

**WYOMING'S HIGHWAY SAFETY BEHAVIORAL GRANTS  
PROGRAM HIGHWAY SAFETY PLAN REPORT  
FY 2019**

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# **Highway Safety Planning Process**

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

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

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

### **Participants in the processes**

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

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

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

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

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

## **Methods for project selection**

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

Each grant application received was documented in an Excel spreadsheet with an assigned number and all applicable fiscal information. The HSO staff and traffic safety stakeholders conducted an evidenced based project selection to review grant applications and determine the ability of the proposed projects to impact Wyoming's Core Performance Measures. The in-depth review of the projects included, but were not limited to:

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

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

## **Information and data sources consulted**

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

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

The WYDOT SMS Committee (SMS) assumes the responsibility to be the coordinating body for the Wyoming State Highway Safety Plan (WSHSP) development. The purpose of the WSHSP is to focus

Wyoming's safety partners on reducing the number of fatal and serious injury crashes. The WSHSP does not address every safety strategy currently being implemented or every strategy that may be implemented in the state, but primarily provides the guidance to the safety community to develop and implement the strategies with the greatest potential to reduce fatal and serious injury crashes.

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

The SMS planning cycle has four key components:

- Coordination – Partnerships and shared responsibilities are necessary to achieve the State's crash reduction goals. Effective communications, coordination, and cooperation among key state, regional, and local agencies, safety organizations, and safety advocates are necessary to avoid redundancy and/or gaps in service and outreach;
- Implementation – The WSHSP is recognized as the highway safety transportation planning document for the State of Wyoming. The many and diverse safety plans such as the Highway Safety Plan (HSP) and the Highway Safety Improvement Plan (HSIP) collegially operate under the umbrella of the WSHSP. Projects approved for implementation are consistent with the program areas and performance measures identified in the WSHSP;
- Evaluation – The effectiveness of the projects implemented is measured by a demonstrated reduction in death and injury within the 11 core performance measures. Revision – Program direction/program guidance will be revised to reflect current highway safety needs, interventions, and regulations;
- Revision – Upon evaluation and review the WSHSP guidance will be revised as necessary to meet the challenges presented by an ever changing transportation system in the State of Wyoming.

**The State is eligible to for the following highway safety incentive grants.**

- S. 405(b) Occupant Protection
- S. 405(c) State Traffic Safety Information System Improvements
- S. 405(d) Impaired Driving Countermeasures
- S. 405(f) Motorcyclist Safety Grants
- S. 405(g) State Graduated Driver Licensing Incentive

# Performance Report

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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



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

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

Progress: In Progress

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

Continuous efforts by both state and local programs supported projects and activities that targeted occupant protection issues that included participation by law enforcement agencies in NHTSA enforcement campaigns and localized events. Results in high visibility overtime enforcement for FFY2017 yielded 1,320 seat belt citations on grant funded overtime. Additional projects focused on public awareness through continued engagement with various media mediums, growing teen to teen highway safety education programs statewide, maintaining the statewide Child Passenger Safety Instructor Program, conducting the required seatbelt observation survey, and enhancing the presence and reach of the Wyoming Seatbelt Coalition.

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

Progress: In Progress

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

The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. The

Bicycle/Pedestrian Coordinator works closely with the Highway Safety Office and all traffic safety partners as applicable.

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

Progress: In Progress

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

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

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

Progress: In Progress

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

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

Progress: In Progress

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

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

*Distracted Driving (State)*

Progress: In Progress

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

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

*Pedestrian Serious Injuries (State)*

Progress: In Progress

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

The Wyoming Department of Transportation houses the Bicycle/Pedestrian Program. This Program is not federally funded but active in the State educating the public about bicycle and pedestrian safety. The

Bicycle/Pedestrian Coordinator works closely with the Highway Safety Office and all traffic safety partners as applicable.

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

Progress: In Progress

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

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

#### *S-T1 Crash Timeliness*

Progress: In Progress

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

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

#### *S-T2 Crash Location Accuracy*

Progress: In Progress

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

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

#### *S-T3 Crash/Driver Integration*

Progress: In Progress

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

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

#### *S-T4 LRS Coverage*

Progress: In Progress

To increase Wyoming's LRS Coverage from the 2016 baseline of 16,832 to 18,000 by December 31, 2018. As of March 31, 2018, Wyoming was at 17,232 for public roads. The Completeness of the

Roadway system are measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS.

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

Progress: In Progress

To increase Wyoming's Roadway Integration (Linkable MIRE elements) from the 2016 baseline of 54 to 60 by December 31, 2018. As of March 31, 2018, Wyoming was at 57 linkable MIRE elements.

A consultant was retained to enhance traffic safety analysis for end users through upgrades to the CARE/WebCARE platform.

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

Progress: In Progress

To increase Wyoming's Roadway Integration (CARE/non-MIRE elements) from the 2015 baseline of 20 to 21 by December 31, 2018. As of March 31, 2018, Wyoming was at 22.

The project ensured all appropriate data sets are available in the safety analysis tool and all non-Mire roadway elements are in the Safety Portal.

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

Progress: In Progress

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

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

# Performance Plan

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-1) Number of traffic fatalities (FARS)	5 year	2015	2019	130

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 year	2015	2019	470

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-3) Fatalities/VMT (FARS, FHWA)	5 year	2015	2019	1,400

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 year	2015	2019	57.0

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

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 year	2015	2019	40

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

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

<b>Performance Measure Name</b>	<b>Target</b>	<b>Target</b>	<b>Target End</b>	<b>Target</b>
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	<b>Period</b>	<b>Start Year</b>	<b>Year</b>	
C-6) Number of speeding-related fatalities (FARS)	5 year	2015	2019	40

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

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-7) Number of motorcyclist fatalities (FARS)	5 year	2015	2019	17

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

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 year	2015	2019	12

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

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 year	2015	2019	14

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

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-10) Number of pedestrian fatalities (FARS)	5 year	2015	2019	5

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

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



<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
C-11) Number of bicyclists fatalities (FARS)	5 year	2015	2019	1

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

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
B1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 year	2015	2019	81

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

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
Crash Reports with No Errors	3 year	2017	2019	93.7

This is a traffic records system performance measure with the primary performance attribute of accuracy with the crash records data system to be impacted.

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

Performance measure method:

A crash location can be entered with one or more of three methods: Route and milepost, latitude/longitude, or intersection (on street and at street). The proposed method for calculating the performance is to have a single query that combines all the different error detections:

- The date range will always be from April 1 to March 31, covering a one-year period
- If no location method used, the report will be counted as an error
- If any location method is invalid, the report will be counted as an error
  - A route & milepost location method is used, but is invalid (either the route or the milepost for that route does not exist)
  - A lat/long location method is used, but is invalid (does not exist in the state)
  - An intersection (on/at) is invalid (does not exist in the state)
- If any two location methods give significantly different locations (more than 500 feet, or ~ 0.1 miles), the report will be counted as an error
  - If a crash was located by both lat/long and route & milepost, and the location given by the lat/long is not equivalent to the location specified by the route & milepost.
  - If a crash was located by both lat/long and intersection (on/at), and the location given by the lat/long is not equivalent to the location specified by the intersection (on/at).
  - If a crash was located by both route & milepost and intersection (on/at), and the location given by the route & milepost is not equivalent to the location specified by the intersection (on/at).

- This data for this performance measure is currently being collected AFTER correction by the HWS Data Management team. In the future, the crash location accuracy will be measured BOTH before (i.e. on the crash reports as submitted by the officers) AND after (once the crashes are geo-located by HWS).

<b>Performance Measure Name</b>	<b>Target Period</b>	<b>Target Start Year</b>	<b>Target End Year</b>	<b>Target</b>
Linkable MIRE Features	3 year	2017	2019	57

This is a traffic records system performance measure with the primary performance attribute of integration with the crash records data system to be impacted.

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

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

The 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 WSHSP.

<b>Enforcement Activity Measure</b>	<b>Number of Citations</b>
A-1) Number of seat belt citations issued during grant-funded enforcement activities.	1320
A-2) Number of impaired driving arrests made during grant-funded enforcement activities.	409
A-3) Number of speeding citations issued during grant-funded enforcement activities	9003

All citations numbers are from Fiscal Year 2017.

# Program Areas

## **Program Area: Planning and Administration**

### **Problem ID**

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

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

### **Planned Activities**

- P&A01 HSO Office P&A

## Program Area: Teen Traffic Safety Program

These countermeasure strategies and planned activities will be described in this plan to address the program area of Teen Traffic Safety Program.

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

### Problem ID

The Centers for Disease Control and Prevention states that the risk of motor vehicle crashes is higher among 16-19 year olds than among any other age group. Per mile driven, teen drivers ages 16-19 are nearly three times more likely than drivers ages 20 and older to be in a fatal crash.

In 2017, the Wyoming Electronic Crash Records System indicates 14-20 year old drivers were involved in 10 fatal crashes and 566 injury crashes of which 39 were alcohol related. This demographic also represented 281 unbelted vehicle occupants involved in traffic crashes.

### Performance Measures

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 year	2019	130.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 year	2019	14

### Countermeasure strategies

- SADD

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

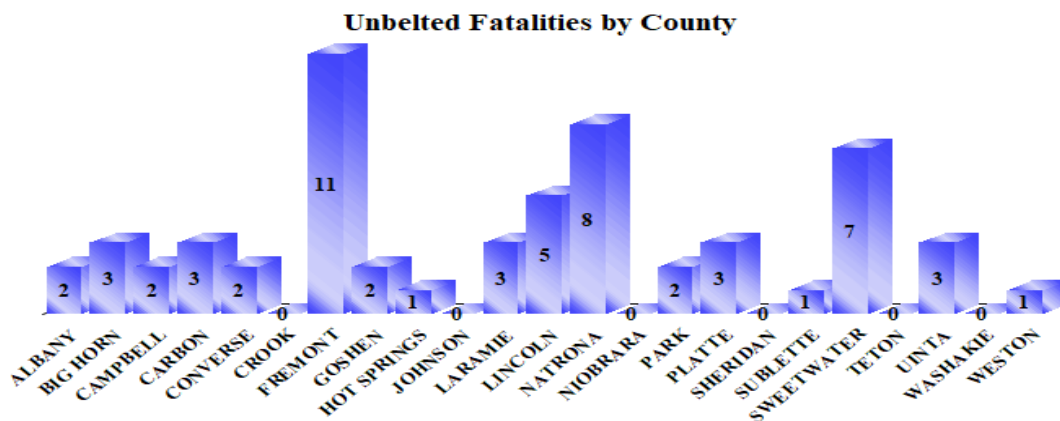
These countermeasure strategies and planned activities will be described in this plan to address the program area of Occupant Protection (Adult and Child Passenger Safety).

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

### Problem ID

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

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



Wyoming's statewide observed seat belt use for 2017 was 84.8% compared to 2016 at 80.5%. The counties of Sweetwater (64.4%), Fremont (74.6%), Laramie (74.9%), Park (76.0%), Platte (78.0%), Campbell (78.3%), Sheridan (78.8%), Natrona (80.2%), Converse (81.6%), and Lincoln (84.7%) represent 71% of Wyoming's population and rank below the statewide observed seat belt use average.

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

- Drivers of pickup trucks represent 26% of unbelted vehicle occupants involved in traffic crashes.
- Drivers on rural roadways represent 57% of unbelted vehicle occupants involved in traffic crashes.
- Unbelted fatalities occur primarily in Fremont, Natrona and Sweetwater counties.
- 42.8% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 14-29. A subset of unbelted vehicle occupants involved in traffic crashes is as follows:
  - Ages 0-13 were unbelted 8.5%.
  - Ages 14-20 were unbelted 21.8%.
  - Ages 21-29 were unbelted 21.0%.
  - Ages 30-39 were unbelted 15.2%.
  - Ages 40-49 were unbelted 9.1%.
  - Ages 50-59 were unbelted 12.3%.
  - Ages 60+ were unbelted 11.3%.

### Performance Measures

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

### Countermeasure strategies

- Occupant Protection Program Assessment (NHTSA Facilitated)
- Occupant Protection Mass Media
- Occupant Protection Law Enforcement Liaison
- Occupant Protection HVE
- Occupant Protection Educational Activities
- Observed Seat Belt Survey
- Child Restraint System Inspection Station(s)

## Program Area: Traffic Records

These countermeasure strategies and planned activities will be described in this plan to address the program area of Impaired Driving (Drug and Alcohol).

### Problem ID

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

### Performance Measures

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	Crash Reports with No Errors	3 year	2019	93.7
2019	Linkable MIRE Features	3 year	2019	470.0

### Countermeasure strategies

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

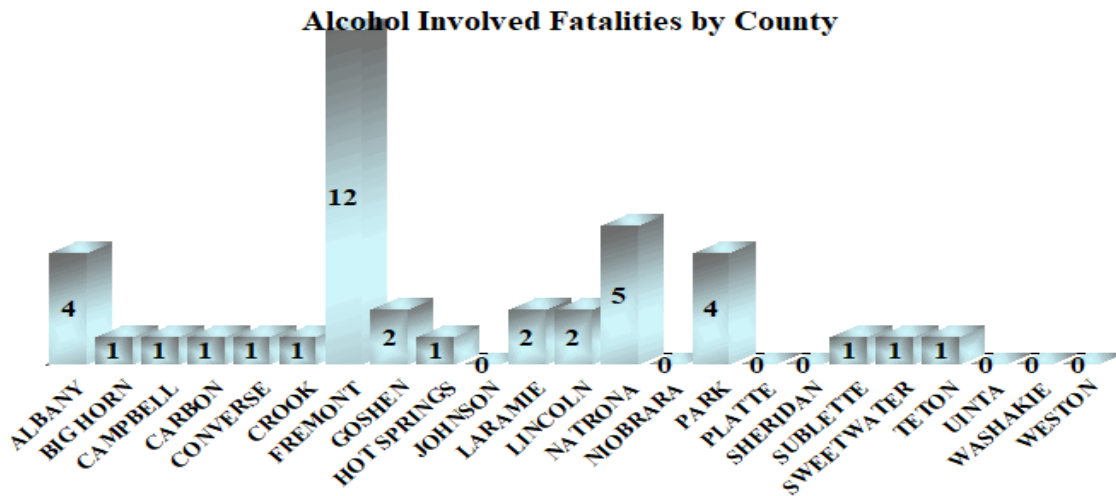


## Program Area: Impaired Driving (Drug and Alcohol)

These countermeasure strategies and planned activities will be described in this plan to address the program area of Impaired Driving (Drug and Alcohol).

### Problem identification

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



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

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

## Performance Measures

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

## Countermeasure strategies

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

## Program Area: Motorcycle Safety

These countermeasure strategies and planned activities will be described in this plan to address the program area of Motorcycle Safety.

### Problem ID

Motorcycle fatalities decreased from 24 in 2016 to 17 in 2017, however, the total number injured in motorcycle crashes increased by 4.3%. Older motorcycle riders, 50+, represented 58% of those killed in traffic crashes. Laramie and Natrona counties ranked as the top two counties with the most fatal and overall motorcycle crashes.

### Performance Measures

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 year	2019	130.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 year	2019	17
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 year	2019	12

### Countermeasure strategies

- Motorcycle Mass Media Campaign

# Countermeasure Strategies

## **Counter Measure Strategy: Child Restraint System Inspection Stations**

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

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

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

### **Description**

This countermeasure strategy will: plan and implement Standardized Child Passenger Safety Technician Training Classes on a statewide basis; host an annual instructor meeting; collaborate on the progress of the program; implement regional renewal or refresher training; provide administrative, fiscal, technical, and material support to CPS Technicians, Instructor Candidates, and Instructors on conducting awareness classes; facilitate community-based child safety clinics; and travel in-state to trainings. This strategy will directly impact adult caregivers of young children and children <9 years old through proper child restraint usage.

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.

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Fatalities/ VMT (C3) 2019 Target: To decrease the fatality rate based on a 5 year moving average and analysis of crash and VMT data to 1.40.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

**Evidence of effectiveness**

This project will satisfy FAST Act 405b NHTSA requirements for grant funding.

This countermeasure strategy will receive 6% of the FAST Act 402 NHTSA funds for these planned activities.

**Planned activities**

- OP09 CPS Instructor Training and Education Child Restraint System Inspection Station(s)

## **Counter Measure Strategy: Observed Seat Belt Survey**

### **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. This strategy will directly impact traffic safety advocates by providing data to target the unbelted populations in Wyoming. In addition, this strategy will indirectly impact all Wyoming communities and demographics through efforts of traffic advocates.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive 6% of FAST Act 402 NHTSA funds for these planned activities.

### **Planned activities**

- OP04 Observed Seat Belt Survey Observed Seat Belt Survey

## **Counter Measure Strategy: Occupant Protection Educational Activities**

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

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

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

### **Description**

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.

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are:

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).



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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive approximately 29% of the FAST Act 402 NHTSA funds (Impaired Driving and Occupant Protection).

### **Planned activities**

- OP05 Traffic Safety Event Based Activities Occupant Protection Educational Activities
- OP06 Comprehensive Occupant Protection Occupant Protection Educational Activities
- OP07 WHP Safety Education Occupant Protection Educational Activities

## **Counter Measure Strategy: Child Restraint System Inspection Stations**

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

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

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

### **Description**

This countermeasure strategy will: plan and implement Standardized Child Passenger Safety Technician Training Classes on a statewide basis; host an annual instructor meeting; collaborate on the progress of the program; implement regional renewal or refresher training; provide administrative, fiscal, technical, and material support to CPS Technicians, Instructor Candidates, and Instructors on conducting awareness classes; facilitate community-based child safety clinics; and travel in-state to trainings. This strategy will directly impact adult caregivers of young children and children <9 years old through proper child restraint usage.

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.

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Fatalities/ VMT (C3) 2019 Target: To decrease the fatality rate based on a 5 year moving average and analysis of crash and VMT data to 1.40.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

**Evidence of effectiveness**

This project will satisfy FAST Act 405b NHTSA requirements for grant funding.

This countermeasure strategy will receive 6% of the FAST Act 402 NHTSA funds for these planned activities.

**Planned activities**

- OP09 CPS Instructor Training and Education Child Restraint System Inspection Station(s)

## **Counter Measure Strategy: Observed Seat Belt Survey**

### **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. This strategy will directly impact traffic safety advocates by providing data to target the unbelted populations in Wyoming. In addition, this strategy will indirectly impact all Wyoming communities and demographics through efforts of traffic advocates.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive 6% of FAST Act 402 NHTSA funds for these planned activities.

### **Planned activities**

- OP04 Observed Seat Belt Survey Observed Seat Belt Survey

## **Counter Measure Strategy: Occupant Protection Educational Activities**

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

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

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

### **Description**

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.

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. Data driven analysis indicates the primary demographic of Wyoming's unbelted fatalities and injuries are:

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive approximately 29% of the FAST Act 402 NHTSA funds (Impaired Driving and Occupant Protection).

### **Planned activities**

- OP05 Traffic Safety Event Based Activities Occupant Protection Educational Activities
- OP06 Comprehensive Occupant Protection Occupant Protection Educational Activities
- OP07 WHP Safety Education Occupant Protection Educational Activities

## **Counter Measure Strategy: Occupant Protection HVE**

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations. § 1300.11(d)(6)

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

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

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

### **Description**

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.

Wyoming is experiencing a downward trend in traffic fatalities based on a 5 year moving average despite an increase in fatalities from 112 in 2016 to 123 in 2017. Of the 123 fatalities in 2017, 59 were unrestrained which represents 62% of fatalities. This strategy of High Visibility Enforcement will focus on participation by law enforcement agencies in NHTSA's national occupant protection enforcement campaigns and localized events during which data has shown an increase in traffic crashes on the roadways

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive 3% of FAST Act 402 NHTSA and 55% of FAST Act 405b NHTSA funds for these planned activities.

### **Planned activities**

- OP01 Occupant Protection HVE Occupant Protection HVE



## **Counter Measure Strategy: Occupant Protection Law Enforcement Liaison**

### **Description**

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.

Wyoming's statewide observed seat belt use for 2017 was 84.8% which is significantly lower than the national rate at 89.7%. The counties of Sweetwater (64.4%), Fremont (74.6%), Laramie (74.9%), Park (76.0%), Platte (78.0%), Campbell (78.3%), Sheridan (78.8%), Natrona (80.2%), Converse (81.6%), and Lincoln (84.7%) represent 71% of Wyoming's population and rank below the statewide observed seat belt use average. With no less than 52 local law enforcement agencies participating in high visibility overtime enforcement, the HSO utilizes the Law Enforcement Liaison project to move forward traffic safety initiatives as directed by the Governor's Representative for Highway Safety

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- OP10 Occupant Protection Law Enforcement Liaison Occupant Protection Law Enforcement Liaison

## **Counter Measure Strategy: Occupant Protection Mass Media**

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

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

### **Description**

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.

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

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

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- OP02a Occupant Protection Mass Media Occupant Protection Mass Media
- OP02b Occupant Protection Native American Outreach Occupant Protection Mass Media

## **Counter Measure Strategy: Occupant Protection Program Assessment (NHTSA Facilitated)**

### **Description**

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

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- OP03 Occupant Protection Assessment Occupant Protection Program Assessment (NHTSA Facilitated)

## **Counter Measure Strategy: Wyoming Seat Belt Coalition**

### **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; 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.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- OP08 Wyoming Seat Belt Coalition Facilitator Wyoming Seat Belt Coalition

## **Counter Measure Strategy: SADD**

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

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

### **Description**

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.

In 2017, 14-20 year old drivers were involved in 10 fatal crashes and 566 injury crashes of which 39 were alcohol related. This demographic also represented 281 unbelted vehicle occupants involved in traffic crashes. Per mile driven, teen drivers ages 16-19 are nearly three times more likely than drivers ages 20 and older to be in a fatal crash. Planned activities will target teens through peer-to-peer programs that focus on good driver behaviors.

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive 7% of the FAST Act 402 NHTSA funds for these planned activities.

**Planned activities**

- TN01 SADD SADD

## **Counter Measure Strategy: Improves accuracy of a core highway safety database**

### **Description**

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

### **Performance Targets**

To increase the % of crash reports with no errors from 64.05 in 2017 to 93.74 in 2019.

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

### **Evidence of effectiveness**

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

This countermeasure strategy will receive 30% of the 405c funds for these planned activities.

### **Planned activities**

- TR02 Traffic Records QAQC Improves accuracy of a core highway safety database



## **Counter Measure Strategy: Improves integration between one or more highway safety database**

### **Description**

The Safety Portal provides an integrated suite of safety transportation applications supported by underlying business intelligence, database, reporting, and GIS in a hosted environment. The Safety Portal will configure and implement the hosted system to WYDOT needs.

### **Performance Targets**

To increase integration of linkable MIRE Features from 54 in 2017 to 57 in 2019.

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

### **Evidence of effectiveness**

This project will provide integrated hosted system, improve safety performance, provide integrated access, and improve utilization.

This countermeasure strategy will receive 59% of the 405c funds for these planned activities.

### **Planned activities**

- TR01 Traffic Records Portal Improves integration between one or more core highway safety databases
- TR03 Traffic Records IT Specialist Improves integration between one or more core highway safety databases

## **Counter Measure Strategy: Traffic Records Project Manager**

### **Description**

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.

### **Performance Targets**

To increase the percentage of crash reports with no errors from 64.05 in 2017 to 93.74 in 2019.

To increase integration of linkable MIRE Features from 54 in 2017 to 57 in 2019.

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

### **Evidence of effectiveness**

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 workflow integration is critical to the Traffic Records Program.

This countermeasure strategy will receive 7% of 402 funds for these planned activities.

### **Planned activities**

- TR04 Traffic Records Project Manager Traffic Records Project Manager

## **Counter Measure Strategy: Impaired Driving Educational Activities**

### **Description**

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

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

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Alcohol-Impaired Driving Fatalities (C5) 2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- ID05a Impaired Driving Traffic Safety Event Based Activities Educational Activities
- ID05b Impaired Driving WHP Safety Education Educational Activities
- ID05c Comprehensive Impaired Driving Educational Activities
- ID05d Alcohol Factors Educational Activities

## **Counter Measure Strategy: Impaired Driving HVE**

This countermeasure strategy is part of the planned high visibility enforcement strategies that support national mobilizations. § 1300.11(d)(6)

### **Description**

This countermeasure is a proven, evidence based strategy that will include state and local law enforcement agencies working high visibility overtime enforcement with emphasis on NHTSA national campaigns. This will impact all of Wyoming driver's by reducing the number of impaired drivers on Wyoming roadways. This strategy, when applicable, will be supported with other proven countermeasure strategies of media, educational traffic safety events, and equipment.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Alcohol-Impaired Driving Fatalities (C5) 2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- ID01 Impaired Driving HVE Impaired Driving HVE

## **Counter Measure Strategy: Law Enforcement Outreach Liaison**

### **Description**

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.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

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

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

Unrestrained Passenger Vehicle Occupant Fatalities (C4)

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

Alcohol-Impaired Driving Fatalities (C5)

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

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

ID06 Law Enforcement Outreach Liaison Law Enforcement Outreach Liaison

## **Counter Measure Strategy: Law Enforcement Training**

### **Description**

This proven countermeasure strategy will train law enforcement on the emerging trends of impaired driving through statewide trainings and an Impaired Driving Conference. An Impaired Driving Coordinator will lead the efforts in training law enforcement in Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training. Law enforcement, judicial officials, and traffic safety advocates will be directly impacted through this training countermeasure strategy. Impaired drivers will be impacted through increased DUI arrests and prosecutions.

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

- Male drivers between the ages of 21-34 that represent 33% of all alcohol involved traffic crashes.
- Women represent 23% of all alcohol involved traffic crashes.
- Months with the high occurrence of impaired driving are July with 10%, August with 10%, September with 10% and December with 11%.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Alcohol-Impaired Driving Fatalities (C5) 2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- ID04a WHP Impaired Driving Conference Law Enforcement Training
- ID04b WHP DRE Program Law Enforcement Training

## **Counter Measure Strategy: Impaired Driving Mass Media Campaign**

This countermeasure strategy part is of the planned high visibility enforcement strategies that support national mobilizations. § 1300.11(d)(6)

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

### **Description**

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

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

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

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Alcohol-Impaired Driving Fatalities (C5) 2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

Communication campaigns will receive 41% of 405d funds for Impaired Driving mass media.

## **Planned activities**

- ID03a Impaired Driving Media Mass Media Campaign
- ID03b Impaired Driving Native American Outreach Mass Media Campaign



## **Counter Measure Strategy: POST DUI Interventions**

### **Description**

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

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Serious Injuries in Traffic Crashes (State Data) (C2) 2019 Target: To decrease serious injuries in traffic crashes based on a 5 year moving average and analysis of crash data to 470.

Alcohol-Impaired Driving Fatalities (C5) 2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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

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

### **Planned activities**

- ID02a Laramie County DUI Court Training
- ID02b Traffic Safety Resource Prosecutor
- D02c IPR DUI Supervised Probation and Parole
- ID02d 24/7

## **Counter Measure Strategy: Impaired Driving Statewide Coalitions**

### **Description**

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.

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

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Unrestrained Passenger Vehicle Occupant Fatalities (C4) 2019 Target: To decrease unrestrained passenger vehicle occupant fatalities from 59 in 2017 to 57 based on a 5 year moving average (FARS 2012-2016).

Alcohol-Impaired Driving Fatalities (C5) 2019 Target: To decrease alcohol-impaired driving fatalities from 57 in 2017 to 40 based on a 5 year moving average (FARS 2012-2016).

This countermeasure strategy will utilize FAST Act 405d NHTSA funds.

### **Evidence of effectiveness**

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

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

### **Planned activities**

- ID07 GCID Facilitator Statewide Coalitions

## **Counter Measure Strategy: Motorcycle Mass Media Campaign**

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

### **Description**

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.

In 2017, there were 17 motorcycle fatalities on Wyoming roadways. Reminding the public of the increased presence of motorcycles during Wyoming's short riding season is critical component of this countermeasure strategy.

### **Performance Targets**

Traffic Fatalities (C1) 2019 Target: To decrease traffic fatalities, based on a 5 year moving average and taking into consideration 2013 as an abnormally low year for traffic fatalities at 87, to no more than 130.

Motorcycle Fatalities (C7) 2019 Target: To decrease or maintain motorcycle fatalities from 17 in 2017 to 17 based on a 5 year moving average (FARS 2012-2016).

Unhelmeted Motorcycle Fatalities (C8) 2019 Target: To decrease unhelmeted motorcycle fatalities from 13 in 2017 to 12 based on a 5 year moving average (FARS 2012-2016).

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

### **Evidence of effectiveness**

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**

- MC01 Motorcycle Mass Media Campaign Motorcycle Mass Media Campaign

# Planned Activities

<b>Planned Activity Name</b>	HSO Office P&A
<b>Planned Activity Number</b>	P&A01
<b>Primary Countermeasure Strategy</b>	null

**Description:**

The HSO is committed to reducing deaths and injuries on Wyoming roadways through professional staff development, effective management of federal highway safety funds, data driven programs and partnerships with other traffic safety groups and organizations. The Planning and Administration Program area provides funding for employee travel and training, invitational travel, vehicle, vehicle operation expenses, Highway Safety Office equipment, and other elements contributing to the overall management of the HSO’s Highway Safety Plan.

**Intended Subrecipients:**

WYDOT Highway Safety Office.

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Planning and Administration	\$94,350.00	\$22,436.43	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	SADD
<b>Planned Activity Number</b>	TN01
<b>Primary Countermeasure Strategy</b>	SADD

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

**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, and 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:**

SADD

**Counter Measure Strategies:**

SADD

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Teen Safety Program	\$176,710.06	\$16,805.13	\$159,904.93

No major equipment requested.

<b>Planned Activity Name</b>	Occupant Protection HVE
<b>Planned Activity Number</b>	OP01
<b>Primary Countermeasure Strategy</b>	Occupant Protection HVE

This planned activity is part of the evidence-based traffic safety enforcement program (TSEP). § 1300.11(d)(5)

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

**Description:**

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

**Intended Subrecipients:**

Wyoming Highway Patrol  
Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

**Counter Measure Strategies:**

Occupant Protection HVE

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405b OP Low	405b Low HVE	\$572,737.06	\$114,547.41	\$0.00
2018	FAST Act NHTSA 402	Police Traffic Services	\$66,143.79	\$6,290.27	\$59,853.52

No major equipment requested.

<b>Planned Activity Name</b>	Occupant Protection Mass Media
<b>Planned Activity Number</b>	OP02a
<b>Primary Countermeasure Strategy</b>	Occupant Protection Mass Media

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

**Description:**

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

**Intended Subrecipients:**

WYDOT Public Affairs Office

**Counter Measure Strategies:**

Occupant Protection Mass Media

**Funding Sources:**

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

No major equipment requested.



<b>Planned Activity Name</b>	Occupant Protection Native American Outreach
<b>Planned Activity Number</b>	OP02b
<b>Primary Countermeasure Strategy</b>	Occupant Protection Mass Media

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

**Description:**

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

**Intended Subrecipients:**

WYDOT District 5

**Counter Measure Strategies:**

Occupant Protection Mass Media

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	Occupant Protection Assessment
<b>Planned Activity Number</b>	OP03
<b>Primary Countermeasure Strategy</b>	Occupant Protection Program Assessment (NHTSA Facilitated)

**Description:**

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

**Intended Subrecipients:**

WYDOT Highway Safety Office

**Counter Measure Strategies:**

Occupant Protection Program Assessment (NHTSA Facilitated)

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	Observed Seat Belt Survey
<b>Planned Activity Number</b>	OP04
<b>Primary Countermeasure Strategy</b>	Observed Seat Belt Survey

**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:**

WYDOT Highway Safety Office will subcontract with DLN Consulting

**Counter Measure Strategies:**

Observed Seat Belt Survey

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Occupant Protection	\$133,200.00	\$12,667.32	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Occupant Protection Traffic Safety Event Based Activities
<b>Planned Activity Number</b>	OP05
<b>Primary Countermeasure Strategy</b>	Occupant Protection Educational Activities

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

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

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

**Description:**

This activity will focus on targeted and data driven occupant protection education events. Activities include personnel to man safety booths, media to support events, developing and producing educational materials, etc.

**Intended Subrecipients:**

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

**Counter Measure Strategies:**

Occupant Protection Educational Activities

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Community Traffic Safety Project	\$239,979.12	\$22,822.02	\$198,784.31

No major equipment requested.

<b>Planned Activity Name</b>	Comprehensive Occupant Protection
<b>Planned Activity Number</b>	OP06
<b>Primary Countermeasure Strategy</b>	Occupant Protection Educational Activities

**Description:**

The Highway Safety Program will collaborate with the many traffic safety advocates to reduce death and injury due to unrestrained fatalities. This project will augment planned traffic safety activities for local, state, and national events.

**Intended Subrecipients:**

WYDOT Highway Safety Office

**Counter Measure Strategies:**

Occupant Protection Educational Activities

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	WHP Safety Education
<b>Planned Activity Number</b>	OP07
<b>Primary Countermeasure Strategy</b>	Occupant Protection Educational Activities

**Description:**

The WHP will educate teens, adult drivers (50+) utilizing a variety of classes, training, programs, and media to promote proper restraint usage and the consequences of distracted and impaired driving

**Intended Subrecipients:**

Wyoming Highway Patrol

**Counter Measure Strategies:**

Occupant Protection Educational Activities

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	Wyoming Seat Belt Coalition Facilitator
<b>Planned Activity Number</b>	OP08
<b>Primary Countermeasure Strategy</b>	Wyoming Seat Belt Coalition

**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, discussion, conduct social media messaging, planning to reduce the incidence of unbelted injuries and fatalities in Wyoming, identifying priority issues and prevention strategies related to occupant protection, and travel as required as facilitator of the Wyoming Task Force on Occupant Protection.

**Intended Subrecipients:**

The WYDOT HSO will subcontract with Heinrich Marketing

**Counter Measure Strategies:**

Wyoming Seat Belt Coalition

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405b OP Low	405b OP Low	\$122,100.00	\$24,420.00	\$0.00

No major equipment requested.



<b>Planned Activity Name</b>	CPS Instructor Training and Education
<b>Planned Activity Number</b>	OP09
<b>Primary Countermeasure Strategy</b>	Child Restraint System Inspection Station(s)

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

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

**Description:**

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

**Intended Subrecipients:**

WYDOT Highway Safety Office will subcontract this project.

**Counter Measure Strategies:**

Child Restraint System Inspection Station(s)

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Child Restraint	\$99,900.00	\$9,500.49	\$90,399.51

No major equipment requested.

<b>Planned Activity Name</b>	Occupant Protection Law Enforcement Liaison
<b>Planned Activity Number</b>	OP10
<b>Primary Countermeasure Strategy</b>	Occupant Protection Law Enforcement Liaison

**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 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:**

WYDOT Highway Safety Office will subcontract with Allsop Consulting and Merge Consulting

**Counter Measure Strategies:**

Occupant Protection Law Enforcement Liaison

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	Traffic Records Portal
<b>Planned Activity Number</b>	TR01
<b>Primary Countermeasure Strategy</b>	Improves integration between one or more core highway safety databases

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

**Description:**

The Traffic Safety Portal will provide an integrated suite of safety transportation applications supported by underlying business intelligence, database, reporting, and GIS in a hosted environment. This project will configure and implement the hosted system to WYDOT needs.

**Intended Subrecipients:**

WYDOT Highway Safety Office will subcontract with ITIS.

**Counter Measure Strategies:**

Improves integration between one or more core highway safety databases

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405c Data Program	405c Data Program	\$133,200.00	\$26,640.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Traffic Records QAQC
<b>Planned Activity Number</b>	TR02
<b>Primary Countermeasure Strategy</b>	Improves accuracy of a core highway safety database

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

**Description:**

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

**Intended Subrecipients:**

WYDOT Highway Safety Office will subcontract.

**Counter Measure Strategies:**

Improves Accuracy of a core highway safety database

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405c Data Program	405c Data Program	\$133,200.00	\$26,640.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Traffic Records IT Specialist
<b>Planned Activity Number</b>	TR03
<b>Primary Countermeasure Strategy</b>	Improves integration between one or more core highway safety databases

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

**Description:**

This project will retain the services of an IT professional to maintain and implement changes to the Wyoming Electronic Crash Records System to enhance the database performance and quality, integrate and link databases within the State of Wyoming for data analysis, update, enhance and maintain processes and tools developed for Highway Safety Management, travel in and out of state to assist partners with database issues, and travel to traffic safety conferences/trainings as requested.

**Intended Subrecipients:**

WYDOT HSO will subcontract position

**Counter Measure Strategies:**

Improves integration between one or more core highway safety databases

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405c Data Program	405c Data Program	\$133,200.00	\$26,640.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Traffic Records Project Manager
<b>Planned Activity Number</b>	TR04
<b>Primary Countermeasure Strategy</b>	Traffic Records Project Manager

**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:**

WYDOT Highway Safety will subcontract with JDI Consulting.

**Counter Measure Strategies:**

Traffic Records Project Manager

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Traffic Records	\$166,500	\$15,834.15	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Impaired Driving HVE
<b>Planned Activity Number</b>	ID01
<b>Primary Countermeasure Strategy</b>	Impaired Driving HVE

This planned activity is part of the evidence-based traffic safety enforcement program (TSEP). § 1300.11(d)(5)

**Description:**

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

**Intended Subrecipients:**

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

**Counter Measure Strategies:**

Impaired Driving HVE

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Police Traffic Services	\$140,445.31	\$13,356.35	\$127,088.96
2018	154 Transfer Funds – AL	154 Alcohol	\$305,250.00	\$0.00	\$55,500.00
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE	\$565,069.76	\$113,013.95	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Laramie County DUI Court Training
<b>Planned Activity Number</b>	ID02a
<b>Primary Countermeasure Strategy</b>	POST DUI Interventions

**Description:**

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

**Intended Subrecipients:**

Laramie County DUI Court

**Counter Measure Strategies:**

POST DUI Interventions

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Mid	405 Mid Training	\$7,326.00	\$1,465.20	\$0.00

No major equipment requested.



<b>Planned Activity Name</b>	Traffic Safety Resource Prosecutor
<b>Planned Activity Number</b>	ID02b
<b>Primary Countermeasure Strategy</b>	POST DUI Interventions

**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 through training, education, legal research, and technical assistance. The TSRP program will develop strategies and tactics aimed at reducing impaired driving and to improve the quality of the investigations and prosecutions around the state.

**Intended Subrecipients:**

City of Laramie

**Counter Measure Strategies:**

POST DUI Interventions

**Funding Sources:**

Fiscal Year	Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Court Support	\$177,600.00	\$35,520.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	IPR DUI Supervised Probation and Parole
<b>Planned Activity Number</b>	ID02c
<b>Primary Countermeasure Strategy</b>	POST DUI Interventions

**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:**

Fremont County Injury Prevention Resources

**Counter Measure Strategies:**

POST DUI Interventions

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	154 Transfer Funds -AL	154 Alcohol	\$155,586.66	\$0.00	\$155,586.66

No major equipment requested.

<b>Planned Activity Name</b>	24/7
<b>Planned Activity Number</b>	ID02d
<b>Primary Countermeasure Strategy</b>	POST DUI Interventions

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

**Intended Subrecipients:**

Attorney General of Wyoming

**Counter Measure Strategies:**

POST DUI Interventions

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d 24/7 Sobriety	405d 24/7 Sobriety	\$34,965.00	\$6,993.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Impaired Driving Media
<b>Planned Activity Number</b>	ID03a
<b>Primary Countermeasure Strategy</b>	Mass Media Campaign

**Description:**

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

**Intended Subrecipients:**

WYDOT Public Affairs Office  
Heinrich Marketing.

**Counter Measure Strategies:**

Mass Media Campaign

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media	\$999,000.00	\$199,800.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Impaired Driving Native American Outreach
<b>Planned Activity Number</b>	ID03b
<b>Primary Countermeasure Strategy</b>	Mass Media Campaign

**Description:**

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

**Intended Subrecipients:**

WYDOT District 5

**Counter Measure Strategies:**

Mass Media Campaign

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	WHP Impaired Driving Conference
<b>Planned Activity Number</b>	ID04a
<b>Primary Countermeasure Strategy</b>	Law Enforcement Training

**Description:**

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

**Intended Subrecipients:**

Wyoming Highway Patrol

**Counter Measure Strategies:**

Law Enforcement Training

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training	\$52,242.46	\$10,448.49	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	WHP DRE Program
<b>Planned Activity Number</b>	ID04b
<b>Primary Countermeasure Strategy</b>	Law Enforcement Training

**Description:**

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

**Intended Subrecipients:**

Wyoming Highway Patrol

**Counter Measure Strategies:**

Law Enforcement Training

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Mid	405d Mid Training	\$255,300.00	\$51,060.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Impaired Driving Traffic Safety Event Based Activities
<b>Planned Activity Number</b>	ID05a
<b>Primary Countermeasure Strategy</b>	Educational Activities

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

**Counter Measure Strategies:**

Educational Activities

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Community Traffic Safety Project	\$239,979.12	\$122,822.02	\$198,784.32

No major equipment requested.



<b>Planned Activity Name</b>	Impaired Driving WHP Safety Education
<b>Planned Activity Number</b>	ID05b
<b>Primary Countermeasure Strategy</b>	Educational Activities

**Description:**

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

**Intended Subrecipients:**

Wyoming Highway Patrol

**Counter Measure Strategies:**

Educational Activities

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Community Traffic Safety Project	\$99,900.00	\$9,500.49	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Comprehensive Impaired Driving
<b>Planned Activity Number</b>	ID05c
<b>Primary Countermeasure Strategy</b>	Educational Activities

**Description:**

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

**Intended Subrecipients:**

WYDOT Highway Safety Office

**Counter Measure Strategies:**

Educational Activities

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act NHTSA 402	Community Traffic Safety Project	\$33,300.00	\$3,166.83	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Alcohol Factors
<b>Planned Activity Number</b>	ID05d
<b>Primary Countermeasure Strategy</b>	Educational Activities

**Description:**

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

**Intended Subrecipients:**

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)

**Counter Measure Strategies:**

Educational Activities

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID	\$49,950.00	\$9,990.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Law Enforcement Outreach Liaison
<b>Planned Activity Number</b>	ID06
<b>Primary Countermeasure Strategy</b>	Law Enforcement Outreach Liaison

**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 DUI Enforcement to include, but not limited to, assisting with generating local press involvement for mobilizations, task force events, and other traffic safety related directives given by the Governor’s Representative for Highway Safety.

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

**Intended Subrecipients:**

WYDOT HSO will subcontract with Allsop Consulting and Merge Consulting.

**Counter Measure Strategies:**

Law Enforcement Outreach Liaison

**Funding Sources:**

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

No major equipment requested.

<b>Planned Activity Name</b>	GCID Facilitator
<b>Planned Activity Number</b>	ID07
<b>Primary Countermeasure Strategy</b>	Statewide Coalitions

**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 work closely on impaired driving countermeasures to leverage each State agency's budget more effectively.

**Intended Subrecipients:**

WYDOT Highway Safety Office will subcontract with Johnson & Associates.

**Counter Measure Strategies:**

Statewide Coalitions

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405d Impaired Driving Mid	405d Mid Coordination	\$155,400.00	\$31,080.00	\$0.00

No major equipment requested.

<b>Planned Activity Name</b>	Motorcycle Mass Media Campaign
<b>Planned Activity Number</b>	MC01
<b>Primary Countermeasure Strategy</b>	Motorcycle Mass Media Campaign

**Description:**

The project will create heightened awareness of motorcycles on the roadway, develop a more informative website, and improve the training elements of motorcycle instructors and rider recruitment with associated equipment.

**Intended Subrecipients:**

WYDOT Public Affairs Office

**Counter Measure Strategies:**

Motorcycle Mass Media Campaign

**Funding Sources:**

<b>Fiscal Year</b>	<b>Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness	\$35,520.00	\$7,104.00	\$0.00

No major equipment requested.

# **Evidence-based Traffic Safety Enforcement Program (TSEP)**

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

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

## Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

**Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).**

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID01	Impaired Driving HVE	Impaired Driving HVE
OP01	Occupant Protection HVE	Occupant Protection HVE

## Analysis

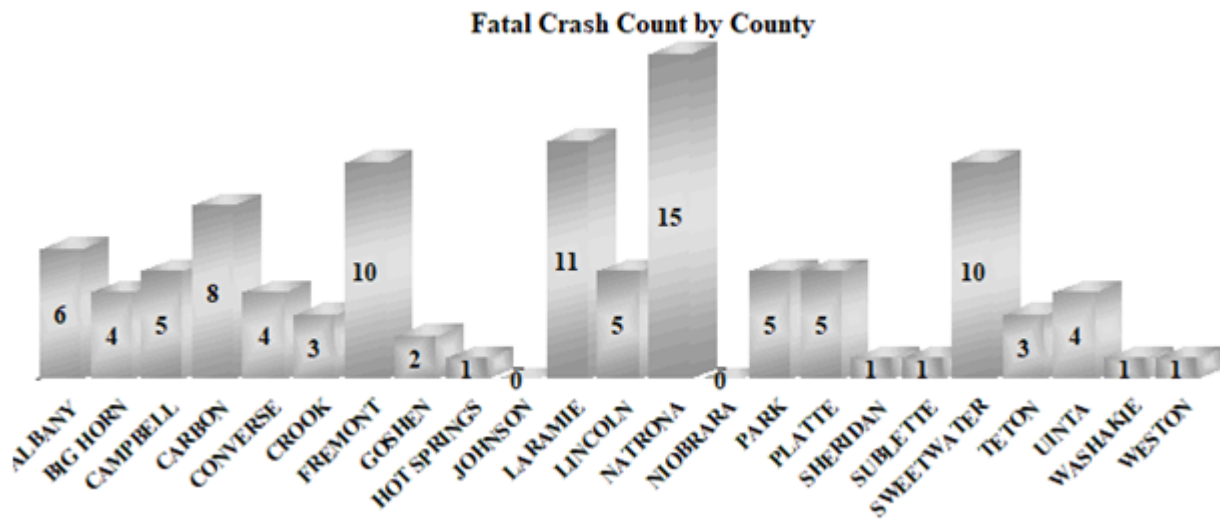
**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

Currently, Wyoming is experiencing a downward trend in traffic fatalities based on a 5 year moving average despite an increase in fatalities from 112 in 2016 to 123 in 2017.

Of the 123 fatalities in 2017, 59 were unrestrained, 40 were alcohol related and 51 involved speeding. Of the 40 alcohol fatalities 28 of those also did not wear seat belts and 22 were both alcohol and speed related. Of the 59 unbelted fatalities 25 also included speed and 16 of the fatalities involved alcohol, speed, and no belts.

The counties with the highest number of fatal crashes are Natrona (15), Laramie (11), Fremont (10), and Sweetwater (10).





**Enter explanation of the deployment of resources based on the analysis performed.**

State and local law 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 56 local law enforcement agencies, in addition to the WHP, that participate.

Wyoming Association of Sheriffs and Chiefs of Police (WASCOP) utilizes a funding formula that demonstrates each counties, cities and towns proportional share of traffic crashes targeting impaired driving and unbelted traffic crashes, fatalities and serious injuries. The grant funded criteria for agencies requesting equipment are:

- In the top 10 counties for crashes or fatal crashes;
- Agency has not received equipment within the last three grant cycles;
- Agency has participated in all mandatory HVE events, and
- Required to participate in high visibility overtime enforcement for the next two upcoming fiscal years.

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

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

The HSO monitors these programs for effectiveness and makes adjustments when warranted. These adjustments include review of monthly expenditures, and monitoring of Police Activity Reports (PAR) and WASCOP's data driven reallocation of unexpended funds for overtime high visibility enforcement.

# **High-Visibility Enforcement**

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

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

## High Visibility Enforcement

High-visibility enforcement (HVE) strategies

**Planned HVE strategies to support national mobilizations:**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection HVE
Mass Media Campaign
Impaired Driving HVE

## HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID01	Impaired Driving HVE	Impaired Driving HVE
OP01	Occupant Protection HVE	Occupant Protection HVE

# **405(b) Occupant Protection Grant**

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

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

## 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status:	Lower seat belt use rate State
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### Occupant protection plan

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

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

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

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

#### Agencies planning to participate in CIOT

Agency
Afton Police Department
Basin Police Department
Big Horn County Sheriff's Office
Byron Police Department

Campbell County Sheriff's Office
Casper Police Department
Cheyenne Police Department
Converse County Sheriff's Office
Crook County Sheriff's Office
Diamondville Police Department
Douglas Police Department
Evanston Police Department
Fremont County Sheriff's Office
Gillette Police Department
Goshen County Sheriff's Office
Greybull Police Department
Hot Spring County Sheriff's Office
Jackson Police Department
Johnson County Sheriff's Office
Kemmerer Police Department
Lander Police Department
Laramie County Sheriff's Office
Laramie Police Department
Lincoln County Sheriff's Office
Lusk Police Department
Lyman Police Department
Mills Police Department
Moorcroft Police Department
Natrona County Sheriff's Office
Niobrara County Sheriff's Office
Platte County Sheriff's Office
Powell Police Department
Rawlins Police Department
Riverton Police Department

Rock Springs Police Department
Sheridan County Sheriff's Office
Sheridan Police Department
Shoshoni Police Department
Sublette County Sheriff's Office
Sundance Police Department
Sweetwater County Sheriff's Office
Teton County Sheriff's Office
Torrington Police Department
Uinta County Sheriff's Office
University of Wyoming Police Department
Washakie County Sheriff's Office
Wheatland Police Department
Worland Police Department
Wyoming State Park Rangers
Wyoming Highway Patrol

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

The State of Wyoming plans to participate in NHTSA national campaign of Click it or Ticket (CIOT) held in May, 2018. In Wyoming, the enforcement component of the campaign will include saturation patrols by state, county and municipal law enforcement agencies. The media component of Wyoming's campaign will be through both paid and earned media. The paid campaign will be delivered through a variety of mediums including but not limited to television, radio, newspaper, and social media. The earned media component will be delivered through the involvement of local community coalitions and partners. The paid and earned media will focus on informing the public about the risks and costs of traffic crashes, the benefits of correctly using occupant protection devices, and the need for traffic enforcement as a way to manage those risks and costs.

The time line for FFY 2019 CIOT Campaign will be similar to that of FFY 2017 listed below.

- May 15, 2017 – June 4, 2017: Paid advertising will run;
- May 17 - 18, 2017: Two Click it or Ticket National Mobilization media events to announce enforcement campaign (Cheyenne Regional Medical Center, Cheyenne, WY and in Laramie, WY);
- May 22, 2017 – June 4, 2017: Occupant Protection High Visibility Enforcement;
- June 5, 2016 – June 19, 2017: Statewide Seat Belt Observation Survey; and
- September, 2017: Release of the Statewide Seat Belt Survey Results.

**Child restraint inspection stations**



Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

<b>Countermeasure Strategy Name</b>
Occupant Protection Educational Activities
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP09	CPS Instructor Training and Education	Child Restraint System Inspection Station(s)

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

Planned inspection stations and/or events: 29

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

Populations served - urban 2  
 Populations served - rural 27  
 Populations served - at risk 29

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

### Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

**\*Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<b>Countermeasure Strategy Name</b>
Occupant Protection Educational Activities
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

**\*Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP09	CPS Instructor Training and Education	Child Restraint System Inspection Station(s)

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

Estimated total number of classes	3
Estimated total number of technicians	60

### Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of

such expenditures in fiscal year 2014 and 2015.

## Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	Yes

## Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

**\*Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<b>Countermeasure Strategy Name</b>
Occupant Protection HVE

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

**\*Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP01	Occupant Protection HVE	Occupant Protection HVE

## High risk population countermeasure programs

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

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

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP05	Traffic Safety Event Based Activities	Occupant Protection Educational Activities
OP02a	Occupant Protection Mass Media	Occupant Protection Mass Media
OP02b	Occupant Protection Native American Outreach	Occupant Protection Mass Media

## Occupant protection program assessment

**Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.**

Date of the NHTSA-facilitated assessment 3/18/2016

Wyoming Car Seat Inspection Stations  
Inspection Stations

Buffalo

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

Casper

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

Casper

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

Cheyenne

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

Cody

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

Evanston

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

**Child Passenger Safety Technicians**

<b>CPS Class Type</b>	<b>Planned Location</b>	<b>Anticipated Student Attendance</b>
Standardized Child Passenger Safety Technician Training	Natrona County	20
Standardized Child Passenger Safety Technician Training	Converse County	20
Standardized Child Passenger Safety Technician Training	Uinta County	20
Standardized Child Passenger Safety Technician Renewal Training	Natrona County	10
Standardized Child Passenger Safety Technician Renewal Training	Converse County	10
Standardized Child Passenger Safety Technician Renewal Training	Uinta County	10
Standardized Child Passenger Safety Technician Renewal Training	Park County	10
Standardized Child Passenger Safety Technician Update Training	Natrona County	10
Standardized Child Passenger Safety Technician Update Training	Converse County	10
Standardized Child Passenger Safety Technician Update Training	Uinta County	10
Standardized Child Passenger Safety Technician Update Training	Park County	10

**2019 Anticipated Participating Agencies (Wyoming 2010 Population = 563,626)**

<b>Agency Name (2017 Unrestrained Fatalities)</b>	<b>Population Covered</b>	<b>Agency Name (2017 Unrestrained Fatalities)</b>	<b>Population Covered</b>
Afton PD	Covered by Lincoln County SO	Lovell PD	Covered by Big Horn County SO
Basin PD	Covered by Big Horn County SO	Lusk PD	Covered by Niobrara County SO
Big Horn County SO (3)	11,668	Lyman PD	Covered by Uinta County SO
Buffalo PD	Covered by Johnson County SO	Mills PD	Covered by Natrona County SO
Byron PD	Covered by Big Horn County SO	Moorcroft PD	Covered By Crook County SO
Campbell County SO (2)	46,133	Natrona County SO (8)	75,450
Carbon County SO (3)	9,259	Niobrara County SO (0)	2,484
Casper PD	Covered by Natrona County SO	Platte County SO (3)	8,667
Cheyenne PD	Covered by Laramie County SO	Powell PD (2)	6,314
Converse County SO (2)	13,833	Rawlins PD	Covered By Carbon County SO
Crook County SO (0)	7,083	Riverton PD	Covered by Fremont County SO
Diamondville PD	Covered by Lincoln County SO	Rock Springs PD	Covered by Sweetwater County SO
Douglas PD	Covered by Converse County SO	Sheridan County SO (0)	29,116
Evanston PD	Covered by Uinta County SO	Sheridan PD	Covered by Sheridan County SO
Evansville PD	Covered by Natrona County SO	Shoshoni PD	Covered by Fremont County SO
Fremont County SO (11)	40,123	Sublette County SO (1)	10,247
Gillette PD	Covered by Campbell County SO	Sundance PD	Covered by Crook County SO
Goshen County SO (2)	13,249	Sweetwater County SO (7)	43,806
Green River PD	Covered by Sweetwater County SO	Teton County SO (0)	21,294
Greybull PD	Covered by Big Horn County SO	Thermopolis PD	Covered by Hot Springs County SO
Hot Springs County SO (1)	4,812	Torrington PD	Covered by Goshen County SO
Jackson PD	Covered by Teton County SO	Uinta County SO (3)	21,118
Johnson County SO (0)	8,569	UW PD	Covered by Laramie PD
Kemmerer PD	Covered by Lincoln County SO	Washakie County SO (0)	8,533
Lander PD	Covered by Fremont County SO	Wheatland PD	Covered by Platte County SO
Laramie County SO (3)	91,738	Worland PD	Covered by Washakie County SO
Laramie PD (2)	30,816	Wyoming State Parks	Covered by All SO
Lincoln County SO (5)	18,106	Wyoming Highway Patrol	Covered by All SO

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

In 2017 the State had 59 unrestrained fatalities; in 2019 98% of the areas of Wyoming where the fatalities occurred will have local law enforcement agencies involved in high visibility overtime enforcement activities and the Wyoming Highway Patrol will be covering 100% of the areas of Wyoming where the fatalities occurred.

**405(c) State  
Traffic Safety  
Information  
System  
Improvements  
Grants**

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

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

405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
6/5/2018
12/12/2017
2/20/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	James Stout Jr.
Title of State's Traffic Records Coordinator:	Highway Safety Data Program Supervisor

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

First Name	Last Name	Title	Agency	Safety Data Base
Monti	Allsop	WY Law Enforcement Liaison	Allsop Consulting	B
Andrea	Jones	Records and Data Specialist 1	Wyoming Department of Transportation Highway Safety	A
Matt	Carlson	State Highway Safety Engineer	Wyoming Department of Transportation Highway Safety	A, C, E & F
Shannon	Degrazio	Senior Accountant	Wyoming Department of Transportation Motor vehicle Services	F
Stacey	Gierisch	Records and Data Management Analyst Supervisor	Wyoming Department of Transportation Highway Safety	A
Karson	James	Highway Safety Behavioral Grants Program Supervisor	Wyoming Department of Transportation Highway Safety	A, C, E & F
Jim	Gates	Sergeant	Wyoming Department of Transportation Wyoming Highway Patrol	B
Karl	Germain	Captain	Wyoming Department of Transportation Wyoming Highway Patrol	B
Renee	Krawiec	Program Specialist	Wyoming Department of Transportation Driver Services	C
Christopher	Kwilinski	Records and Data Management Specialist II - Secretary	Wyoming Department of Transportation Highway Safety	A
Deborah	Lopez	Motor Vehicle Services Manager	Wyoming Department of Transportation Motor Vehicle Services	C
Lori	Davis	Administrative Specialist	Wyoming Department of Transportation Highway Safety	A
Stephanie	Lucero	Senior Grant Manager	Wyoming Department of Transportation Highway Safety	A
Mariah	Storey	Vital Statistics Services Statistician	Wyoming Department of Health Vital Records	D
Joe	McCarthy	Traffic Records Program Manager	JDI Consultants	A, C, E & F
Jeffery	Mellor	Assistance State Traffic Engineer - Vice Chairman	Wyoming Department of Transportation Traffic Program	E
Derek	Mickelson	Captain	Wyoming Department of Transportation Wyoming Highway Patrol	B
Jay	Ostby	Financial Statistical Specialist	Wyoming Department of Health Reporting and Data Analyst	D
Kelli	Perrotti	Trauma Program Coordinator	Wyoming Department of Health	D
Kristi	Pomeroy	Motor Vehicle Services Supervisor	Wyoming Department of Transportation Motor Vehicle Services	F
Tom	Pritchard	Lieutenant	Wyoming Department of Transportation Wyoming Highway Patrol	B
Ann	Smith	Records and Data Management Analyst	Wyoming Department of Transportation Highway Safety	A
Christina	Spindler	Project Engineer	Wyoming Department of Transportation Traffic Program	E

James	Stout	Highway Safety Data Program Supervisor - Chairman	Wyoming Department of Transportation Highway Safety	A, C, E & F
Dan	Tolman	IT Admin Manager	State of Wyoming Information Technology	A, C, E & F
Debbie	Trojovsky	Driver Services Program Manager	Wyoming Department of Transportation Driver Services	C
Misty	Zimmerman	Driver Services Deputy Program Manager	Wyoming Department of Transportation Driver Services	C

## State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2) (ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
Traffic Records System Performance Measures.pdf
Traffic Records Strategic Plan.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

See Pages 25 - 31 of the loaded Traffic Records Strategic Plan.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

See pages 8 - 10 of the loaded Traffic Records Strategic Plan.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR03	Traffic Records IT Specialist	Improves integration between one or more core highway safety databases
TR02	Traffic Records QAQC	Improves accuracy of a core highway safety database
TR01	Traffic Records Portal	Improves integration between one or more core highway safety databases

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

See page 11 of the loaded Traffic Records Strategic Plan.

## Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

See pages 12 - 16 of the loaded Traffic Records Strategic Plan and the loaded Traffic Records System Performance Measures.

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

Documents Uploaded
Traffic Records System Performance Measures.pdf
Traffic Records Strategic Plan.pdf

## State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment:	12/8/2014
---------------------	-----------

## Requirement for maintenance of effort

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



# State of Wyoming

## Traffic Records Strategic Plan

### *FY 2019 Update*

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

*Joe McCarthy – JDI Consulting, LLC*

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

Dated: May 4, 2018



## Disclaimer

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

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**Approval Signatures**



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



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

### Revision History

Date	Revision By	Status
20180423	JGM	Added TRA Recommendations

## Executive Summary

Wyoming continues to make improvements in the Traffic Records System and is on par with many other states across the nation. However, there are still key areas to address. Most databases still function as islands of information with limited data sharing and integration. Data remains inconsistent from one dataset to another. The quality of some data is questionable and accessibility is limited. State agencies continue to change and build databases with limited input from other state partners. While the Wyoming Traffic Records Coordinating Committee (WyTRCC) continues to work to solve these issues, we are often limited by resources, involvement, support, and understanding of Traffic Records at the higher department levels.

Today more than ever, it remains vital for stakeholders to have reliable traffic records data upon which to make decisions concerning policy formulation and allocation of resources. Continuous improvements in data collection, accessibility, and quality are required to keep pace with our changing needs, technology, and the demand for Data Driven decision-making.

## Plan Overview

### The Purpose of this Document

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

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

### Statutory Requirements for a Traffic Records Strategic Plan

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

The latest statutes includes a requirement for strategic planning in order to qualify for federal grants to support projects to improve a state's traffic records system. The law requires states to establish a Traffic Records Coordinating Committee (TRCC), to develop a "*multiyear highway safety data and traffic records system strategic plan*" that addresses deficiencies in the traffic

records system, and to obtain approval of the plan by the TRCC. The plan should specify how the deficiencies were identified, prioritize activities, identify performance-based measures, and describe how grant funds are going to be used to address the needs and goals identified in the strategic plan.

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

### **The Wyoming Traffic Records Coordinating Committee**

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

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

### **Agencies Involved**

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

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

- **Motor Vehicle Services** — that maintains vehicle title information and manages information on commercial motor carriers.
- **Department of Health** — that is responsible for collecting and managing information that describes incidences of trauma occurring within the state.
- **The Judicial System** — that is responsible for the adjudication of traffic offenses at both the state and local level.

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

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

### **The Plan Provides Guidance for Improvements**

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

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

The central focus of this plan is the use of these data to support highway safety decision-making. The WyTRCC is intended to be the representative body for the traffic records community where collection, management, and use of the records are discussed and plans are made for meeting the needs. Thus, even when specific goals or objectives may involve actions by specific departments

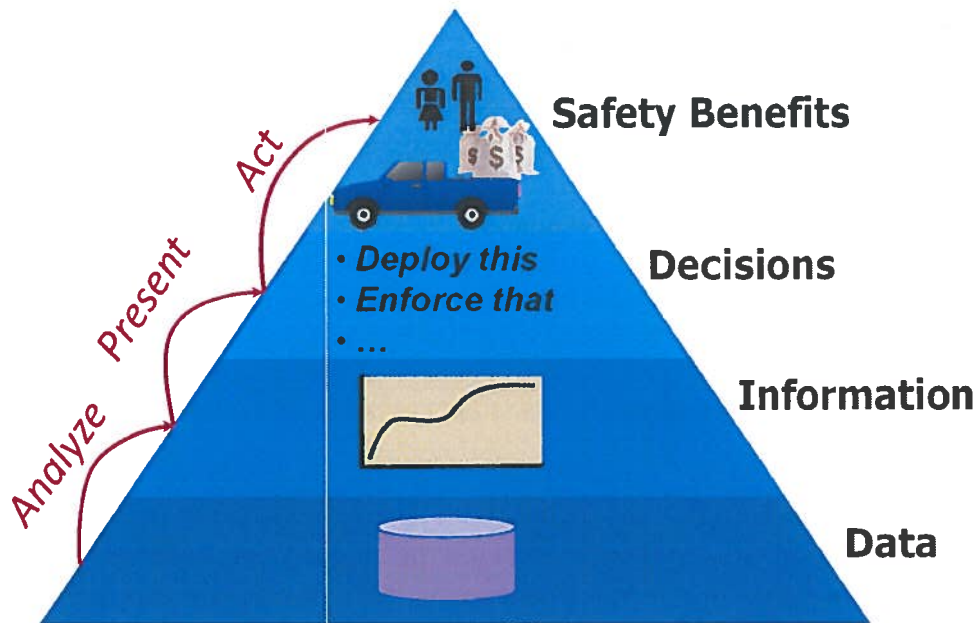
or agencies, the steps to be taken are written with the implied understanding that those steps and oversight of the strategic plan will be guided and coordinated by the WyTRCC.

### The Plan Emphasizes Crash Reduction

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

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

- The ultimate goal is the reduction in the number and severity of traffic crashes,
- Various actions, across diverse domains (i.e. the "4 E's" of traffic safety) will help achieve such reductions,
- Appropriate information, presented clearly and meaningfully help drive the optimal decisions, and
- That information comes from the analysis of quality traffic records data.



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

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

- Crash

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

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

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

### **Relationship of the Plan to Implementation of Projects**

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

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

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

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

### **WyTRCC Responsibility for Implementation**

The Plan is designed so that it can be used as a roadmap for work on traffic records



improvement. It is intended to provide:

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

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

### **WyTRCC to Develop and Monitor the Specific Action Steps.**

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

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

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

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

information rests in its ability to improve resource allocation decisions and measure progress in achieving defined goals.

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

### **Primary Mission of Traffic Records System Components**

Most systems that provide the data used to analyze highway and traffic safety are created and maintained for other distinct missions; e.g., licensing drivers, titling vehicles, etc. It is not feasible to change these systems to bring a more direct safety-related focus, if the primary uses of a system cannot be retained, as well. Cost savings to the state as a whole for effectively managing these data systems for multiple uses must be recognized.

## Traffic Records - FY2019 Goals - Recommendations & Activities

In order to better drive the prioritization and monitoring of traffic records improvement projects, Wyoming has instituted several key system-wide performance goals.

1. Implement Map-Based crash location for electronic crash reporting
  - a. Reason(s):
    - i. To ensure that location-based analyses (hot spots, etc.) are based on reliable, accurate crash locations.
  - b. TRA Recommendation(s):
    - i. CR-3
    - ii. TRCC-1
  - c. Measure(s):
    - i. Crash / Accuracy (Location): % of crash reports with no location validation errors
  - d. Funding source(s):
    - i. FAST ACT §405c
    - ii. WYDOT internal
2. Improve reporting on Crash timeliness
  - a. Reason(s): To ensure that the crash reports are available for study in a timely manner.
  - b. TRA Recommendation(s):
    - i. CR-3
    - ii. TRCC-1
  - c. Measure(s):
    - i. Crash / Timeliness (Available): Average days from crash to available in the state's database
  - d. Funding source(s):
3. Improve Wyoming Linear Reference System (LRS) Coverage
  - a. Reason(s): To ensure that the State's LRS expands to cover all the public roads in the state.
    - i. The LRS is the foundation layer for locating features and events along the roadway, and is critical for being able to integrate diverse data sets by location.
  - b. TRA Recommendation(s):
    - i. RW-1
  - c. Measure(s):
    - i. Roadway / Completion: Number of unique routes in the Planning LRS
  - d. Funding source(s):
4. Increase the number of Safety-Related Roadway Feature Data Sets
  - a. Reason(s): To increase the number of safety-related roadway features that are available and that can be integrated with other traffic records.
  - b. This includes both MIRE features and non-MIRE features.
  - c. TRA Recommendation(s):
    - i. RW-1
    - ii. RW-5
    - iii. CR-2
  - d. Measure(s):
    - i. Roadway/Completion: The number of MIRE features
    - ii. Roadway/Completion: The number of Non-MIRE features

- e. Funding source(s):
  - i. TBD
- 5. Link Crash and Citation data for Wyoming Highway Patrol (WHP)
  - a. Reason(s):
    - i. To improve the degree to which data-driven enforcement can be implemented by WHP.
  - b. TRA Recommendation(s):
    - i. INT-1
    - ii. CR-2b
  - c. Measure(s):
    - i. Crash/Integration: Implementation of 6 Driver Behavior person factors
    - ii. Citation/Adjudication / Integration: Implementation of 6 Driver safety behavior mappings for charge codes
  - d. Funding source(s):
    - i. WYDOT internal
- 6. Facilitate crash-related safety analysis
  - a. Reason(s): To standardize a number of standard filters to identify whether various were associated with crashes and involved persons.
    - i. For example, whether winter weather was involved, or whether the crash counts as a "Run-off the road" crash.
    - ii. For example, alcohol suspected, improper restraint, etc.
    - iii. These factors ensure that all analysts use the same, agreed filter definition.
    - iv. These factors are invaluable for tracking progress to the Strategic Highway Safety Plan, for engineering-related analysis, for behavior-related studies, and for enforcement.
  - b. TRA Recommendation(s):
    - i. N/A
  - c. Measure(s):
    - i. Number of Crash Factors Implemented
    - ii. Number of Person Factors Implemented
  - d. Funding source(s):
    - i. FAST ACT §405c
    - ii. WYDOT internal
- 7. Improve the Crash / Driver Integration
  - a. Reasons:
    - i. To ensure that the driver-related data in the crash reports is correct as far as can be validated.
    - ii. To enable analyses linking drivers to the crashes in which they've been involved.
    - iii. To support the requirement for insurance.
  - b. TRA Recommendation(s):
    - i. CR-2
    - ii. DR-4
  - c. Measure(s):
    - i. Crash/Integration (Driver): % of WY driver crash records that match their licensing information (by DL#)
  - d. Funding source(s):
    - i. WYDOT internal
- 8. Improve Crash / Vehicle Integration
  - a. Reason(s):

- i. To ensure that the vehicle-related data in the crash reports is correct as far as can be validated.
  - ii. To improve the quality of the data shared with CarFAX, etc.
- b. TRA Recommendation(s):
  - i. CR-2
- c. Measure(s):
  - i. Crash/Integration (Vehicle): % of WY registered vehicle crash records that match their registration information (by License Plate #)
- d. Funding source(s):
  - i. WYDOT internal

See the associated document - **Traffic Records Systems Performance Measures** - for more details on the associated performance measure definitions and metrics.

## **Recommendations Not Being Addressed in FY2019**

The TRA Recommendations listed in the section below, that are not specifically listed in the Next Fiscal Year Goals listed above are not being addressed.

They are not being addressed for the following reasons:

- They are not high in the priority for Wyoming for this year
- They do not align with the current focus of the various agencies
- There is insufficient resources and/or funding to address them

## Measurable Performance Improvement

This section documents the achievement by Wyoming TRCC of measurable improvement on at least one performance measure.

The State of Wyoming declares measurable performance improvements in the following.

### Extension of the Wyoming LRS to cover all Public Roads

**Active Status: Active**

**Status of Improvement: Demonstrates Quantitative Improvement**

#### Measurement History

Number of route geometries in the ELRS (Enterprise LRS, previously LRS) table at the end of the measurement period.

Fiscal Year	Measurement Date	Original Count	New Count
2015	31-Mar-15	16211	
2016	31-Mar-16	16592	
2017	31-Mar-17	16832	
2018	31-Mar-18	16948	17232

#### Performance measure definition

*Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS.*

This performance measure is based on the R-C-2 model. (Since the ELRS includes all public road miles known to WYDOT, it is not appropriate to calculate the percentage of road miles covered by the ELRS, as that would always be 100%)

#### Performance measure method

The state will show measurable progress using the following method:  
Count the number of records in the GIS.ELRS\_ROUTE\_VALID\_FC\_SDO\_MV<sup>a</sup> table (which is the table consolidating the valid geometries). Thus, the count query has been adjusted to:

```
SELECT COUNT(*) FROM GIS.ELRS_ROUTE_VALID_FC_SDO_MV;
```

#### Change from previous period

- Additional geometries were added to address new roads added to the public road network (new construction, correcting previous omissions, etc.)

<sup>a</sup> NOTE: The same table was previously named GIS. ELRS\_ROUTE\_VALIDATION\_SDO.

**Measurement Result This Period**

The following is a screen shot of the results of the execution of the query:

```
7 • SELECT COUNT(*) FROM GIS.ELRS_ROUTE_VALID_FC_SDO_MV;
```

Data Grid

Messages | Data Grid | DBMS Output (disabled) | Query Viewer | Script Output

Navigation icons: Refresh, Print, Copy, Paste, Undo, Redo, Home, End, First, Last, Filter, Sort, Sum

COUNT(*)
16948



## Roadway Features/ Integration - Linkable MIRE Features

**Active Status: Active**

**Status of Improvement: Demonstrates Quantitative Improvement**

### Measurement History

Linkable MIRE roadway feature data elements available at the end of the measurement period.

Fiscal Year	Measurement Date	Count
2015	31-Mar-15	44
2016	31-Mar-16	45
2017	31-Mar-17	54
2018	31-Mar-17	57

### Performance measure definition

*Wyoming will improve the Integration of the Roadway system as measured in terms of an increase of the number of MIRE roadway feature data sets that can be linked with Crash (and other) data via location (typically LRS Route and Milepost locations).*

This performance measure is based indirectly on the R-I-1 model.

NOTE: By design, all roadway feature files are a) LRS compliant, meaning that all entries can be linked to the roadway basemap, and b) are dynamically segmented, meaning that each row in each table has ONLY the attribute(s) that correspond(s) to the table contents. For example, the file HF\_PAVEMENT\_TYPES only contains the type of pavement for the travelway and the shoulders. By definition, ALL records in that table have all the critical elements, and can be integrated with other features and other data sets.

The future intent is to measure, for each roadway feature, the % of roadway miles covered, in order to ensure that all applicable route segments exist. However, that measurement is not yet possible.

### Performance measure method

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

## Roadway Feature - Completeness / Roadway Names

**Active Status: Active**

**Status of Improvement: Demonstrated Improvement**

### Measurement History

The number of routes with names, and of names applied to routes at the end of the measurement period.

Measurement Date	Named routes	Count of Names
6-Mar-15	12484	16980
31-Mar-15	12491	16983
1-Apr-16	12550	17049
1-Apr-17	12570	17065
31-Mar-18	13564	18300

### Performance measure definition

*Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase in the number of validated roadway names that apply to the WYDOT public road LRS.*

WYDOT is also tracking progress through an additional way measuring the completeness of roadway names: *The measure is in terms of an increase in the number of validated roadway names available in the production version of the Global Names Table.*

These names are available in the production version of the Global Names Table. This is the "official" table that is available for use by the department, and is designated as the "True Source" (i.e. the "golden reference" for roadway names.)

This performance measure is based on the R-C-2 model. However, percentage cannot be used, since a) the LRS (road basemap) is still evolving and being improved, and b) WYDOT does not yet have a method to measure what percentage of the LRS is named, and c) some segments have (or should have) more than one valid name, and improvements there should also count.

### Performance measure method

Measure 1: Count the number of unique routes that have active roadway names in VW\_ROADWAY\_NAMES view in the PRODUCTION area on Oracle:

```
SELECT COUNT(UNIQUE(category||id_number||direction)) AS named_route_count
FROM roadway_names.vw_roadway_names@roadway_names_prod.dot.state.wy.us
WHERE active = 'Y'
;
```

Measure 2: Count the number of active name entries in VW\_ROADWAY\_NAMES view in the PRODUCTION area on Oracle :

```
SELECT COUNT(*) AS roadway_name_count
FROM roadway_names.vw_roadway_names@roadway_names_prod.dot.state.wy.us
WHERE active = 'Y'
;
```

See the associated document - **Traffic Records Systems Performance Measures** - for more details on the definitions and supporting evidence for these performance measures.

## Target Capabilities and Traffic Records Improvements Actions

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

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

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
1	Address expectations relative to TRCC, Exec TRCC	Set up a quarterly cycle of Exec TROC meetings, perhaps with a rotating set of focus topics (such as has been done for the TRCC)	2M	0	Matt, Chris	TRCC-3	Done (Ongoing)
2		Add <i>Data Quality reporting</i> as a regular TRCC agenda item. Regularly cover aspects such as a) what quality concerns have been encountered, and b) what quality actions have been taken and what benefits they've provided.	1H	0	Jim, Chris	TRCC-1	Done (Ongoing)
3		Add <i>Technical assistance/training</i> as a regular TRCC agenda item. Possibly discuss a) areas where different programs have benefited from assistance and/or have some expertise they'd be able to share, and b) areas where programs could take advantage of some new ideas or approaches.	2M	0	Jim	TRCC-4	Done (Ongoing)
4		Develop a Traffic Records Inventory document	1M	0	Joe	TRCC-5	Done
5						TRCC-2 TRCC-6 TRCC-7	???
6	Address expectations relative to Traffic Records Strategic Plan / Strategic Planning	Use the TRSP updates to drive the discussion in the TRCC meeting regarding the next projects for which Section 405 funds will be requested and applications submitted to NHTSA.	1H	0	Matt	TRSP-1	TBD
7		Ensure appropriate overall performance	1H	0	Jim, Joe	TRSP-1	Done

<sup>b</sup> See the section Traffic Records Assessment Recommendations for the numbered list of recommendations from the 2014 Wyoming TRA.  
 WyTRCC  
 State of Wyoming  
 Traffic Records Strategic Plan  
 May 4, 2018

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
		measures (for NHTSA Reporting requirements). Address the annual reporting requirements for Section 405 funding.					(Ongoing)
8		Enhance the TRSP structure: <ul style="list-style-type: none"> <li>• Create new section for the "Next proposed actions/projects"</li> <li>• Obtain cost estimates for those specific actions/projects (that would require funding)</li> <li>• Add info on potential funding sources for those actions/projects</li> </ul>	2M	0	Joe	TRSP-2	Done TBD
9		<ul style="list-style-type: none"> <li>• Add info on potential funding sources for those actions/projects</li> </ul>	2M	0	Karson J	TRSP-2	
10	Address key deficiencies / desires regarding Crash	Pursue an event location service, that would allot the user of various applications to: <ul style="list-style-type: none"> <li>• Use a map to pinpoint the location of the event (crash, code violation, etc.)</li> <li>• Handle various situations (along a roadway, off road, at / near an intersection)</li> </ul>	1H	H	Jim	CR-1	WIP (June)
11						TRSP-1 TRSP-3 TRSP-4 TRSP-5	???
12		Build out the intersection analysis capability, including <ul style="list-style-type: none"> <li>• Intersection Collision Diagram</li> <li>• Expanded intersection crash report</li> <li>• Scoring intersections by crash counts and severities</li> <li>• Ranking by Facility Type</li> </ul>	1H	M-H	Matt, Paris		Plan/Next
13		Draft new crash reporting system RFP	1H	H	Jim	CR-1	TBD
14		Put in place specific crash QA performance measures (and possibly enable linkage with PMI)	2M	L-M	Stacey	CR-1c CR-3	Done (Ongoing)
15		Enhance the crash quality management system for tracking trends, raising flags, communicate to law enforcement agencies	1H	L	Stacey	CR-4a	Plan/Next
16		Enhance the crash quality management system (QAF), to run GIS functions to validate locations	1H	L	Paris, Stacey	CR-2a	Plan/Next
17		Enhance the crash quality management system	1H	L	Paris,	CR-2c	Plan/Next

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
18		(QAF), to link to Driver Registration shadow DB to validate Driver data Enhance the crash quality management system (QAF), to link to Vehicle Registration shadow DB to validate Vehicle data	1H	L	Stacey Paris, Stacey	CR-1b	Plan/Next
19		Pursue approach to giving local agencies access to crash data and analysis capability, for example • Collision diagram • Analysis capability • Parametric reports	1H	H	Matt		Plan/Next
20		Support the building out of connectivity between RMS and WECRS to support law enforcement agency integration. Deploy additional safety analysis capabilities, such as: • HSM Predictive • Geometric Deficiency Index • Crash Factors • Hot Spots	2M	H	Karson J, Byron, Joe		Done (Ongoing)
21			1H	H	Matt		Done
22		Consider developing a County and/or City data set for analysis; consolidating aggregates of, for example: • Crash data • Driver registration • Vehicle registration • MVM/MT • Population • Lane miles • Injury data	2M	M	Matt	CR-1	TBD
23		Connect the Crash shadow database and the Driver registration shadow DB • For Crash QA • For Driver Services view on crashes	1H	0	Jim, Debbie T, Paris	CR-2a	Done
24		Connect the Crash shadow database and the vehicle registration shadow DB	1H	0	Jim, Debbie L,	CR-2c	Done

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n <sup>p</sup> #	Status
		<ul style="list-style-type: none"> <li>For Crash QA</li> <li>For Motor Vehicle view on crashes</li> <li>To identify discrepancies regarding vehicle owners</li> </ul>			Paris		
25	Address key deficiencies / desires regarding Vehicle Registration	<ul style="list-style-type: none"> <li>Develop a process flow chart that can be used to               <ul style="list-style-type: none"> <li>Identify bottlenecks / inefficiencies</li> <li>Identify improvement areas</li> </ul> </li> <li>Enhance the IT infrastructure               <ul style="list-style-type: none"> <li>Complete the setup (in InfoView) of the Vehicle Registration shadow DB</li> </ul> </li> <li>Develop and deploy links to crash and citation applications for retrieving               <ul style="list-style-type: none"> <li>Vehicle info web services (e.g. given a license plate number or a VIN)</li> </ul> </li> <li>Pursue a better strategic solution for VIN decoding, needed both for HWS and Motor Vehicle Services</li> <li>Link the Vehicle registration shadow DB to the Driver registration shadow DB in order to               <ul style="list-style-type: none"> <li>identify discrepancies regarding vehicle owners</li> </ul> </li> <li>Issues:               <ul style="list-style-type: none"> <li>The underlying RIS structure is set up to do this, however</li> <li>This would require changes with respect to the County Treasurers in how they register the data (and they are reluctant to worry about such changes)</li> </ul> </li> </ul>	1H	0	Debbie L	VEH-3	
26		<ul style="list-style-type: none"> <li>Enhance the IT infrastructure               <ul style="list-style-type: none"> <li>Complete the setup (in InfoView) of the Vehicle Registration shadow DB</li> </ul> </li> </ul>	2M	0	Paris E	VEH-2a	Done
27		<ul style="list-style-type: none"> <li>Develop and deploy links to crash and citation applications for retrieving               <ul style="list-style-type: none"> <li>Vehicle info web services (e.g. given a license plate number or a VIN)</li> </ul> </li> </ul>	2M	M-H	Jim, ETS, Maj. Walthers, Debbie L	CA-7	
28		<ul style="list-style-type: none"> <li>Pursue a better strategic solution for VIN decoding, needed both for HWS and Motor Vehicle Services</li> </ul>	1H	M	Jim, Debbie	VEH-2	
29		<ul style="list-style-type: none"> <li>Link the Vehicle registration shadow DB to the Driver registration shadow DB in order to               <ul style="list-style-type: none"> <li>identify discrepancies regarding vehicle owners</li> </ul> </li> <li>Issues:               <ul style="list-style-type: none"> <li>The underlying RIS structure is set up to do this, however</li> <li>This would require changes with respect to the County Treasurers in how they register the data (and they are reluctant to worry about such changes)</li> </ul> </li> </ul>	2M	0	Debbie, Debbie T, Paris	VEH-2a DR-6a	TBD
30		<ul style="list-style-type: none"> <li>Identify a set of performance measures to drive improvements, e.g.               <ul style="list-style-type: none"> <li>Process execution by the county clerks</li> <li>Process execution with WYDOT</li> </ul> </li> <li>Set up some data quality checks on the Vehicle registration shadow DB               <ul style="list-style-type: none"> <li>Set up the use of WEBI to perform ad-hoc queries to identify issues</li> </ul> </li> </ul>	2M	0	Debbie L	VEH-4	
31		<ul style="list-style-type: none"> <li>Set up some data quality checks on the Vehicle registration shadow DB               <ul style="list-style-type: none"> <li>Set up the use of WEBI to perform ad-hoc queries to identify issues</li> </ul> </li> </ul>	1H	0	Debbie L, Paris	VEH-4	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
32		<ul style="list-style-type: none"> <li>Perhaps leverage from the Crash QAF system</li> <li>Complete the Temp Tag project</li> <li>Prepare the RFP</li> <li>Procure the system</li> </ul>	1H	H	Debbie L		
33	Address key deficiencies / desires regarding Driver Registration	<ul style="list-style-type: none"> <li>Develop a process flow chart that can be used to <ul style="list-style-type: none"> <li>Identify bottlenecks / inefficiencies</li> <li>Identify potential improvement areas</li> <li>Possibly focus on a) the citation / driver services interaction, and/or b) the normal work flow (to prepare for the RIS replacement project)</li> </ul> </li> </ul>	1H	0	Debbie T	DR2 DR3	Underway
34		<ul style="list-style-type: none"> <li>Enhance the IT infrastructure</li> <li>Complete the setup (in InfoView) of the Driver Registration shadow DB</li> </ul>	2M	0	Paris E	DR-6a	Done
35		<ul style="list-style-type: none"> <li>Develop and deploy links to crash and citation applications for retrieving</li> <li>Driver info (e.g. given a Driver License number)</li> </ul>	2M	M-H	Jim, ETS, Maj. Walthers, Debbie T	CA-7	
36		<ul style="list-style-type: none"> <li>Set up a set of lookup tables, along with some basic documentation of the Driver registration shadow DB</li> </ul>	1H	0	Debbie T, Paris	DR-1 DR-6	Done
37		<ul style="list-style-type: none"> <li>Set up some data quality checks on the Driver registration shadow DB</li> <li>Set up the use of WEBI to perform ad-hoc queries to identify issues</li> <li>Perhaps leverage from the Crash QAF system</li> </ul>	1H	0	Debbie T, Paris	DR-6b	TBD
38		<ul style="list-style-type: none"> <li>Identify a set of performance measures to drive improvements</li> <li>Process execution by the field offices</li> <li>Process execution at HQ</li> </ul>	2M	0	Debbie T	DR-6a	Done (Ongoing)
39						DR-5	???
40	Address key deficiencies / desires regarding Roadway Features	<ul style="list-style-type: none"> <li>Set up some data quality checks on the Roadway feature data sets in the SPOD</li> <li>Ensure compliance with the LRS conventions</li> <li>Identify other consistency checks to apply</li> </ul>	1H	0	Martin, Vince, Paris	RW-4	



ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
41		Bring in the FHWA RDIP team	2M	0	Martin	RW-2	Done
42		Enhance the GIS and IT infrastructure <ul style="list-style-type: none"> <li>Extend/Expand the SPOD and GIS work to include LRS Conventions</li> </ul>	2M	0	Vince G		Done
43		Put in place the capability for local agencies to access: <ul style="list-style-type: none"> <li>Intersection maintenance tool (so locals can input data on their intersections)</li> </ul>	2M	L	Martin, Matt	RW-3	
44		Pursue getting additional data sets collected and in the SPOD, such as <ul style="list-style-type: none"> <li>Superelevation</li> <li>Roadside Hazard Index</li> <li>Intersection features</li> </ul>	1H	M-H	Martin, Paris	RW-1	WIP
45		Identify a set of performance measures to drive improvements <ul style="list-style-type: none"> <li>Process execution by the field offices</li> <li>Process execution at HQ</li> </ul>	2M	0	Martin	RW-5	
46		Pursue ability to give local agencies access to roadway feature data, such as <ul style="list-style-type: none"> <li>Functional Classification</li> <li>Ownership</li> <li>Lanes, widths (LOG file)</li> <li>Intersections</li> <li>Roadway names</li> </ul>	2M	M-H	Martin, Matt, Paris	RW-3	
47	Citations / Adjudication: Penalties and Sanctions Tracking System (tracking administrative penalties and sanctions, especially DUI)	Develop a pragmatic plan to connect the various systems to improve the ability to link data regarding crashes, citation and adjudication, and driver records regarding penalties and sanctions (especially DUI; alcohol or drugs) <ul style="list-style-type: none"> <li>Be able to compare citations, convictions, and penalties with the crashes</li> <li>Be able to ensure that penalties decided by the courts are properly applied</li> <li>Be able to show the impacts of the penalties applied</li> <li>Have the necessary inter-system linkages in</li> </ul>	1H	H	Debbie T, TBD (Judicial), Jim, Debbie	CA-4a CA-2a CA-5	

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
		<p>place (citation and adjudication, driver registration, vehicle registration)</p> <ul style="list-style-type: none"> <li>Reduce the work level to track the adjudication impacts on driver license status, motor vehicle status</li> </ul> <p><b>Recommend: meeting between Driver Services, Motor Vehicle, HWS, and Supreme Court (and possibly one or two of the Municipal courts already working with the Supreme Court) to identify actions this year, and likely actions next year; minutes would be the plan.</b></p>					
48	Address key deficiencies / desires regarding Citations and Adjudication	Support build out of e-citations, including the submittal of citations from various agencies into the Supreme Court's Gateway repository	1H	H	TBD (Judicial)	CA-5	
49		Pursue approach to getting adjudication updates from various court systems into the Supreme Court's Gateway repository	1H	H	TBD (Judicial)	CA-5	
50		Identify a set of performance measures to drive improvements, e.g. <ul style="list-style-type: none"> <li>Submittal of citations from law enforcement agencies</li> <li>Update of adjudication information from courts</li> </ul>	2M	0	TBD (Judicial)	CA-8	
51		Set up some data quality checks on the Citation Gateway repository <ul style="list-style-type: none"> <li>Ensure that data being submitted meets user's needs</li> </ul>	2M	0	TBD (Judicial)	CA-8	
52		Connect the Oracle Shadow Driver Registration data to Supreme Court's citation gateway to pilot the Driver Registration / Citation connection link <ul style="list-style-type: none"> <li>Be able to frequently (e.g. daily) see the new adjudications that have been handed down that should be applied to drivers (suspensions, revocations, and interlocks)</li> <li>Be able to compare the Driver Registration data (updated from RIS) to identify drivers for whom RIS was not updated</li> </ul>	1H	M-H	Debbie T, TBD (Judicial), Paris	CA-2a DR-4	TBD

ID #	Strategic Area	Specific Projects or Actions	Pri	Cost	Owner(s)	TRA Rec'n #	Status
53		Address NIBRS guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD		
54		Address NLETS guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD		
55		Address LEIN guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD		
56		Address MIDRIS guidelines as per efforts underway and/or additional actions/projects	2M	TBD	TBD	CA-6	
57						CA-1 CA-3	???
58	Address key deficiencies / desires regarding Injury Surveillance	Track injury information regarding crashes across different levels (EMS, emergency, trauma, and hospital)	2M	TBD	TBD	INJ-1	
59		Consolidate the view of records from emergency departments across hospitals	2M	TBD	TBD	INJ-1a	
60		Include Emergency Department data in Injury Surveillance	2M	TBD	TBD	INJ-1a	
61		Include rehabilitation data in Injury Surveillance	2M	TBD	TBD	INJ-1a	
62		Include Vital Records data in Injury Surveillance	2M	TBD	TBD	INJ-1a	
63		EMS Performance Measures	2M	TBD	TBD	INJ-1a	
64		EMS Quality Assurance	2M	TBD	TBD		
65		Emergency/Hospital Quality Assurance	2M	TBD	TBD		
66		Identify and implement a set of Emergency/Hospital Performance Measures that will help drive the desired improvement	2M	TBD	TBD		
67		Connect WECRS with Injury Surveillance system in order to: <ul style="list-style-type: none"> <li>• Make insurance information collected by the officer available for the EMS providers</li> <li>• Improve crash data regarding EMS runs</li> <li>• Improve crash data regarding injury severity</li> </ul>	2M	M	Jim, Jay	INJ-1c	TBD

## Traffic Records Assessment Recommendations

The following pages cover the recommendations extracted from the Wyoming Traffic Records Assessment, dated December 8, 2014.

### Traffic Records Coordinating Committee Management (TRCC)

1. The first item for the State to consider is creating a formal quality control program for which WYTRCC provides oversight.
  - a. It could choose to monitor a set of performance measures already included in the Traffic Records Strategic Plan, or periodically review quality control or quality improvements ongoing in the six core areas, or opt to create some new measures of performance related to its priority projects.
  - b. Whatever it might choose to do in this area, the responsibility should be assigned and the actions documented systematically in meeting agendas and notes.
2. Another area of opportunity concerns the ability to report on federal funds used to support traffic records improvement projects in the form of an inventory, and to consider leveraging multiple funding sources to advance key traffic records projects.
  - a. The Advisory Appendices contain a listing of the funding sources available from FHWA, FMCSA, and NHTSA on page 121.
3. Email-only communications between the two committees limit dialog, and an executive committee that has not met formally or by conference call for two years. However, both committees have opportunities to create a more collaborative relationship with one another.
  - a. WYTRCC should consider reaching out to the WYTROC by requesting a meeting to report on the great achievements of the past five years and to discuss the vision for the next five years.
  - b. WYTROC should ask to hold a joint meeting with WYTRCC to prepare sets of responsibilities for each tier and incorporate these into the Charter.
  - c. WYTROC needs to see that their promotion of the mission and work of the technical committee within the executive ranks of the State is crucial to future success.
4. Establishing a more systematic, ongoing process to address technical assistance and training needs of personnel among the six core systems is another area of opportunity. This area was well attended in the past, when training was obviously needed for successful project implementation. However, valued improvements can sometimes be attained by training alone, independent of technological changes. These training opportunities may never surface without some sort of outreach effort by WYTRCC to identify them for inclusion in the Traffic Records Strategic Plan.
5. Another area of low-hanging fruit for WYTRCC is creation a traffic records inventory.
  - a. Each core system representative in WYTRCC should consider writing their own portion, summarizing major attributes, identifying the custodial agency, data collectors, data dictionaries, means of data access and by whom, and linkages with related data files or other core system data files.

- b. Describing each core system would be useful in conveying, both within WYTRCC and outside of Wyoming, a general description of the Wyoming traffic records system. This would help everyone involved in the next assessment.
- 6. The question the committees need to ask themselves is what can be done to continue to improve their traffic records systems? Are the people who could imagine and propel the next wave of improvements already on board, or is there a need for recruiting new members? Are there separate traffic records initiatives within the State in need of communication, cooperation, and coordination?
  - a. They need to be coaxed into WYTRCC by seeing participation as mutually advantageous.
  - b. The executive committee needs to decide whether they are going to take a leadership role in developing a coordinated, effective statewide traffic records system.
- 7. There are two challenges that states deal with in creating a successful statewide safety program.
  - a. One is finding a champion that is well respected across state agencies, and the second is finding individuals within each agency who can make decisions and advance safety programs within their realm of influence.
  - b. State safety activists drive the traffic records system to perform, while traffic records performance enables the highway safety program to succeed.
  - c. Agency directors should consider the proven value of WYTRCC and the indispensable foundation that traffic records provides to the Wyoming safety community, and act to ensure its greater effectiveness in the future.

## Strategic Planning (TRSP)

- 1. While the WYTRCC identified a priority setting method in the Strategic Plan to establish priority of proposed projects the WYTRCC could benefit from developing and documenting a more formalized prioritization process.
  - a. The prioritization process, when combined with identifying the performance measure impacted and the funding source, would provide a higher level of confidence when communicating to the Wyoming Traffic Records Oversight Committee (WYTROC), agency heads and other decision makers.
- 2. The Traffic Records Strategic Plan does not include funding allocations or identify funding sources.
  - a. The plan does not fiscally constrain the objective or proposed actions, but instead, works to identify projects that meet the objectives and could happen in a 1 - 3 year time frame.
  - b. The strategic plan essentially identifies and prioritizes projects but does not attempt to estimate costs for those projects, which is often difficult at the concept stage of a project.
  - c. However, it can be beneficial to take the most highly prioritized projects and estimate costs for them. Then use the estimated costs to identify anticipated funding sources for those projects. This information can then be refined as more information for the project becomes known.
- 3. The Traffic Records Strategic Plan does not identify a process for leveraging federal funds and assistance programs specifically.

- a. The strategic plan does not contain any information regarding funding and does not identify technical assistance as a direct need and there is no evidence that these items were considered as part of the strategic planning process.
  - b. The process of leveraging various funding sources to support as many strategies as possible in the strategic plan offers an opportunity for the WYTRCC to maximize all funds that may be available federal, state and private for traffic records initiatives.
4. The Traffic Records Strategic Plan does not contain life cycle cost information and it does not appear that this is used in the prioritization or identification of traffic records improvement projects.
  5. The major weakness in the Strategic Plan is the absence of consideration by the WYTRCC of the funding allocations of projects, leveraging of the various funding sources available, and life cycle costs of the major projects proposed.
    - a. These concerns are considered the province of the custodians of the traffic records components affected by any proposed projects.

## Crash (CR)

1. HSP takes great care to assure accuracy and make corrections to crash reports, but these efforts have not yet been translated into the development of formal performance measures, establishment of baselines, and the monitoring and reporting of progress outside of HSP.
  - a. The State is encouraged to expand their data quality initiatives through development of a formal data quality management program.
  - b. The formal plan should include all the quality initiatives (timeliness, accuracy, completeness, uniformity, integration and accessibility).
  - c. The WYTRCC could start by identifying strategies from the Model Performance Measures for State Traffic Records Systems document and the Traffic Records Program Assessment Advisory that best suit the committee's strategic goals.
  - d. A number of quality initiatives have been implemented incrementally and could be included in the formal data quality management program.
2. Data interfaces vary widely among the Crash File and the other core systems.
  - a. Queries against the Crash and Driver Files can answer case by case questions involving both data files, but a complete linkage is not in place.
  - b. A similar situation exists for the interface of the Crash and Citation/Adjudication Files.
  - c. Wyoming does not currently have an interface of the Crash System with the Vehicle System or with the Injury Surveillance System.
3. Numeric goals were not found in the performance measures per se, but the State has established numeric goals for its data processing work, especially concerning timeliness.
4. While HSP generates a summary report for timeliness of investigating officers in submitting crash reports, HSP has nothing equivalent to it for providing feedback on accuracy and completeness.

- a. In these areas it relies on e-mail and telephone calls to police departments. While this method appears to work in Wyoming, being a small state, the State should consider a more systematic process for providing feedback to officers and police agencies.

## Vehicle (VEH)

1. The Wyoming vehicle registration documents should be barcoded (at least using the 2D standard) to allow law enforcement in the field to obtain fast and accurate access to the vehicle information.
2. Also, the State should establish procedures to flag or identify vehicles reported as stolen to law enforcement authorities.
3. Next, the State may consider creating a process flow diagram that describes the vehicle system's key data processes, including the information on the time required to complete each step from the initial event to final entry into the vehicle system.
4. The major area for improvement of the Wyoming vehicle data system is within the data quality control programs.
  - a. The State should consider developing a formal data quality management program for the vehicle data system. This would give the State the ability to fully understand the quality of their vehicle data system in terms of the timeliness, accuracy, completeness, uniformity, integration, and accessibility.
  - b. Key characteristics of a quality control program are the creation of performance measures for each of the quality attributes, periodic independent sample-based audits to examine vehicle reports, and comparative trend analyses to identify unexplained differences in data across years and jurisdictions.
  - c. Finally, data quality feedback from key users should be regularly communicated to data collectors and managers and data quality reports should be created and provided to the State's TRCC committee for regular review.
  - d. Once formed, a formal data quality control program will be a great tool for data managers and users to quickly recognize areas of potential improvement.

## Driver (DR)

1. Not all valid data element attributes are documented in the data dictionary.
  - a. A project is underway to review the PREDICT Data Dictionary to determine what revisions are needed.
  - b. It is recommended that the project to review the PREDICT Data Dictionary be expedited.
2. The State driver data system does not have process flow diagrams outlining key steps in the licensing process, error corrections or quality control procedures. Driver Services relies on the information in the Driver Examiner's Policy and Procedure Manual and checks built into the RIS to process license transactions.

3. The State might consider creating these process flow diagrams for all licensing transactions to identify potential efficiencies and enhancements that could be added to the RIS.
4. The State driver data system does not have links to the crash, citation or adjudication systems.
  - a. Wyoming does not have a DUI tracking data system.
5. Driver Services did not identify any biometric technologies (photo first, fingerprinting checks, facial recognition, etc.) that may be used to ensure applicant identity.
  - a. Employing acceptable biometric technologies supports the document examination effort, ensures the correct person is being licensed and avoids the issuance of multiple licenses to an individual. Driver Services should study the biometric technologies that could be employed to ensure applicant identity.
6. The State driver data system does not have a formal comprehensive data quality management program.
  - a. Timeliness, accuracy, completeness, uniformity, integration and accessibility performance measures have not been established.
  - b. Periodic management audits are used to ensure the quality of driver data system.
  - c. The State should consider creating and implementing a comprehensive data quality management program that incorporates the quality control measures identified in the Traffic Records Program Assessment Advisory

## Roadway (RW)

1. WYDOT collects many of the Fundamental Data Elements; however, this is limited to state maintained roadways and HPMS segments on non-system roadways.
  - a. WYDOT should also consider expanding the collection of FDE's onto more non-system roadways, especially since those make up the bulk of the roadway system. This would allow WYDOT to build on the excellent foundation that is currently in place.
2. WYDOT is also encouraged to participate in the FHWA Roadway Data Improvement Program (RDIP), if this has not already been done.
  - a. The Wyoming Traffic Records Coordinating Committee (WYTRCC) should be involved and assist with this effort
3. The WYDOT enterprise roadway data systems, and specifically the SPOD, are not accessible to local transportation agencies or MPO's.
  - a. These agencies must submit a request to obtain WYDOT maintained data.
  - b. While resources and technical challenges likely exist, allowing for web based external access to SPOD by local agencies or MPO's could greatly benefit accessibility and use of the wealth of data WYDOT has in place.
4. WYDOT does not currently support a formal data quality control program.
  - a. Data errors are identified primarily through routine use.



- b. The WYDOT should consider developing a formal data quality control program that includes both edit checks and validation rules, performed as data is added or modified to individual roadway files.
  - c. The findings from this program, once established, could be shared with the data collectors and used to develop training programs.
  - d. The RDIP, mentioned earlier, or participating in NHTSA sponsored GO-Teams could assist the State in establishing a formal quality control program.
5. WYDOT has not established formal performance measures for their roadway system.
- a. Performance measures are useful for establishing goals for data improvement and measuring successes as data improvement projects are implemented.
  - b. NHTSA has published the Model Performance Measures for State Traffic Records Systems document that provides guidance in developing performance measures and formal quality control programs.
  - c. FHWA has also published a guidance document titled, Performance Measures for Roadway Inventory Data.
  - d. All of these programs could assist Program Managers at WYDOT In their data improvement efforts.

#### Citation / Adjudication (CA)

1. Currently, Driver Services conducts a manual follow-up contact to courts who have not reported conviction information on DUI cases more than twelve months old.
2. The Wyoming citation and adjudication systems are not linked to other traffic record systems.
  - a. There are no links to the driver file other than the electronic report of conviction data from SCIS and no links to vehicle data.
  - b. The only linked data between the citation system and the crash file was the reporting of charges filed by the investigating officer when they are recorded on the crash report.
3. It is unclear what municipal citation data quality management processes are in place since no information was provided regarding municipal court citation processing other than adjudication reporting.
4. The Wyoming citation and adjudication systems do not have a comprehensive data quality management programs.
  - a. Timeliness, accuracy, completeness, uniformity, integrations, and accessibility measures have not been established for either the e-citation or the SCIS.
5. Wyoming would benefit from encouraging additional municipalities to participate in the e-citation systems and the WyCite Global Citation Repository to establish a formal citation tracking system that monitors citations from their issuance through to final conviction and reporting to the driver's record.
6. The State would benefit from developing a DUI case tracking system consistent with the MIDRIS guidelines to ensure that offenders are properly sanctioned and that administrative sanctions are applied.

7. The State would benefit from developing citation system interfaces with the driver and vehicle systems. The ability to review information and to auto-populate driver and vehicle information in the citation and crash reports increases the accuracy and enhances officer safety.
8. The State would benefit from developing a formal data quality management program for the citation and adjudication systems.
  - a. Timeliness, accuracy, completeness, uniformity, integration, and accessibility measures can provide managers the ability: to identify areas for program improvement; identify system problems; identify user training needs; and develop data to support funding requests for further system enhancements.

### EMS / Injury Surveillance (INJ)

1. Encourage the Wyoming Department of Health (WDH) staff to participate in the TRCC and to periodically provide data updates related to motor vehicle crashes and injuries.
  - a. Pursue the inclusion of emergency department data that will allow WDH and their partners to better identify changes in injury patterns and increase their analysis capabilities.
  - b. Support efforts to improve data integration between WATRS and the crash reporting system using the supplemental elements included in the trauma registry.
  - c. Develop performance measures using existing reporting requirements (i.e. submission times and validity scores).

### Data Use and Integration (INT)

1. Wyoming's evolutionary improvements in statewide traffic records data integration should include formal policy development and acceptable governance for continued and expanded data integration.
  - a. The benefit to both stake holders and potential data users alike will offer the assurance of appropriate data access on a regular basis while the confidentiality of individuals and services is guaranteed.
  - b. Through this process all attempts should be made to ensure that the Wyoming Traffic Records Coordinating Committee (WYTRCC), with comprehensive representation of data stakeholders, have input to future development of data integration strategies.
  - c. This formal process will ensure that all aspects of direct data linkage are examined and again will offer the highest probability of successful implementation. Initial areas for the biggest advantage and knowledge gained would be the expansion of crash data integration with the driver record, vehicle, citation and injury surveillance datasets.



# **State of Wyoming** **Traffic Records Systems Performance Measures**

*Updated With FY 2018 Results*  
*(as of March 31, 2018)*

***Wyoming Traffic Records Coordinating Committee***  
***and the***  
***Highway Safety Program***

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

Joe McCarthy – JDI Consulting, LLC



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NOTE: The period for the performance measures is April 1 - March 31 for each year.  
 The end-of-period measurements this year were made between April 1 and April 6, 2018.  
 The last date of editing of this document is May 4, 2018.



## 1. Crash / Timeliness

**Active Status:** Active

**Status of Improvement:** Did Not Improve

### Measurement History

Showing the average number of days from incident to available in the Crash database, along with the percent of reports submitted in 10 days or less entered during the measurement period.

Fiscal Year	Measurement Period	Average	% <= 10 days
2014	1-Apr-12 - 30-Mar-13	10.5	68.9
2015	1-Apr-13 - 30-Mar-14	9.9	69.3
2016	1-Apr-14 - 30-Mar-15	9.5	72.4
2017	1-Apr-15 - 30-Mar-16	9.9	72.9
2018	1-Apr-16 - 30-Mar-17	8.0	75.4
2019	1-Apr-17 - 31-Mar-18	10.4	74.5

### Performance measure definition

*Wyoming will improve the Timeliness of the Crash system as measured in terms of a decrease of the average number of days from event to available in the database.*

This performance measure is based on the C-T-1 model.

NOTE: Now that the **average** time has been reduced to a much more acceptable level, the focus is starting to shift to pay more attention to the "stragglers". Thus, Wyoming is starting tracking an additional performance measure to get a better indication as to how bad the outliers are:

*Wyoming will improve the Timeliness of the Crash system as measured in terms of a increase of the percent of crashes entered into the crash database within 10 days.*

This performance measure is based on the C-T-2 model.

### Performance measure method

These measures are based on the difference between the Incident Date and the Date Entered for all records entered into the database during the measurement period (Apr 1-Mar 31).

NOTES:

- This calculation method is in keeping with the feedback received from NHTSA regarding the calculation of incident date to entered date; looking at the records entered during a certain time period rather than the incidences that occurred during a time period.

The query to generate the report is :

```
-- WHOLE SHEBANG
SELECT
    ROUND(avg_delay,2)AS avg_delay,
    ROUND(LTE_10_count/total_count*100,1) AS under_10_pct
FROM
(
    SELECT COUNT(*) AS total_count,
        SUM(lte_10) AS LTE_10_count,
```



```
AVG(delay) AS avg_delay
FROM (
SELECT
    datinitialsubmission - crashdatetime AS delay,
    CASE WHEN datinitialsubmission - crashdatetime <=10 THEN 1 ELSE 0
    END AS lte_10
FROM wecrs.vw_crash A INNER JOIN wecrs.crash_agency B
    ON A.intreportid = B.intreportid
WHERE datinitialsubmission BETWEEN '01-APR-2016' AND '31-MAR-2017'
AND chrclasstype = 'G'
)
)
;
```

### Measurement Result This Period

The following is a screen shot of the results of the execution of the above script.

AVG_DELAY	UNDER_10_PCT
10.43	74.5

### Changes from previous measurement period

- There were significant pressures (esp. staffing) reducing the effort on overall QC and communication with the officers.

## 2. Crash / Accuracy

**Active Status: Active**

**Status of Improvement: Did Not Improve**

### Measurement History

Percentage of crash reports that have no errors in primary location fields entered during the measurement period.

Fiscal Year	Measurement Period	% of crash reports with no errors
2017	1-Apr-15 - 30-Mar-16	64.05
2018	1-Apr-16 - 30-Mar-17	94.17
2019	1-Apr-17 - 31-Mar-18	93.74

### Performance measure definition

Wyoming will improve the Accuracy of the Crash system as measured in terms of a increase the percentage of crash records with no location errors.

This performance measure is based on the C-A-1 model (knowing that the location is one of the most important of the critical elements of the crash data).

### Performance measure method

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

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

- The date range will always be from April 1 to March 31, covering a one-year period
- If no location method used, the report will be counted as an error
- If any location method is invalid, the report will be counted as an error
  - A route & milepost location method is used, but is invalid (either the route or the milepost for that route does not exist)
  - A lat/long location method is used, but is invalid (does not exist in the state)
  - An intersection (on/at) is invalid (does not exist in the state)
- If any two location methods give significantly different locations (more than 500 feet, or ~ 0.1 miles), the report will be counted as an error
  - If a crash was located by both lat/long and route & milepost, and the location given by the lat/long is not equivalent to the location specified by the route & milepost.
  - If a crash was located by both lat/long and intersection (on/at), and the location given by the lat/long is not equivalent to the location specified by the intersection (on/at).
  - If a crash was located by both route & milepost and intersection (on/at), and the location given by the route & milepost is not equivalent to the location specified by the intersection (on/at).

The query to generate the report is in this attached file:



20180406-Check Valid Locations V4.2.2.sql



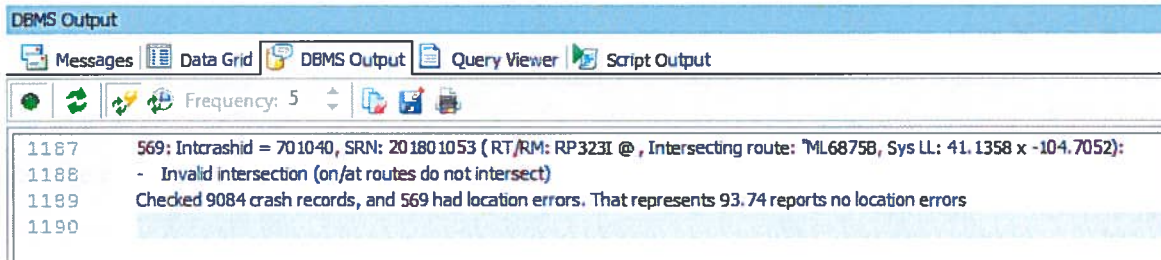
NOTE: This data for this performance measure is currently being collected AFTER correction by the HWS Data Management team. In the future, the crash location accuracy will be measured BOTH *before* (i.e. on the crash reports as submitted by the officers) AND *after* (once the crashes are geo-located by HWS).

**Changes from previous measurement period**

- Some further minor improvements were made in the QC process

**Measurement Result This Period**

The following is a screen shot of the results of the execution of the script.





### 3. Extension of the Wyoming LRS to cover all Public Roads

**Active Status:** Active

**Status of Improvement:** Demonstrates Quantitative Improvement

#### Measurement History

Number of route geometries in the ELRS (Enterprise LRS, previously LRS) table at the end of the measurement period.

Fiscal Year	Measurement Date	Original Count	New Count
2015	31-Mar-15	16211	
2016	31-Mar-16	16592	
2017	31-Mar-17	16832	
2018	31-Mar-18	16948	17232

#### Performance measure definition

Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase of the number of valid routes (geometries in the WYDOT ESRI GIS) for the public road LRS.

This performance measure is based on the R-C-2 model. (Since the ELRS includes all public road miles known to WYDOT, it is not appropriate to calculate the percentage of road miles covered by the ELRS, as that would always be 100%)

#### Performance measure method

The state will show measureable progress using the following method:

Count the number of records in the GIS.ELRS\_ROUTE\_VALID\_FC\_SDO\_MV<sup>a</sup> table (which is the table consolidating the valid geometries). Thus, the count query has been adjusted to:

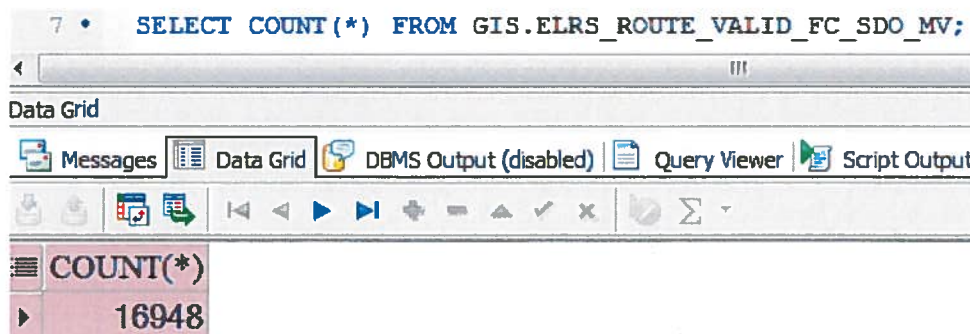
```
SELECT COUNT(*) FROM GIS.ELRS_ROUTE_VALID_FC_SDO_MV;
```

#### Change from previous period

- Additional geometries were added to address new roads added to the public road network (new construction, correcting previous omissions, etc.)

#### Measurement Result This Period

The following is a screen shot of the results of the execution of the query:



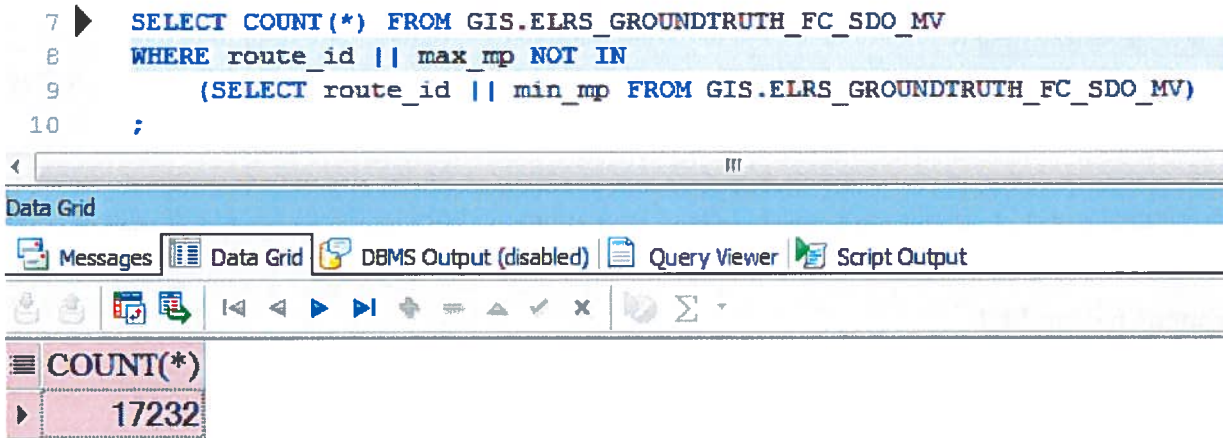
<sup>a</sup> NOTE: The same table was previously named GIS.ELRS\_ROUTE\_VALIDATION\_SDO.



**NOTE:** Starting in 2017, WYDOT has embarked on an effort to revamp the LRS, with a GROUND TRUTH version that includes every geometry that covers every component of the LRS (including optional turns, access/egress legs to roundabouts, etc.).

Thus, starting this year and going forward, WYDOT will track the number of unique, non-contiguous route segments via the following query:

```
SELECT COUNT(*) FROM GIS.ELRS_GROUNDTRUTH_FC_SDO_MV  
WHERE route_id || max_mp NOT IN  
  (SELECT route_id || min_mp FROM GIS.ELRS_GROUNDTRUTH_FC_SDO_MV)  
;
```



#### **Changes from previous measurement period**

- A significant effort was applied to improving the overall Statewide LRS, adapting to various users including Planning (for HPMS and roadway feature inventory), Highway Safety (for many uses), and to prepare the ground for map-based crash reporting.

## 4. Crash / Driver Integration

Active Status: Active

Status of Improvement: Demonstrates Quantitative Improvement

### Measurement History:

Driver (crash operator) records in the crash database involving Wyoming drivers that are linked to the driver registration data for the measurement period.

Fiscal Year	Measurement Period	Linked Records	Total records	% Records Linked
2015	1-Apr-14 - 30-Mar-15		17303	0.0
2016	1-Apr-15 - 30-Mar-16	15535	16875	92.1
2017	1-Apr-16 - 30-Mar-17	14745	15853	93.0
2018	1-Apr-17 - 31-Mar-18	12151	13022	93.3

### Performance measure definition

Wyoming will improve the Integration of the Driver License / History system as measured in terms of an increase in the % of crash\_operator records for Wyoming registered drivers that are linked to the driver registration data set.

This performance measure is based on the C-I-1 model.

### Performance measure method

Count the number of crash driver records that successfully link with the driver registration data compare to the total number of crash operator records for Wyoming registered drivers for the year:

- The linkage is based on matching driver's license numbers between the driver licensing records (hws\_reporting.drivers\_full) and the crash driver records (wecrs.crash\_operator).
- A check against "false positives" is performed by comparing a "collapsed" version of the last names from the driver licensing and driver crash records. The collapsing removes all vowels, converts any double letters to single letters, and converts "CK" to "K".

```
-- RUN CONNECTED AS WECRS_RO
-- This provides the COUNTS for the Performance Measure
SELECT
    COUNT(dln) AS linked_WY_drivers,
    COUNT(vchdlnumber) AS total_WY_drivers,
    ROUND(COUNT(dln)/COUNT(vchdlnumber) *100,2) AS percent_linked
FROM
(
    SELECT
        vchdlnumber, dln
    FROM wecrs.crash_operator CO
    INNER JOIN wecrs.crash_involved CI ON CI.intinvolvedid = CO.intinvolvedid
    INNER JOIN wecrs.crash CR on CI.intcrashid = CR.intcrashid
    LEFT OUTER JOIN hws_reporting.drivers_full DR
        ON REGEXP_REPLACE (CO.vchdlnumber, '-')= REGEXP_REPLACE (DR.dln, '-')
    AND (
        REGEXP_REPLACE (
            REGEXP_REPLACE (
                REGEXP_REPLACE(last_name, '[AEIOUY]' )
                , 'CK', 'K')
                , '...', '.')
            =
```



```

REGEXP_REPLACE (
REGEXP_REPLACE (
REGEXP_REPLACE(vchinvolvedlastname, '[AEIOUY]' )
, 'CK', 'K')
, '.', '.')
)
WHERE vchdlstatefips='WY56'
AND datcrashdate BETWEEN '01-APR-2017' AND '31-MAR-2018'
)
;
    
```

Until 2015, it was not possible to link the drivers with the crash data, and thus the % linked was 0.

**Measurement Result This Period**

The following is a screen shot of the results of the execution of the script.

LINKED_WY_DRIVERS	TOTAL_WY_DRIVERS	PERCENT_LINKED
12151	13022	93.31

**Changes from previous measurement period**

- Overall data quality reports continue to be sent to law enforcement agencies over the last year.
- Some further steps have been made to identify and correct the specific records that do not match.

## 5. Roadway Features/ Integration - Linkable MIRE Features

**Active Status: Active**

**Status of Improvement: Demonstrates Quantitative Improvement**

### Measurement History

Linkable MIRE roadway feature data elements available at the end of the measurement period.

Fiscal Year	Measurement Date	Count
2015	31-Mar-15	44
2016	31-Mar-16	45
2017	31-Mar-17	54
2018	31-Mar-17	57

### Performance measure definition

*Wyoming will improve the Integration of the Roadway system as measured in terms of an increase of the number of MIRE roadway feature data sets that can be linked with Crash (and other) data via location (typically LRS Route and Milepost locations).*

This performance measure is based indirectly on the R-I-1 model.

NOTE: By design, all roadway feature files are a) LRS compliant, meaning that all entries can be linked to the roadway basemap, and b) are dynamically segmented, meaning that each row in each table has ONLY the attribute(s) that correspond(s) to the table contents. For example, the file HF\_PAVEMENT\_TYPES only contains the type of pavement for the travelway and the shoulders. By definition, ALL records in that table have all the critical elements, and can be integrated with other features and other data sets.

The future intent is to measure, for each roadway feature, the % of roadway miles covered, in order to ensure that all applicable route segments exist. However, that measurement is not yet possible.

### Performance measure method

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

The MIRE compliant roadway features currently available are listed in the table below. The \* column is used to indicate the Fundamental Data Elements from MIRE.

#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
1	1			County names (geospatial)	COUNTIES_FC	GIS
2	2			County codes (geospatial)	COUNTIES_FC	GIS
3	3			WYDOT Districts (geospatial)	WYDOT_DISTRICTS_FC	GIS
4	6			City Urban limit names (geospatial) City Corporate limit names (tabular)	URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
5	7			City Urban limit codes (geospatial) City Corporate limit codes (tabular)	URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
6	8	*		LRS Route specifications (geospatial)	ELRS	GIS
7	9	*		Roadway name	ROAD_NAMES_MV	ROADWAY_NAMES
8	10	*		LRS Route begin point	ELRS_PLANNING_VALID_FC_SDO_MV	GIS
9	11	*		LRS Route end point	ELRS_PLANNING_VALID_FC_SDO_MV	GIS



#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
10	12	*		<i>Segment identifier (local paved/un-paved roads)</i>	ELRS_PLANNING_VALID_FC_SDO_MV	GIS
11	19	*		Functional class	FUNCTIONAL_CLASS_VW	SPOD
12	20	*		Rural/Urban Designation	Function using URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
13	23	*		Roadway surface type	HF_PAVEMENT_TYPES	HYFEATURE
14	23	*		<i>Surface Type (local paved roads)</i>	LRS_SURFACE_TYPE_MV	SPOD
15	31	*		<i>Through Lanes (local paved roads)</i>	LRS_THROUGH_LANES_MV	SPOD
16	43			Right shoulder surface type	HF_PAVEMENT_TYPES	HYFEATURE
17	44			Right shoulder width	HYFEATURE_PAVEMENT_WIDTH S_VW	SPOD
18	46			Right shoulder rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
19	47			Left shoulder surface type	HF_PAVEMENT_TYPES	HYFEATURE
20	48			Left shoulder width	HYFEATURE_PAVEMENT_WIDTH S_VW	SPOD
21	50			Left shoulder rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
22	53			Median width	HF_MEDIANS	HYFEATURE
23	54	*		Median type	HF_MEDIANS	HYFEATURE
24	58			Median shoulder rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
25	75			Terrain (mountainous, rolling, flat)	HS_SAFETYINDEX_SECTIONS_MV	SPOD
26	79	*		AADT	AA_PMS_TRAFFIC_SECTIONS_MV	SPOD
27	80	*		AADT Year	AA_PMS_TRAFFIC_SECTIONS_MV	SPOD
28	89			K-factor of vertical curve	HYFEATURE_VERTICAL_MV	SPOD
29	91	*		One/Two-Way Operations	ELRS_GROUNDTRUTH_FC_SDO_MV	GIS
30	92			Regulatory Speed Limits	SPEED_LIMIT_VW	SPOD
31	104			Centerline rumble strip type	RUMBLE_STRIP	HIGHWAYSAFETY
32	108		1	In horizontal curve	HYFEATURE_HORIZONTAL_MV	SPOD
33	109			Horizontal curvature radius	HYFEATURE_HORIZONTAL_MV	SPOD
34	116			Vertical curve Crest/Sag	HYFEATURE_VERTICAL_MV	SPOD
35	117			Vertical grade	HYFEATURE_VERTICAL_MV	SPOD
36	120			Public road intersection/junction ID	INTERSECTIONS	INTERSECTION_INVENTORY
37	121			Type of intersection/junction	INTERSECTIONS	INTERSECTION_INVENTORY
38	122	*		Route Identifier - Road 1	INTERSECTIONS	INTERSECTION_INVENTORY
39	123	*		Route Identifier - Road 2	INTERSECTIONS	INTERSECTION_INVENTORY
40	125			Number of Legs	INTERSECTIONS	INTERSECTION_INVENTORY
41	126	*		Intersection geometry	INTERSECTIONS	INTERSECTION_INVENTORY
42	129			Intersection angle	INTERSECTIONS	INTERSECTION_INVENTORY
43	130			Intersection offset distance	INTERSECTIONS	INTERSECTION_INVENTORY
44	131	*		Intersection traffic control	INTERSECTIONS	INTERSECTION_INVENTORY
45	139	*		Unique Approach Identifier	APPROACHES	APPROACHES
46	139	*		Intersection leg ID	INTERSECTION_LEGS	INTERSECTION_INVENTORY
47	140	*		Intersection leg AADT	INTERSECTION_LEGS	INTERSECTION_INVENTORY
48	141	*		Intersection leg AADT year	INTERSECTION_LEGS	INTERSECTION_INVENTORY
49	143			Intersection leg direction flow	INTERSECTION_LEGS	INTERSECTION_INVENTORY
50	144			Intersection leg through lanes	INTERSECTION_LEGS	INTERSECTION_INVENTORY
51	146			Intersection leg left turn lanes (146)	INTERSECTION_LEGS	CAREOWNER



#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
52	148			Intersection leg right turn channelization	INTERSECTION_LEGS	CAREOWNER
53	150			Intersection leg number right turn lanes	INTERSECTION_LEGS	CAREOWNER
54	153			Intersection leg median type	INTERSECTION_LEGS	CAREOWNER
55	187	*		Ramp length	RAMP_EVENTS	GIS
56	188			Ramp acceleration lane length	RAMP_EVENTS	GIS
57	189			Ramp deceleration lane length	RAMP_EVENTS	GIS

Notes:

1. The horizontal curve attribute indicates the start/end of curve, but does not indicate the kind of curve (e.g. independent, compound, or reverse).

**Changes from previous measurement period (shown in bold italics in above table)**

- Segment Identifier (12) for local paved and un-paved roads
- Added Surface Type (23) for local paved roads
- Added Number of Through Lanes (31) for local paved roads

***Additions planned by September 30, 2026, to comply with 23 CFR Part 924 [Docket No. FHWA-2013-0019] (MIRE element #):***

- For local paved roads:
  - Begin Point Segment Descriptor (10) - DONE
  - End Point Segment Descriptor (11) - DONE
  - Segment Identifier (12) - DONE
  - Functional Class (19) - DONE
  - Surface Type (23) - DONE
  - Number of Through Lanes (31) - DONE
  - Type of Governmental Ownership (4)
  - Rural/Urban Designation (20)
  - Average Annual Daily Traffic (79)
- For local un-paved roads:
  - Begin Point Segment Descriptor (10) - DONE
  - End Point Segment Descriptor (11) - DONE
  - Segment Identifier (12) - DONE
  - Type of Governmental Ownership (4)

**Other additions planned for the near-medium term (MIRE element #):**

- Intersection features (partial, for on-system intersections):
  - Intersection lighting (133)
  - Intersection leg AADT (140\*)
  - Intersection leg AADT year (141\*)
  - Intersection leg left turn lane offset (147)
  - Intersection leg crosswalk presence type (157)



- Roadside (Hazard) Rating (67)
- Speed-change lanes
  - Location Identifier for Roadway at Beginning Ramp Terminal (197)
  - Location Identifier for Roadway at Ending Ramp Terminal (201)
- Interchanges
  - Unique Interchange ID (178\*)
  - Roadway Type at Beginning Ramp Terminal (195\*)
  - Roadway Type at Ending Ramp Terminal (199\*)
  - Interchange Type (182\*)
  - Ramp AADT (191\*)
  - Year of Ramp AADT (192\*)
- Superelevation (111)



## 6. Roadway Features/ Integration - Linkable Non-MIRE Features

**Active Status: Active**

**Status of Improvement: Demonstrates Quantitative Improvement**

### Measurement History

Linkable non-MIRE roadway feature data elements available at the end of the measurement period.

Fiscal Year	Measurement Date	Count
2016	31-Mar-16	20
2017	31-Mar-17	21
2018	31-Mar-18	22

### Performance measure definition

*Wyoming will improve the Integration of the Roadway system as measured in terms of an increase of the number of Non-MIRE roadway feature data sets that can be linked with Crash (and other) data via location (typically LRS Route and Milepost locations)*

This performance measure is not based on the R-I-1 model.

NOTE: By design, all roadway feature files are a) LRS compliant, meaning that all entries can be linked to the roadway basemap, and b) are dynamically segmented, meaning that each row in each table has ONLY the attribute(s) that correspond(s) to the table contents. For example, the file HF\_PAVEMENT\_TYPES only contains the type of pavement for the travelway and the shoulders. By definition, ALL records in that table have all the critical elements, and can be integrated with other features and other data sets.

The future intent is to measure, for each roadway feature, the % of roadway miles covered, in order to ensure that all applicable route segments exist. However, that measurement is not yet possible.

### Performance measure method

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

#	Roadway Feature	Found in Table	Oracle Table Space
1	ROW Width	HF_ROW	HYFEATURE
2	Guardrail location	AA_GUARDRAIL_MV	SPOD
3	Guardrail type	AA_GUARDRAIL_MV	SPOD
4	Horizontal curve length, tangent	HYFEATURE_HORIZONTAL_MV	SPOD
5	Roadway Conditions	AA_NETWORK_MASTER_VW	SPOD
6	Carcasses	AA_CARCASS_MV	SPOD
7	Bridge and culvert locations	BRIDGE_VW	SPOD
8	Bridge and culvert conditions	BRIDGE_VW	SPOD
9	Facility Types (segments)	HS_SAFETYINDEX_SECTIONS_MV	SPOD
10	STIP Projects	STIP_MV	SPOD
11	Facility Type definitions (segments)	HS_FACILITY_TYPES_MV	SPOD
12	LRS Route Equation specifications (tabular)	EQUATIONS_SDO	GIS
13	LRS geometries (geospatial)	ELRS_SDO, ELRS_ROUTE_VALIDATION_SDO	GIS



#	Roadway Feature	Found in Table	Oracle Table Space
14	County boundaries (geospatial)	COUNTIES_FC	GIS
15	City Urban limits (geospatial)	URBAN_BOUNDARIES_FC	GIS
16	City Corporate limits (geospatial)	WY_CITY_BOUNDARIES_FC	GIS
17	Patrol division boundaries(geospatial)	PATROL_DIVISIONS_FC	GIS
18	Patrol district boundaries (geospatial)	PATROL_DISTRICTS_FC	GIS
19	WYDOT transportation district boundaries (geospatial)	WYDOT_DISTRICTS_FC	GIS
20	Commission district boundaries (geospatial)	COMMISSION_DISTRICTS_FC	GIS
21	Intersection Facility Type	Intersections	CAREOWNER
22	Maintenance Sections	AA_MAINTENANCE_TO_LRS_MV	SPOD

**Changes since prior measurement period**

- Maintenance Sections

Planned for the near term:

- Updated hot spot data sets
- Rest stop locations
- Guardrail upgrade priority ranking
- Proposed bridge treatments
- Proposed pavement treatments
- Proposed safety treatments



## 7. Roadway Feature - Completeness / Roadway Names

**Active Status:** Active

**Status of Improvement:** Demonstrated Improvement

### Measurement History

The number of routes with names, and of names applied to routes at the end of the measurement period.

Measurement Date	Named routes	Count of Names
6-Mar-15	12484	16980
31-Mar-15	12491	16983
1-Apr-16	12550	17049
1-Apr-17	12570	17065
31-Mar-18	13564	18300

### Performance measure definition

*Wyoming will improve the Completeness of the Roadway system as measured in terms of an increase in the number of validated roadway names that apply to the WYDOT public road LRS.*

WYDOT is also tracking progress through an additional way measuring the completeness of roadway names: *The measure is in terms of an increase in the number of validated roadway names available in the production version of the Global Names Table.*

These names are available in the production version of the Global Names Table. This is the "official" table that is available for use by the department, and is designated as the "True Source" (i.e. the "golden reference" for roadway names.)

This performance measure is based on the R-C-2 model. However, percentage cannot be used, since a) the LRS (road basemap) is still evolving and being improved, and b) WYDOT does not yet have a method to measure what percentage of the LRS is named, and c) some segments have (or should have) more than one valid name, and improvements there should also count.

### Performance measure method

Measure 1: Count the number of unique routes that have active roadway names in VW\_ROADWAY\_NAMES view in the PRODUCTION area on Oracle:

```
SELECT COUNT(UNIQUE(category||id_number||direction)) AS named_route_count
FROM roadway_names.vw_roadway_names@roadway_names_prod.dot.state.wy.us
WHERE active = 'Y'
;
```

Measure 2: Count the number of active name entries in VW\_ROADWAY\_NAMES view in the PRODUCTION area on Oracle :

```
SELECT COUNT(*) AS roadway_name_count
FROM roadway_names.vw_roadway_names@roadway_names_prod.dot.state.wy.us
WHERE active = 'Y'
;
```

### Measurement Results This Period



The following is a screen shot of the results of the execution of the first query.

<u>NAMED_ROUTE_COUNT</u>
13564

The following is a screen shot of the results of the execution of the second query.

<u>ROADWAY_NAME_COUNT</u>
18300

**Changes from previous measurement period**

- A significant effort was put into adding ramp names, and addressing holes, in preparation for map-based crash reporting.



## 8. Crash Analysis Factors

**Active Status: Pending**

**Status of Improvement: No change**

### Measurement History

Number of crash factors available at the end of the measurement period.

Fiscal Year	Measurement Date	Crash Factors
	1-Oct-12	0
	24-Jan-13	102
2015	31-Mar-15	102
2016	31-Mar-16	102
2017	31-Mar-17	102
2018	31-Mar-18	102

### Performance measure definition

This performance measure is based on the C-X-01 model.

Wyoming will improve the Accessibility of the Crash system as measured in terms of an increase in the number of crash analysis factors available for analyses/studies.

Crash factors are extracted from the crash reports to facilitate analysis. They are useful in the following ways:

- 1) Looking for locations where there are a given factor is over-represented and
- 2) looking at which factors might be over-represented at a given location.

NOTE: A crash factors is a specific values of specific element brought up to the crash level.

### Performance measure method

Count the number of crash factors that are available in Oracle. Currently, all crash analysis factors are identified in the Crash\_Factor\_list table, with active set to 'Y'.

NOTE: This is a change in the measure method, since previously there were some factors listed in this table that were NOT active, and therefore not available. In order to not count those inactive factors, the select statement has been enhanced.

### Measurement Result This Period

The following is a screen shot of the results of the execution of the query.



The screenshot shows a database query tool interface. The main window displays a SQL query: `SELECT COUNT(*) FROM crash_factor_list WHERE active = 'Y';`. Below the query, a data grid shows the result of the query, which is a single row with the value 102. The interface includes a toolbar with various icons and a menu bar with options like Messages, Data Grid, Trace, DBMS Output, Query Viewer, Explain Plan, and Script Out.

COUNT(*)
102

**Changes from previous measurement period**

- A major rework of the Crash Factors was performed, to reduce the number to those that are most needed, and to reposition many of the factors to be associated with the drivers instead of the crashes

## 9. Person Analysis Factors

**Active Status:** New

**Status of Improvement:** New baseline

### Measurement History

Number of crash factors available at the end of the measurement period.

Fiscal Year	Measurement Date	Person Factors
2017	31-Mar-2017	0
2018	31-Mar-2018	0

### Performance measure definition

This performance measure is based on the C-X-01 model.

Wyoming will improve the Accessibility of the Crash system as measured in terms of an increase in the number of person analysis factors available for analyses/studies.

Person factors are extracted from the crash reports to facilitate analysis; especially for behavioral concerns (e.g. for education, enforcement, etc.). They are useful in the following ways:

- 3) Looking for correlation between crashes occurring and citations written for various behaviors.
- 4) looking at which driver behaviors might be over-represented at a given location.

NOTE: A person factor is a specific values of specific element brought up to the involved person level.

### Performance measure method

Count the number of person factors that are available in Oracle. Eventually, all person analysis factors will be identified in the Person\_Factor\_list table, with active set to 'Y'.

NOTE: This is a change in the measure method, since previously there were some factors listed in this table that were NOT active, and therefore not available. In order to not count those inactive factors, the select statement has been enhanced.

### Measurement Result This Period

The following is a screen shot of the results of the execution of the query.

### Changes from previous measurement period

- Person factors were implemented for the first time, in order to facilitate analysis for users such as Driver Services and Wyoming Highway Patrol (and other law enforcement)



## 10. Crash / Vehicle Integration

**Active Status: Active**

**Status of Improvement: Demonstrates Quantitative Improvement**

### Measurement History

Vehicle (crash\_vehicle) records in the crash database involving Wyoming registered vehicles that are linked to the vehicle registration data for the measurement period.

Fiscal Year	Measurement Period	Linked WY Vehicle Records	WY Crash Vehicle records	% Records Linked
2015	1-Apr-14 - 30-Mar-15	0	20659	0.0
2016	1-Apr-15 - 30-Mar-16	17503	20033	87.4
2017	1-Apr-16 - 30-Mar-17	16821	18855	89.2
2018	1-Apr-17 - 31-Mar-18	13846	15286	90.6

### Performance measure definition

This performance measure is based on the model.

Wyoming will improve the Integration of the Vehicle Registration system as measured in terms of an increase in the % of records in the crash\_vehicle table, for vehicles registered in Wyoming, that link with the vehicle registration data

### Performance measure method

Count the number of crash\_vehicle records that successfully link with the motor vehicle registration data compare to the total number of crash vehicle records for a Wyoming licensed for each measurement period.

### SELECT

```

COUNT(mvs_vin) AS linked_wy_vehicles,
COUNT(cr_vin) AS total_wy_vehicles,
ROUND(COUNT(mvs_vin)/COUNT(cr_vin) *100,2) AS pct_linked
FROM
(
    SELECT CRV.vchvin AS cr_vin, REG.vin_short AS mvs_vin
    FROM wecrs.crash_vehicle CRV
    INNER JOIN wecrs.crash CR ON CR.intcrashid = CRV.intcrashid
    AND CR.datcrashdate BETWEEN '01-APR-2017' AND '31-MAR-2018'
    LEFT OUTER JOIN (SELECT DISTINCT vin_short FROM hws_reporting.registrations_vw) REG
    ON REG.vin_short = CRV.VCHVIN
    WHERE vchplatestatefips = 'WY56'
)
;
    
```

### Measurement Result This Period

The following is a screen shot of the results of the execution of the script.

LINKED_WY_VEHICLES	TOTAL_WY_VEHICLES	PCT_LINKED
13846	15286	90.58

### Changes from previous measurement period





- At this point, no corrections are yet being made to erroneous driver license numbers, so there are quite a few records that don't link properly.
- Also, at this point, the link does NOT verify that the names match, and thus it's possible that there are false matches (due to improper license number entry).

# **405(d) Impaired Driving Countermeasures Grant**

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

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

## Impaired driving assurances

### Impaired driving qualification - Mid-Range State

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

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

## Authority to operate

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

### CREATION OF THE GOVERNOR'S COUNCIL

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

The Council shall:

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

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

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

Department of Transportation (Highway Safety Office, Public Affairs, Support Services), Department of Health (Mental

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

The Executive Order provided for staff support and general operational procedures for the Council. Subsequently, Governor Mead selected Mike Blonigen – District Attorney for Natrona County and Rich Adriaens – Chief of Police for the City of Sheridan to serve as Co-Chairs of the Council. Governor Mead also selected Ernie Johnson – Owner and Director of Services for Johnson and Associates to serve as facilitator for the Council. Specific wording from the Executive Order regarding these issues is shown below:

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

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

#### GOVERNOR'S DIRECTIVE AND COUNCIL'S INITIAL PRIORITIES

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

#### COUNCIL OPERATION

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

The Council utilizes an online project management service to keep all members informed of meeting times and dates, to post minutes of all meetings, to share research documents or reports and to provide for updates and threaded-discussions on Council issues or concerns. Separate project management sites are created for the full Council and for

each of the empanelled subcommittees. The Highway Safety Office grant manager and the Governor's Deputy Chief of Staff have access to all project sites, as does the NHTSA – Region Eight representative assigned to Wyoming.

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

Governor Mead, and his Deputy Chief of Staff, is kept apprised of the status of all Council initiatives on a weekly basis through meetings with the Governor's Policy Advisor on Impaired Driving. The Council facilitator also meets with the Governor, his Deputy Chief of Staff and the Governor's Policy Advisor periodically throughout the year and on an as-needed basis.

## PLANNING PROCESS

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

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

**Input the date that the Statewide impaired driving plan was approved by the State's task force.**

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

## Task force member information

**Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.**

### Governor's Council on Impaired Driving – 2017 Membership

<b>Name</b>	<b>Official Title</b>	<b>Department</b>
Adriaens, Rich	Co-Chair	Chief of Police Sheridan, WY
Blonigen, Mike	Co-Chair	District Attorney Natrona County

Beers, Cody	Public Specialist	WYDOT
Black, Rob	Education Consultant	WDE
Burke, Joey	Coordinator	Wyoming SADD
Carlson, Matt	Highway Safety Engineer	WYDOT
Day, Tim	District Court Judge	District Courts
DeClerq, Len	Executive Director	POST
Glick, Danny	Laramie Co. Sheriff	Laramie Co.
Groth, Matt	Public Affairs	WYDOT
Haller, Kebin	Colonel	WHP
Healy, Antoinette	Judge	Circuit Court
Cooper, Noel	Executive Director	Injury Prevention Resources
Hotle, Keith	Chief Executive Officer	PMO of Wyoming
Jacobson, Connie	Coroner	Natrona County
Langley, Kristie	Deputy Director	Dept of Family Services
Mathews, Erica	Communities Prevention	DOH-CTP
Michael, Peter	Attorney General	State of Wyoming
Montoya, Tom	Chief of Enforcement	Dept of Rev. Liquor Div
Nachbar, Keith	Judge	Alcohol Court - Casper
Oedekoven, Byron	Executive Director	WASCOP
Perrotti, Kelli	Trauma Program Manager	Dept of Health - Trauma
Reed, Mike	State Fire Marshal	Fire Prevention/Electrical Safety
Roden, Ryan	Deputy	State Public Defender
Rogers, Catherine	District Court Judge	District Court
Rossetti, Taylor	Support Services Administrator	WYDOT
Schluck, Ashley	Wyoming TSRP	Prosecuting & County Attorneys
Shatto, Kerry	Citizen	Douglas

Sides, Dawn	Administrator-Field Services	WDOC
Willms, David	Policy Advisor	Governor's Office
Johnson, Ernie	Council Facilitator	GCID
Emmert, Lori	Council Staff Support	GCID
James, Karson	HSO Supervisor	WYDOT
Anderle, Jonlee	DRE Coord/ID Program Manager	HSO
Janicek, Mike	Crash Data	WYDOT

## Strategic plan details

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

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

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

# **405(f)**

# **Motorcyclist**

# **Safety Grant**



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

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

## 405(f) Motorcyclist Safety Grant

### Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

### Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

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

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

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

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

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

County or Political Subdivision	Number of registered motorcycles
Campbell County	3124
Fremont County	1583
Hot Springs County	234
Laramie County	4775
Natrona County	4116
Park County	1775
Sheridan County	1598
Sweetwater County	2311

Enter the total number of registered motorcycles in State.

19516

### Use of fees collected from motorcyclists for motorcycle programs

**A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.**

Use of fees criterion
Law State

+ Enter legal citations for each law state criteria.

- The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  - 31-5-1506 (c)

- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  - 31-5-1506

# **Certifications, Assurances, and Highway Safety Plan PDF's**

**Certifications and Assurances**  
**for Fiscal Year 2019 Highway Safety Grants**  
**(23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)**

*[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption, and must be included in agreements with subrecipients.]*

**State:** Wyoming

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**By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.**

**GENERAL CERTIFICATIONS AND ASSURANCES**

**In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—**

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to—
  - 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
  - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
  - 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
  - 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
  - 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

## SECTION 402 CERTIFICATIONS AND ASSURANCES

**In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—**

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

- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
- The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
- The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

### **OTHER REQUIRED CERTIFICATIONS AND ASSURANCES**

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

#### **Intergovernmental Review of Federal Programs**

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

#### **Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards;  
 (II) \$25,000,000 or more in annual gross revenues from Federal awards; and  
 (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

### **Nondiscrimination**

**(applies to subrecipients as well as States)**

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and



- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

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

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

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding

recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

**The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

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

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

**Political Activity (Hatch Act)**

**(applies to subrecipients as well as States)**

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

**Certification Regarding Federal Lobbying**

**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**Restriction on State Lobbying**  
**(applies to subrecipients as well as States)**

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

**Certification Regarding Debarment and Suspension**  
**(applies to subrecipients as well as States)**

**Instructions for Primary Tier Participant Certification (States)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

#### Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information

of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**Buy America Act**  
**(applies to subrecipients as well as States)**

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

**Prohibition on Using Grant Funds to Check for Helmet Usage**  
**(applies to subrecipients as well as States)**

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

**Policy on Seat Belt Use**

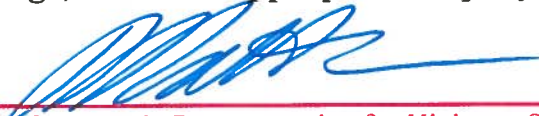
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-

private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

**Policy on Banning Text Messaging While Driving**

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

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



\_\_\_\_\_  
Signature Governor’s Representative for Highway Safety

June 1, 2018

\_\_\_\_\_  
Date

**Matthew D. Carlson, P.E.**

\_\_\_\_\_  
Printed Name of Governor’s Representative for Highway Safety