffic Records Project Manager

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 12/8/2014

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

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

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

CREATION OF THE GOVERNOR'S COUNCIL

On September 16, 2011 Wyoming Governor Mathew H. Mead signed Executive Order 2011-7 which created a new Council on Impaired Driving. Governor Gordon has continued the council as established by Governor Mead. The Executive Order specified the purpose and charged the Council with the following responsibilities:

The Council shall:

- A) Serve as a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming;
- B) Identify priority issues and prevention strategies related to impaired driving;
- C) Develop plans to implement strategies, including implementing the multi-agency Strategic Plan to Reduce Impaired Driving in Wyoming;
- D) Recommend content and timing of public awareness and education efforts related to impaired driving; E) Report to the Governor.

The Executive Order also specified that the members appointed to the Council by the Governor be representative of both government and private sectors and inclusive of the following entities:

The Council shall include both government and private sector members, who may include representatives from the following entities appointed by the Governor:

Department of Transportation (Highway Safety Office, Public Affairs, Support Services), Department of Health (Mental Health and Substance Abuse Services Division, Chemical Testing Laboratory), Department of Revenue (Liquor Division), Department of Family Services, Wyoming Judiciary, Office of the Attorney General, Wyoming Association of Sheriffs and Chiefs of Police, Wyoming Highway Patrol, Wyoming County and Prosecuting Attorney Association, State Public Defenders Office, Victim Services Division, Safe Communities, Prevention Advocates, Private/Public Substance Abuse Treatment Providers, Peace Officers Standards and Training Commission, County Coroners, Local Government and the Governor's Office.

The Executive Order provided for staff support and general operational procedures for the Council.

Subsequently, Governor Gordon selected Bridget Hill Wyoming Attorney General and Rich Adriaens – Chief of Police for the City of Sheridan to serve as Co-Chairs of the Council. Previous Governor Mead selected Ernie

Johnson – Owner and Director of Services for Johnson and Associates to serve as facilitator for the Council. Specific wording from the Executive Order regarding these issues is shown below:

The Council procedures and staffing shall be as follows: 1) The Governor shall designate two co-chairs of the Council from the membership; 2) The Governor shall name a facilitator(s) of the Council. The facilitator shall be responsible for managing the work of the Council, including facilitating meetings, coordinating with the Governor’s Office, serve as a spokesperson, and reporting the work of the Council to the Governor.

By end of the year 2011, grant funding to support the Council operation was secured from the Wyoming Department of Transportation - Highway Safety Office, a contractual agreement for providing facilitation and coordination services for the Council was in place and the processing of all Council members’ applications and Oaths of Office had been accomplished. Governor Mead’s Council on Impaired Driving met for the first time in Cheyenne on January 12, 2012.

GOVERNOR’S DIRECTIVE AND COUNCIL’S INITIAL PRIORITIES

Governor Mead issued his directive for the Council during the Council’s first meeting on January 12, 2012. The Governor informed the Council members that their GOAL was to save lives and that their efforts should focus on PREVENTION – finding ways to change the culture and to convey the message that impaired driving is not acceptable in Wyoming. The Governor stated that the challenge facing the Council was in finding effective solutions in the area of prevention, enforcement, prosecution, sanctions and education. Further, he informed the Council members that he viewed the work to be done by the Council as a public safety concern – not a political one. He informed the Council that no solution with potential for success was “off the table.”

COUNCIL OPERATION

The Council meets every three months to review and evaluate progress on Council initiatives, to discuss emerging issues or concerns and to take official action if necessary. The research, discussions and efforts necessary to implement Council initiatives is accomplished in-between scheduled Council meetings through subcommittee work. The Council co-chairs assign specific members, or ask for volunteers, to serve on subcommittees that are charged with accomplishing the necessary research, formulating recommendations for the Council or implementing Council initiatives or action plans.

The Council utilizes an online project management service to keep all members informed of meeting times and dates, to post minutes of all meetings, to share research documents or reports and to provide for updates and threaded-discussions on Council issues or concerns. Separate project management sites are created for the full Council and for each of the empanelled subcommittees. The Highway Safety Office grant manager and the Governor’s Deputy Chief of Staff have access to all project sites, as does the NHTSA – Region Eight representative assigned to Wyoming.

Agendas for all Council meetings are set by the Council co-chairs - in collaboration with the Council facilitator, Governor’s Policy Advisor and Highway Safety Office support staff. Council members are also afforded an opportunity to add items or issues to all meeting agendas. Agendas for all Council meetings are posted on the Council project site and provided to all members prior to the scheduled meeting date. Approved minutes of all Council meetings are posted on the project site and on the Council’s public website.

Governor Gordon, and his Deputy Chief of Staff, is kept apprised of the status of all Council initiatives on a weekly basis through meetings with the Governor’s Policy Advisor on Impaired Driving. The Council facilitator also meets with the Governor, his Deputy Chief of Staff and the Governor’s Policy Advisor

periodically throughout the year and on an as-need basis.

PLANNING PROCESS

The development of this strategic plan involved a process that required: 1) a status-review and reevaluation of the priority recommendations that were included in the State of Wyoming – Impaired Driving Assessment that was conducted by NHTSA in 2008; 2) a status-review and re-evaluation of the priority recommendations included in the Strategic Plan to Reduce Impaired Driving in Wyoming that was developed by Governor Freudenthal’s Leadership Team in 2011; 3) a review of council initiatives to date; 4) a review of contemporary issues or concerns that were not addressed previously; and 5) developing a work plan that includes: a) Council initiatives already in progress that merit continuation; b) a concentrated effort to develop strategies that will effectively address the three concerns of highest priority; and c) addressing the Council’s prioritized list of unresolved priority concerns as time and resources permit.

The statewide impaired driving plan was approved in May, 2017.

Key Stakeholders

Governor’s Council on Impaired Driving – 2019 Membership

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 5/23/2017

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing 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 an authorized period of not less than 6 months.	No

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
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The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: W.S. 31 - 5 - 233 & 31 - 7 - 128

Amended Date: 7/1/2015

Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: W.S. 31 - 5 - 233 AND W.S. 31 - 7 -128

Amended Date: 7/1/2015

Sobriety program information

Legal citations: Yes

State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes
State law authorizes a Statewide 24-7 sobriety program.	Yes

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: W.S. 7 - 13 -1701 THROUGH W.S. 7 - 13 -1711

Amended Date: 7/1/2019

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: W.S. 7 -13 - 1701 THROUGH 7 - 13 -1711

Amended Date: 7/1/2019

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

When you are driving, it is safest to use a cellular phone:

- A. only when you pull over to the side of the roadway and stop
- B. anytime
- C. only when driving through a residential area

If you are driving and find that nothing seems to help you stay awake, you should:

- A. stop and take a rest break as soon as it is safe to do so
- B. increase your speed to get away from other vehicles
- C. move over to the right lane and continue driving

Legal citations

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

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No

Legal citations for exemptions to the State’s texting ban:

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
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Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No

Legal citations for exemptions to the State’s youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: No

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Wyoming Department of Transportation

State authority name/title: Matthew D. Carlson, P.E. Governor's Representative for Highway Safety

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Campbell County	2,654
Fremont County	1,343
Hot Springs County	209

Laramie County	4,326
Natrona County	3,845
Park County	1,513
Sheridan County	1,539
Sweetwater County	1,968

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 19,516

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: Law State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: 31-5-1506 (c)

Amended Date: 7/1/1995

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: 31-5-1506

Amended Date: 7/1/1995

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be

enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
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 by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
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
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No
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 by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
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
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

Official documents that demonstrate 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 all public roads except those classified as local or minor rural roads.

Law: No

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate 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 all public roads except those classified as local or minor rural roads.	No
Law(s) that demonstrate 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 all public roads except those classified as local or minor rural roads.	No

Official documents that demonstrate 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 all public roads except those classified as local or minor rural roads.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

