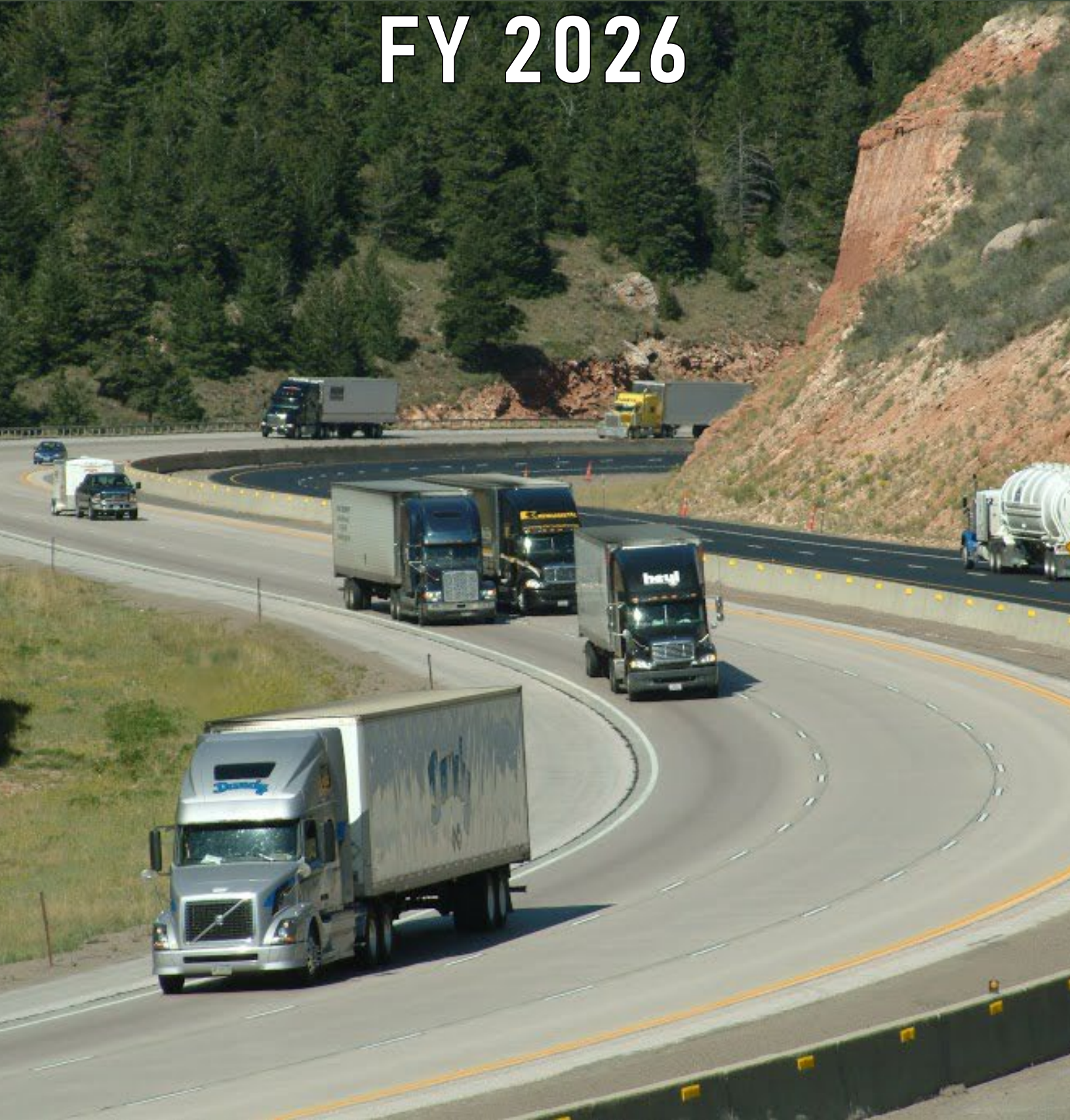


# WYOMING

HIGHWAY SAFETY IMPROVEMENT PROGRAM  
IMPLEMENTATION PLAN

FY 2026



An annual publication provided by the



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# TABLE OF CONTENTS

- EXECUTIVE SUMMARY** ..... 1
  
- OVERVIEW** ..... 2
- FEDERAL PERFORMANCE REQUIREMENTS ..... 2
- SAFETY PERFORMANCE TARGET ASSESSMENT ..... 3
- HSIP IMPLEMENTATION PLAN DEVELOPMENT ..... 3
  
- PERFORMANCE MEASURES** ..... 5
- SETTING PERFORMANCE TARGETS ..... 5
- HISTORICAL TRENDS ..... 5
- Number of Fatalities ..... 5
- Fatality Rate ..... 5
- Number of Serious Injuries ..... 6
- Serious Injury Rate ..... 6
- Number of Non-Motorized Fatalities and Serious Injuries ..... 6
- ANALYSIS ..... 6
  
- SAFETY PLANNING PROCESS** ..... 7
- HIGHWAY SAFETY PROGRAM (HWS) ..... 7
- DATA-DRIVEN ANALYSIS ..... 8
- Crash Data ..... 8
- Safety Portal ..... 8
- SAFETY IMPROVEMENT EVALUATION AND PRIORITIZATION ..... 10
- Evaluation ..... 10
- Fatal Crash Review* ..... 10
- Construction Projects* ..... 10
- Road Rankings* ..... 10
- Crash Concentrations* ..... 11
- Other Potential Safety Concerns* ..... 11
- Safety Treatment Manager* ..... 11
- Prioritization ..... 11
  
- HSIP FUND ALLOCATION** ..... 12
- AVAILABLE FUNDING ..... 12
- FUNDING ALLOCATION GOALS ..... 12
  
- HSIP ELIGIBLE PROJECTS LIST** ..... 13
  
- SAFETY PROGRAMS, STRATEGIES AND ACTIVITIES** ..... 15
  
- SUMMARY OF ACTIONS** ..... 16

<b>APPENDIX</b> .....	18
CORE PERFORMANCE MEASURES HISTORICAL TRENDS .....	19
Fatalities – Annual & 5 Year Average.....	19
Fatalities – Annual & 10 Year Average.....	19
Fatality Rate – Annual & 5 Year Average .....	20
Fatality Rate – Annual & 10 Year Average .....	20
Serious Injuries – Annual & 5 Year Average .....	21
Serious Injuries – Annual & 10 Year Average .....	21
Serious Injury Rate – Annual & 5 Year Average.....	22
Serious Injury Rate – Annual & 10 Year Average.....	22
Non-Motorized Fatal & Serious Injuries – Annual & 5 Year Average .....	23
Non-Motorized Fatal & Serious Injuries – Annual & 10 Year Average .....	23
2026 HSIP PROJECTS LIST .....	24
FY2026 PROJECT INFORMATION .....	25

# EXECUTIVE SUMMARY

The Highway Safety Improvement Program (HSIP) is a core Federal-aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP is a federally-funded, State-administered program overseen by the Federal Highway Administration (FHWA) Office of Safety under 23 U.S.C. 148, 23 U.S.C. 150, and 23 U.S.C. 130 and regulated by 23 CFR Parts 924 and 490. Under 23 CFR Part 490, each State is required to establish annual safety performance targets for five measures: 1) number of fatalities, 2) number of serious injuries, 3) fatality rate (per hundred million vehicle miles traveled (HMVMT)), 4) serious injury rate (per HMVMT), and 5) number of non-motorized fatalities and serious injuries.

Per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) is determined to have met or made significant progress toward meeting its safety performance targets when at least four of the five safety performance targets established under 23 CFR 490.207(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

If the State does not meet or make significant progress towards meeting its annual safety performance targets, the State must comply with the provisions set forth in 23 U.S.C. 148(i) for the subsequent fiscal year. The State must: 1) use obligation authority equal to the HSIP apportionment for the year prior to the year for which the targets were not met or significant progress was not made, only for HSIP projects; and 2) submit an annual HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its subsequent targets.

After completing the most recent safety performance target assessment, the FHWA has determined Wyoming did not meet or make significant progress toward achieving established safety performance targets. In response to this determination, Wyoming has developed this HSIP Implementation Plan to address applicable statutory requirements and assist the State to continue to focus limited resources on safety projects with the highest probability of reducing the number of fatalities and serious injuries on the transportation system's roadways.

The HSIP Implementation Plan provides an opportunity to ensure that projects identified, prioritized, and programmed in the State have the best potential for reducing serious injuries and fatalities. The Wyoming HSIP Implementation Plan documents the State's HSIP funding, allocation goals, and project decisions for the upcoming fiscal year to try to meet or make significant progress toward meeting safety performance targets. The HSIP Implementation Plan also provides a summary of actions the State will undertake to try to achieve safety performance targets in subsequent years.

For fiscal year (FY) 2026, a minimum of \$20,016,217 will be spent only on HSIP projects that are selected through a rigorous safety planning process. This process leads to data-driven safety decisions that are more likely to reduce fatal and serious injury crashes.

# OVERVIEW

## Federal Performance Requirements

The HSIP Implementation Plan Guidance, issued by the FHWA Office of Safety on October 13, 2017, provides concise background information for the HSIP program and clearly outlines federal performance requirements: The Highway Safety Improvement Program (HSIP) is a core Federal-aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP is a federally-funded, State-administered program under 23 U.S.C 148, 23 U.S.C. 150, and 23 U.S.C. 130 and regulated by 23 CFR Parts 924 and 490. Under 23 CFR Part 490, each State is required to establish annual safety performance targets for five measures: 1) number of fatalities, 2) number of serious injuries, 3) fatality rate (per hundred million vehicle miles traveled (HMVMT)), 4) serious injury rate (per HMVMT), and 5) number of non-motorized fatalities and serious injuries.

Per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) is determined to have met or made significant progress toward meeting its safety performance targets when at least four of the five safety performance targets established under 23 CFR 490.207(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. Safety performance targets are based on 5-year averages (23 CFR 490.207(b)). The baseline performance is the five-year average ending with the year prior to the establishment of the target.

If the State does not meet or make significant progress towards meeting its annual safety performance targets, the State must comply with the provisions set forth in 23 U.S.C. 148(i) for the subsequent fiscal year. The State must: 1) use obligation authority equal to the HSIP apportionment for the year prior to the year for which the targets were not met or significant progress was not made, only for HSIP projects; and 2) submit an annual HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward meeting its subsequent targets. Under 23 U.S.C. 148(i), the HSIP Implementation Plan must:

- Identify roadway features that constitute a hazard to road users;
- Identify highway safety improvement projects on the basis of crash experience, crash potential, or other data-supported means;
- Describe how HSIP funds will be allocated, including projects, activities, and strategies to be implemented;
- Describe how the proposed projects, activities, and strategies funded under the State HSIP will allow the State to make progress toward achieving the safety performance targets; and
- Describe the actions the State will undertake to achieve the performance targets.

While the HSIP Implementation Plan has specific requirements as listed above, the State must also meet all HSIP planning requirements [23 U.S.C. 148(c)(2)(B) & (E) and 23 CFR Part 924.9] and consider those requirements as part of its HSIP Implementation Plan development efforts.

## Safety Performance Target Assessment

On May 19, 2025, the Wyoming Department of Transportation (WYDOT) was provided with a letter of determination by the Federal Highway Administration (FHWA). After completing a safety performance target assessment for the State’s calendar year (CY) 2023 safety performance targets, the FHWA determined that the State did not meet or make significant progress toward achieving the safety performance targets when the actual performance was compared to the baseline performance.

The CY 2023 safety performance target assessment compared the five-year average for CY 2019-2023 (actual performance) to the five-year average for CY 2017-2021 (baseline performance). The findings of this assessment are summarized in the table shown below:

### Wyoming - Safety Performance Target Assessment

PERFORMANCE MEASURES	2019-2023 TARGET	2019-2023 ACTUAL	2017-2021 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	128.0	132.4	123.6	No	No	No
Rate of Fatalities	1.350	1.336	1.210	Yes	N/A	
Number of Serious Injuries	450.0	453.4	405.4	No	No	
Rate of Serious Injuries	5.000	4.558	3.952	Yes	N/A	
Number of Non-Motorized Fatalities & Serious Injuries	30.0	32.8	28.6	No	No	

In response to this determination, the State of Wyoming must 1) use obligation authority equal to the State’s FY 2022 HSIP apportionment in FY 2026 only for HSIP projects in the amount of \$20,016,217; and 2) develop and submit a HSIP Implementation Plan for FY 2026 to the Federal Highway Administration (FHWA) that meets the applicable statutory requirements set forth in 23 U.S.C. 148(i) by September 30, 2025. The FHWA Division Office will review the State’s HSIP Implementation Plan to ensure requirements of 23 U.S.C. 148(i)(2) are met prior to submitting the plan to the FHWA Office of Safety on the State’s behalf.

## HSIP Implementation Plan Development

The Wyoming HSIP Implementation Plan was developed by WYDOT’s Highway Safety Program to address statutory requirements under 23 U.S.C. 148(i) and will aid the State in continuing to focus limited resources on reducing the number of fatalities and serious injuries on the

transportation system’s roadways, as well as demonstrate Wyoming’s progress toward meeting its annual safety performance targets. Wyoming will continue to submit an implementation plan each year it does not meet or make significant progress towards meeting its annual safety performance targets.

As part of the HSIP planning process, Wyoming identifies risky behaviors and roadway features that constitute a hazard to road users, as well as highway safety improvement projects based on crash experience, crash potential, or other data-supported means. The results of this analysis lead to the individual projects that will be implemented under Wyoming’s various HSIP programs, strategies, and activities and are included in the HSIP Implementation Plan.

To understand why the State may have failed to meet or make significant progress towards meeting the safety performance targets, a review of safety trends and safety improvement projects is necessary. The decision support framework presented below (adapted from the HSIP Implementation Plan Guidance) mirrors some of the evaluation techniques in the *HSIP Assessment Toolbox* and the *Strategic Highway Safety Plan (SHSP) Evaluation Process Model* and will assist Wyoming with this process.

DECISION SUPPORT FRAMEWORK ACTIONS	
<i>Review fatality and serious injury trends</i>	<ul style="list-style-type: none"> <li>• Compare Statewide trends vs region, district, county</li> <li>• Compare trends by SHSP emphasis area, urban/rural designation, functional class, roadway ownership.</li> </ul>
<i>Review HSIP Expenditures</i>	<ul style="list-style-type: none"> <li>• Compare the proportion of HSIP expenditure by SHSP emphasis areas, urban/rural designation, functional classification, roadway ownership to determine if the proportion of fatalities/serious injuries align with where the problems are occurring?</li> </ul>
<i>Review Historical Project Performance</i>	<ul style="list-style-type: none"> <li>• Which countermeasures were implemented?</li> <li>• Where were countermeasures implemented?</li> <li>• What crash types were these countermeasures addressing?</li> <li>• Were these countermeasures and crash types identified as a priority in the SHSP?</li> <li>• What was the outcome (i.e., countermeasures effectiveness)?</li> </ul>
<i>Identify Gaps or Deficiencies</i>	<ul style="list-style-type: none"> <li>• Review data and information to determine any gaps and/deficiencies.</li> <li>• Determine program modifications to ensure projects are identified, prioritized and programmed properly and have the best potential to reduce fatalities/serious injuries.</li> </ul>
<i>Identify Noteworthy Practices</i>	<ul style="list-style-type: none"> <li>• Review literature on noteworthy practices that address State-specific crash characteristics.</li> <li>• Identify noteworthy practices that have not yet been implemented and consider them in the HSIP.</li> </ul>
<i>Develop HSIP Implementation Plan</i>	<ul style="list-style-type: none"> <li>• Use input from gap analysis, literature review, and safety stakeholders as a starting point for development of the HSIP Implementation Plan.</li> </ul>

Guidance from the decision support framework will aid in both the selection of and the evaluation of safety improvement projects, strategies, and activities described in the HSIP Implementation Plan. A review of the decision support framework actions will help to reveal challenges impacting

the State's ability to meet the safety performance targets and assess available opportunities and actions needed to make progress towards meeting the targets.

The Wyoming HSIP Implementation Plan documents the State's HSIP funding and project decisions for the upcoming fiscal year to try to meet or make significant progress toward meeting safety performance targets in subsequent years. The HSIP Implementation Plan also provides an opportunity to re-evaluate HSIP investment decisions and identify gaps or deficiencies to ensure that projects identified, prioritized, and programmed in the State have the best potential for reducing serious injuries and fatalities. Wyoming has developed an HSIP Implementation Plan that focuses on the projects, strategies, and activities to be implemented that are more likely to reduce fatal and serious injury crashes.

## **PERFORMANCE MEASURES**

### **Setting Performance Targets**

Each year, after the previous year's crash data has been vetted, the Highway Safety Program reviews 5- and 10-year running averages for crashes while taking current trend data into consideration. Based on this evaluation, new performance measures are proposed for the upcoming year with the goal of achievable crash and injury reduction. Proposed performance measures are reviewed with input from the districts and other programs such as Traffic, Planning, and Highway Development.

The Highway Safety Program works to focus funding on projects that are most likely to have a positive impact on Wyoming's core Performance Measures and evaluates safety projects annually to ensure the results are consistent with anticipated safety performance measures.

### **Historical Trends**

Crash and injury counts, and their corresponding rates fluctuate significantly from year to year. Therefore, historical trends are more useful in determining progress towards reducing fatal and serious injuries on Wyoming roadways.

#### **Number of Fatalities**

The 5-year trend line for fatalities shows relative stability over the last five years, however the 10-year trend line indicates the number of fatalities is trending downward. This demonstrates that despite the random nature of fatal injury crashes, incremental progress is being made toward reducing fatalities on Wyoming roadways.

#### **Fatality Rate**

The 5-year trend line for fatality rate shows a slight increase over the last five years, however the 10-year trend line indicates the fatality rate is trending downward, with an indication of a slight increase in the most recent years. This trend supports that progress is being made overall toward reducing fatalities on Wyoming roadways based on miles traveled.

## **Number of Serious Injuries**

The 5-year trend line for serious injuries shows the number of serious injuries is beginning to trend upwards in recent years, however the 10-year trend line indicates the number of serious injuries is mostly trending downward. There is an indication of a plateau followed by a slight increase in the most recent years. However, overall, this trend demonstrates progress being made toward reducing serious injuries on Wyoming roadways.

## **Serious Injury Rate**

The 5-year trend line for serious injury rate shows a slight increase over the last five years, however the 10-year trend line indicates the serious injury rate is trending downward. There is an indication of a plateau followed by a slight increase in the most recent years. However, overall, this trend supports that progress is being made toward reducing serious injuries on Wyoming roadways based on miles traveled.

## **Number of Non-Motorized Fatalities and Serious Injuries**

The 5-year trend for non-motorized fatalities and serious injuries shows a slight increase over the last five years, however the 10-year trend line indicates the number of non-motorized fatalities and serious injuries is trending downward. There is an indication of a plateau followed by a slight increase in the most recent years. However, overall, this trend demonstrates progress being made toward reducing non-motorized fatalities and serious injuries on Wyoming roadways.

## **Analysis**

Wyoming sets performance targets based on historical trends with the goal of reducing fatal and serious injuries on Wyoming roadways. While Wyoming has not met or made significant progress toward performance measure targets based on the recent evaluation, historical trends demonstrate Wyoming is making progress toward reducing fatal and serious injuries. The random nature of traffic crashes has more of an impact on shorter trends versus long-term trends.

Similar to nationwide trends, Wyoming experienced unexpected spikes in critical crashes since 2020, mostly attributable to increased risky driver behaviors and severe weather patterns. This likely impacted Wyoming's ability to meet performance targets based on predicted trends and goals set to support continued fatal and serious injury reduction. While temporary spikes should be carefully analyzed and necessary safety measures taken to address any immediate critical safety concerns, they should not override a rigorous safety planning process that takes the random nature of traffic crashes into account. Preliminary data indicates the recent spike in fatal and serious injuries appears to be returning to a downward trend in Wyoming.

Wyoming is very close to meeting performance targets. For all "Number of" categories (fatalities, serious injuries, and non-motorist fatalities and serious injuries) the difference between actual and target numbers is less than five. For "Rate of" categories (fatalities and serious injuries) actual rates were less than target rates. Historical trends show that overall, Wyoming continues

a downward trend for all core performance measures. Wyoming will continue to work towards maintaining this downward trend with the goal of meeting performance targets. To accomplish this goal, a rigorous safety planning process geared toward decreasing fatal and serious injuries is necessary.

## **SAFETY PLANNING PROCESS**

The safety planning process results in data driven safety improvements that are selected to reduce the number of crashes, injuries, and fatalities on public roadways. The planning process is founded on five goals:

1. Organization: Identify safety partners and focus attention and support on safety-related decision making.
2. Development: Develop and integrate data and tools to provide safety-related information, products, and decisions.
3. Implementation: Optimize safety results through effective project fund expenditures.
4. Results: Reduce crash frequency and severity.
5. Process Improvement: Continually review performance measures, strategies, activities, best practices, proven results, and training to improve the safety process.

### **Highway Safety Program (HWS)**

The Highway Safety Program (HWS) facilitates communication and coordination between WYDOT programs, other government agencies, safety partners, and advocates that have been identified as potential partners for roadway safety-related strategies, activities, and projects.

Highway Safety is responsible for maintaining the Wyoming Strategic Highway Safety Plan (SHSP) and ensuring it is used as a guide for WYDOT and partner organizations' roadway safety activities. This responsibility includes coordinating the safety management committee (SMC) which contributes to and implements the SHSP, advancing its established emphasis areas during safety analysis and project development. In addition, HWS coordinates the Highway Safety Improvement Program (HSIP) and annual Highway Safety Plan (HSP). In combination, the SHSP and HSP establish data-driven safety emphasis and focus areas and guide safety activities and project development within WYDOT and among partners.

These data-driven safety plans are based on the data collection and analysis provided by the Highway Safety Program. Highway Safety maintains statewide crash data within a single database and coordinates data collection and integration between WYDOT programs and districts, city and county governments, law enforcement agencies, and other user groups. Accurate data and data linkages supports safety analysis and assures data-based decisions throughout the comprehensive safety process.

Highway Safety integrates data collection and safety analysis into roadway safety planning and guides safety improvement strategies, activities, and projects based on data-driven decisions.

# **Data-Driven Analysis**

## **Crash Data**

The crash data that provides the foundation of the analysis performed to identify historically hazardous or potentially hazardous crash locations on Wyoming public roadways comes from the Wyoming Electronic Crash Reporting System (WECRS), a database containing all reportable crashes occurring in the state of Wyoming (with the exception of Yellowstone National Park and some Wind River Indian Reservation crashes). All law enforcement agencies in Wyoming use the same Investigator's Traffic Crash Report and electronic reporting system to enable standard crash data collection. The WECRS database is maintained by the Wyoming Department of Transportation's Highway Safety Program.

The traffic crash data received by the Highway Safety Program undergoes an extensive and multifaceted quality control process to help ensure data quality. Quality data enables more accurate data analysis, which helps decision makers to make more informed decisions on how best to address roadway safety in Wyoming.

In general, analysis of historical crash data provides segment and intersection-specific safety performance information such as high crash concentrations or highly prevalent or overrepresented crash factors. Historical crash data is also useful in identifying risky driver behaviors that may contribute to traffic crashes and helps to determine how prevalent those behaviors are in traffic crashes. While analyzing historical crash data works well for identifying high concentration crash locations and risky driver behaviors, it is an inherently reactive tool that only looks at sites and behaviors with a crash history. In addition, historical crash data tends to show that most fatal and serious injury crashes occur at locations that *do not* have a severe crash history within a typical review period.

Based on these findings, Wyoming has developed data-driven safety analysis reports and applications that provide both historical and predictive crash data as a more proactive means of reducing fatal and serious injury crashes.

## **Safety Portal**

The Highway Safety Program (HWS) is responsible for developing and managing the Safety Portal, a custom designed, web-based reporting and analysis software which host's WYDOT's crash reporting and safety management applications. Safety Portal offers data-driven safety analysis reports and safety management applications designed to provide decision support for an effective traffic safety management program with the goal of reducing fatal and serious injury crashes. The Safety Portal software consolidates crash and roadway feature data; analyzes the safety of each road segment and determines risk based on the Highway Safety Manual (HSM) predictive method; and evaluates and prioritizes potential safety treatments. This enables WYDOT to proactively identify locations that are more likely to have fatal and serious injury crashes, and to address or mitigate those risks with proven, low-cost, widely deployable countermeasures or targeted safety improvement projects to reduce the risk of these crash types before they occur.

The Safety Portal provides a central location for approved safety partners to access detailed safety analysis data based on the last ten years of vetted crash data. The primary analysis tools include standard crash reports (crash counts, crash history) and a basic analytics applications (frequency, cross tab, and impact analysis). The primary safety management tools consist of safety reports (segment and intersection) and the Safety Treatment Manager (STM) application, which provide safety analysis and risk determination based on the predictive method. All reports and applications provided in the Safety Portal can be supplemented and further supported by specialized studies provided by HWS.

Safety analysis and risk determination within the safety management reports and applications are based on the HSM Predictive Method, which calculates predicted future crash frequency and severity based on location crash history, geometric design, traffic control features, roadside safety features, and traffic volumes. The predictive method utilizes Safety Performance Function (SPF) equations developed to estimate the predicted average crash frequency as a function of traffic volume and roadway characteristics. WYDOT utilizes five SPFs for roadway segment analysis: rural two-lane, two-way roads; rural multilane, two-way roads; rural multilane divided; interstate; and arterial. Risk analysis using the predictive method is based on the most recent five years of vetted crash data and results in three safety indicators that comprise the Safety Index.

The Safety Index helps to focus attention on areas of the roadway system that need it most in respect to crash reduction. With an emphasis on more severe crashes, the Safety Index helps identify which locations are the “worst of the worst” and provide the highest opportunity for crash reduction. The Safety Index also allows for meaningful comparisons for roadway segments from year to year and between the same types of roadways (facility types). The three safety indicators that comprise the Safety Index are:

- Safety Index Score – Indicates the number and/or severity of predicted future crashes on the road segment. Given in Critical Crashes (equivalent) / Mile / Year. Crashes of all severity are weighted and combined to produce the critical crash equivalent. Actual crash counts are combined with the HSM model results to correct for regression-to-the mean (i.e. the randomness of crashes). Answers *“What is the frequency/severity of crashes?”*
- Safety Index Comparison – Compares the segment’s score to the statewide average for the same Facility Type as a ratio. A number lower than 1 indicates the segment has fewer and/or less severe crashes than the state average for similar locations; a number greater than 1 indicates the segment has more and/or more severe crashes than the statewide average for similar locations. Answers *“How does the location compare to similar locations in the state?”*
- Safety Index Rating – Four levels (1-low to 4-high) indicate how a segment’s score compares to the statewide distribution for the same Facility Type. The segment’s rating is based on the highest one-mile increment within the segment. Answers *“How much worse (or better) is the crash frequency/severity for the segment than average?”*

Safety management tools provide segment or intersection-specific safety performance information in the form of crash concentration locations, prevalence and over-representation of crash factors/crash types, risk levels, and safety index indicators. Crash concentrations and the Safety Index Rating serve as the primary indicators or flags for which roadway segments or intersections need further investigation. A higher concentration or rating does not always mean an infrastructure problem exists.

The Safety Index Rating grades roadway system locations based on expected crash frequency and severity compared to a statewide average for the same type of roadway. Four ratings provide a systematic basis for evaluating and prioritizing safety improvement candidates:

- Rating 1: No reported crashes.
- Rating 2: Fewer critical crashes and fewer total crashes than average.
- Rating 3: Either more critical crashes OR more total crashes than average.
- Rating 4: More critical crashes AND more total crashes than average.

Segments or intersections rated 3 or 4 or with evidence of crash concentrations require further analysis to identify if those locations might benefit from a safety improvement or countermeasure.

## **Safety Improvement Evaluation and Prioritization**

### **Evaluation**

#### *Fatal Crash Review*

WYDOT thoroughly investigates every fatal crash to try to identify all potential contributing factors (including driver factors, environmental factors, roadway factors, and vehicle factors) and evaluate the crash location to determine if safety improvements could help prevent future crashes from occurring.

#### *Construction Projects*

All construction projects are evaluated for safety needs. If a project location has an SI Rating of 3 or 4 (indicating the location has a higher number of critical crashes or total crashes than average), applicable safety treatments are evaluated within the Safety Treatment Manager (STM) to determine what safety work should be added to the project to help prevent future crashes.

#### *Road Rankings*

Each year, the entire roadway system is re-evaluated based on the most recent vetted crash data, and the road ranking system is updated based on these findings. The evaluation identifies sections of the roadway system with a 3 or 4 SI Rating. All state-owned roads with an SI Rating of 3 or 4 are added to the STM for further evaluation. District Traffic Engineers review all locations within their district with a 3 or 4 SI Rating to determine what, if any, safety treatments could be implemented to help prevent future crashes.

### *Crash Concentrations*

Areas with evidence of high crash concentrations are carefully reviewed to try to determine contributing factors and entered into the STM for further evaluation.

### *Other Potential Safety Concerns*

Any other potential safety concerns are carefully reviewed and, when applicable, entered into the STM for further evaluation.

### *Safety Treatment Manager*

The Safety Treatment Manager (STM) application consolidates all potential safety treatment locations in a single space and evaluates all available safety treatment options for each location using the HSM predictive method, which calculates expected crash reduction, lifetime cost, and lifetime benefit. This results in a numerical value which assists WYDOT and its safety partners with prioritizing safety treatments for the location based on consideration of the benefit to cost ratio and expected crash reduction. This enables project management to make more informed decisions regarding what safety work would be most beneficial to incorporate into the project.

The STM provides a systematic means of evaluating safety improvement opportunities to optimize impact by selecting projects that are more likely to provide higher critical crash reduction with lower cumulative costs, allowing for more locations with safety concerns to be addressed. The STM enables WYDOT and its safety partners to make faster and more informed decisions when determining safety project locations and the type of safety treatments to utilize for both new project development and existing safety concerns.

## **Prioritization**

The Highway Safety Program coordinates various WYDOT programs, districts, and safety partners to review potential safety treatments in the STM. If a review of a location determines a safety treatment is warranted, the safety treatment project is approved and prioritized. Each year, prioritized location-based safety treatment project proposals and systemic safety treatments are submitted to Highway Safety for further review, evaluation, and prioritization.

The Highway Safety Improvement Program (HSIP) Committee reviews the prioritized list of proposed safety treatment projects and ranks the projects based on number and/or severity of crashes, SI Rating, risk level, estimated crash reduction, and benefit to cost ratio. Based on these rankings, the Committee identifies projects with the highest potential benefit that are more likely to allow the State to make progress toward achieving safety performance targets. Projects that fall within eligibility guidelines and fiscal year funding availability are included in the State Transportation Improvement Program (STIP). Generally, projects eligible for HSIP funding must:

- Remain consistent with the State Highway Safety Plan;
- Be identified based on crash experience, crash potential, crash rate, or other data-supported means;
- Correct or improve a hazardous road location or feature; and
- Address a roadway or roadway segment with a documented safety issue.

HSIP safety treatment projects fall under the following classifications:

- Location-Based – Focus on a limited section of roadway and often respond to crash concentrations or increased crash potential. Typically, smaller projects that address a specific safety concern.
- Systemic – Corridor, area, or statewide treatments that are generally low cost and application is not exclusive to spot locations. Expect overall statewide crash reduction based on widespread deployment.

Selected HSIP projects are submitted to Planning to include in the State Transportation Improvement Program's upcoming fiscal year project list.

Data-driven analysis and systematic evaluation and prioritization help WYDOT and its safety partners determine where HSIP funds should be spent to optimize the use of limited safety resources and have the highest chance of reducing future crashes. The focus is on locations with the highest safety concerns and the most effective benefit to cost ratios. HSIP safety projects are carefully reviewed utilizing the STM and selected based on their potential impact to reduce fatal and serious injury crashes.

## **HSIP FUND ALLOCATION**

### **Available Funding**

Under 23 U.S.C. 148(i)(1), States that do not meet or make significant progress towards meeting their safety performance targets must use obligation authority equal to the HSIP apportionment for the year prior to the year for which the targets were not met or significant progress was not made only for HSIP projects. Therefore, at minimum, Wyoming must obligate an amount equal to the Federal Fiscal Year (FFY) 2022 HSIP Apportionment of \$20,016,217 to be used strictly on highway safety improvement projects in FFY 2026.

### **Funding Allocation Goals**

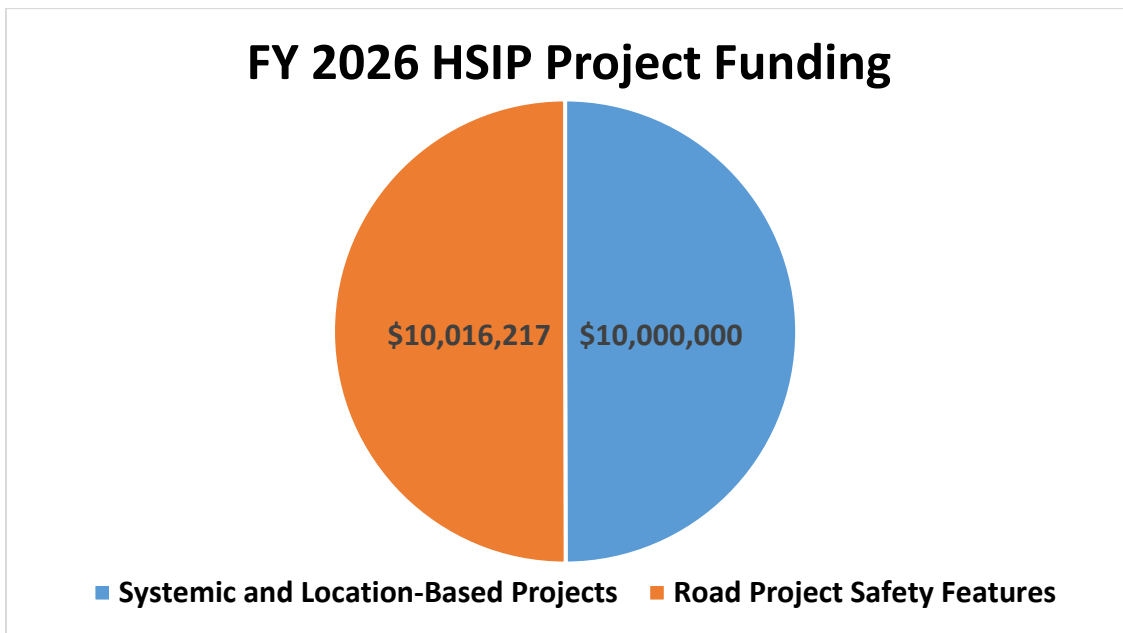
Under 23 U.S.C. 148(i)(2)(C), the HSIP Implementation Plan must describe how HSIP funds will be allocated during the plan period. At minimum, Wyoming must obligate an amount equal to the Federal Fiscal Year (FFY) 2022 HSIP Apportionment of \$20,016,217 to be used strictly on highway safety improvement projects in FFY 2026.

In Wyoming, annual Highway Safety Improvement Program (HSIP) funding is used strictly on roadway safety improvement projects. Annual HSIP funding is divided into two types of safety project categories:

- Systemic and Location-Based Projects – Each year \$10,000,000 is reserved to fund location-based and systemic safety treatment projects. These types of projects include but are not limited to:
  - District Spot Safety Projects
  - High Risk Rural Roads
  - Pavement Markings
  - Epoxy Striping

- Guardrail Upgrades
- Electrical Projects
- Rumble Strips
- Safety Sign Upgrades
- Road Project Safety Features – Remaining funds are available to incorporate safety features into planned construction projects. These types of projects address the safety emphasis and focus areas identified in the Strategic Highway Safety Plan (SHSP) such as:
  - Lane or Road Departure
  - Speeding
  - Curves
  - Pedestrian & Bicycle
  - Intersections
  - Weather Impacts

For FY 2026 the minimum HSIP Apportionment of \$20,016,217 is estimated to be distributed in a near even split between safety project categories:



This allows limited HSIP resources to address safety concerns at locations where work was not otherwise planned, and for safety treatments to be incorporated into planned projects with identified safety concerns while on location.

## HSIP ELIGIBLE PROJECTS LIST

The Wyoming Department of Transportation maintains a State Transportation Improvement Program (STIP) Projects List, which documents construction projects that are planned to be funded within a given fiscal year. The STIP Projects List includes the safety improvement projects selected by the Highway Safety Improvement Program (HSIP) Committee as well as other construction projects with incorporated safety features. An HSIP Eligible Projects List documents construction projects that are planned to be funded within a given fiscal year that fall within HSIP eligibility guidelines and may qualify for HSIP funds. The goal is to allocate HSIP funding to projects that have the highest potential benefit and are more likely to allow the State to make progress toward achieving safety performance targets.

For FY 2026, several planned STIP projects are stand-alone safety improvement projects or include added safety work, making the projects eligible for HSIP funding. The 2026 HSIP Eligible Projects List provides a list of the projects currently scheduled to be completed in FY2026 that may be eligible to receive HSIP funds. All HSIP funding eligible projects are consistent with the State SHSP [23 U.S.C. 148(a)(4)(A)] and address one or more emphasis or focus areas.

Emphasis areas are areas of primary focus for critical crash prevention treatment that have been identified as an area of concern with large numbers of critical crashes (a *major* contributor to critical crashes) and are given priority when exploring safety treatments. Emphasis areas include lane or road departure, speed, and curves. Focus areas are areas of secondary focus for critical crash prevention treatment that have been identified as an area of concern, but with fewer numbers of critical crashes than emphasis areas (a contributor to critical crashes). Focus areas are important areas to address to reduce critical crashes but will likely have a smaller impact than emphasis areas. Focus areas include intersections, active transportation, and inclement weather.

Planned projects include lighting additions, signal upgrades, epoxy striping, adding delineators, guardrail improvements, slope flattening, and safety sign upgrades. These safety projects are expected to contribute to reducing critical crashes in the SHSP emphasis and focus areas highlighted above. For more detailed discussion and analysis of the SHSP emphasis and focus areas the HSIP eligible projects have been selected to address, please refer to the [Wyoming Strategic Highway Safety Plan](#). Emphasis and focus areas are also analyzed annually in the [Wyoming Report on Traffic Crashes](#), as well as in various bi-monthly [Highway Safety Reports](#) located on WYDOT's Highway Safety public website.

The 2026 HSIP Eligible Projects List includes six (6) systemic and four (4) location-based projects with a primary focus on safety improvement, which accounts for approximately 48% of planned projects. The remaining projects are planned road construction projects that will incorporate safety features into the project, which accounts for the remaining 52% of planned projects.

For FY 2026, 75% of the planned HSIP funding eligible projects listed address a location with an SI Rating of 3 or 4, with nearly all having an SI Rating of 4. These projects mainly address crash reduction in rural areas, with a primary focus on lane departure mitigation, which account for the majority of Wyoming's critical crashes. These projects are supplemented by statewide safety sign upgrades that address various locations throughout the state. Additionally, Wyoming's High Risk Rural Roads Program receives over \$400,000 annually for safety improvement projects located on low volume tribal and county roads.

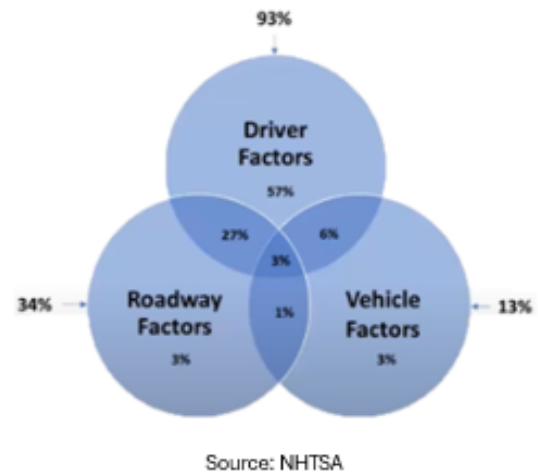
Specific HSIP funding amounts for eligible projects will be determined based on the availability of other funding sources; however Wyoming will meet the statutorily required HSIP apportionment funds in FFY 2026 totaling \$20,016,217 for only HSIP safety improvement projects. Projects included in the 2026 HSIP Eligible Projects List may be adjusted based on funding availability or elevated safety concerns.

*Refer to the 2026 HSIP Eligible Projects List in the Appendix.*

# SAFETY PROGRAMS, STRATEGIES AND ACTIVITIES

The National Highway Traffic Safety Administration (NHTSA) completed a study on contributing factors present in traffic crashes. The result of this study is often represented by a Venn diagram, which demonstrates the relationships and proportions of contributing factors in traffic crashes based on national historical crash data. A significant number of crashes involve a combination of these factors as most collisions are not caused by a single, isolated factor but by an interaction between two or more categories. However, the vast majority of traffic collisions involve driver error.

**Crash Contributing Factors**



NHTSA categorizes driver error into four types:

- Recognition Errors (most frequent, 41% of driver-related crashes)
  - Inattention
  - Distraction (Internal and External)
- Decision Errors (33% of driver-related crashes)
  - Driving too fast for conditions
  - False assumptions of other's actions
  - Illegal maneuver
  - Misjudgment
- Performance Errors (11% of driver-related crashes)
  - Overcompensation
  - Poor directional control
- Non-Performance Errors (7% of driver related crashes)
  - Falling asleep
  - Physical impairment

In line with national historical trends, Wyoming crash data shows that the majority of contributing factors present in a traffic crash are linked to the drivers of motor vehicles, and the areas of highest concern are recognition and decision errors.

The Wyoming Highway Safety Program encompasses a Behavioral Grants Program, which focuses on reducing the frequency and severity of crashes on Wyoming roadways through funding programs, strategies, and activities that focus on addressing risky driver types and behaviors. The Behavioral Grants Program identifies a combination of programs, strategies, and activities that will 1) contribute to a reduction in fatalities and serious injuries [23 U.S.C. 148(b) & 150(b)(1)] and 2) help the State achieve or make significant progress towards achieving safety performance targets in subsequent years [23 U.S.C 148(i)(2)(D)].

The Behavioral Grants Program applies for and manages federal and state funding to address specific behavioral traffic safety issues that may constitute a hazard to road users such as Young Drivers, Older Drivers, Motorcycle Safety, Vulnerable Road Users, Speeding, Impaired Driving,

Occupant Protection, Distracted Driving, Winter Driving, and other traffic safety related projects supported by data. Behavioral Grants use qualitative and quantitative measurements to determine goals, safety impacts, and rationale for funding decisions. The selected programs, strategies, and activities are based on data driven problem identification by analyzing the most current traffic safety data available to implement proven strategies.

While the Behavioral Grants Program does not use HSIP funds for programs, strategies, and activities to address driver factors contributing to traffic crashes, the planned projects for FY2026 are a critical component in attempting to meet or make significant progress towards meeting Wyoming's annual safety performance targets, and works in conjunction with HSIP Projects which focus on roadway safety improvements to achieve the same goal.

*Refer to FY2026 Project Information in the Appendix.*

## **SUMMARY OF ACTIONS**

Crashes are not readily predictable; causes vary widely and crashes are not always associated with a specific cause. There is a large random component to crash occurrences. A single crash, however horrific it may be, does not necessarily indicate a problem at the location of the crash. In addition, historical crash data tends to show that most fatal and serious injury crashes occur at locations that *do not* have a severe crash history within a typical review period. This makes trying to anticipate which locations may constitute a hazard to road users very difficult.

In response, Wyoming has developed the Safety Portal, which offers data-driven safety analysis reports and safety management applications that provide both historical and predictive crash data. This allows for a more proactive means of reducing fatal and serious injury crashes by providing decision support for an effective traffic safety management program with the goal of reducing critical crashes. The tools provided in the Safety Portal enable WYDOT to proactively identify locations that are more likely to have fatal and serious injury crashes, and to address or mitigate those risks with proven, low-cost, widely deployable countermeasures or targeted safety improvement projects to reduce the risk of these crash types before they occur.

Data-driven analysis and systematic evaluation and prioritization help WYDOT and its safety partners determine where HSIP funds should be spent to optimize the use of limited safety resources and have the highest chance of reducing future crashes. The focus is on locations with the highest safety concerns and the most effective benefit to cost ratios. HSIP safety projects are carefully reviewed utilizing the STM and selected based on their potential impact to reduce fatal and serious injury crashes. The data-driven, systematic safety planning process helps to focus attention on areas of the roadway system that need it most in respect to crash reduction. With an emphasis on more severe crashes, the safety planning process helps identify which locations are the "worst of the worst" and provide the highest opportunity for crash reduction.

To try to meet or make significant progress towards meeting its annual safety performance targets in subsequent years, Wyoming has developed a comprehensive Safety Planning

Process which leads to data-driven safety decisions that are more likely to reduce fatal and serious injury crashes. Wyoming will focus on reducing critical crashes in identified emphasis and focus areas by selecting locations that demonstrate increased risk and completing safety projects that have the best potential for reducing critical crashes. Road safety improvement projects will be supplemented by data-supported programs, strategies, and activities that focus on the most difficult safety improvement task – changing risky driver behaviors. This approach enables the State to focus limited resources on safety projects with the highest probability of reducing the number of fatalities and serious injuries on the transportation system’s roadways.

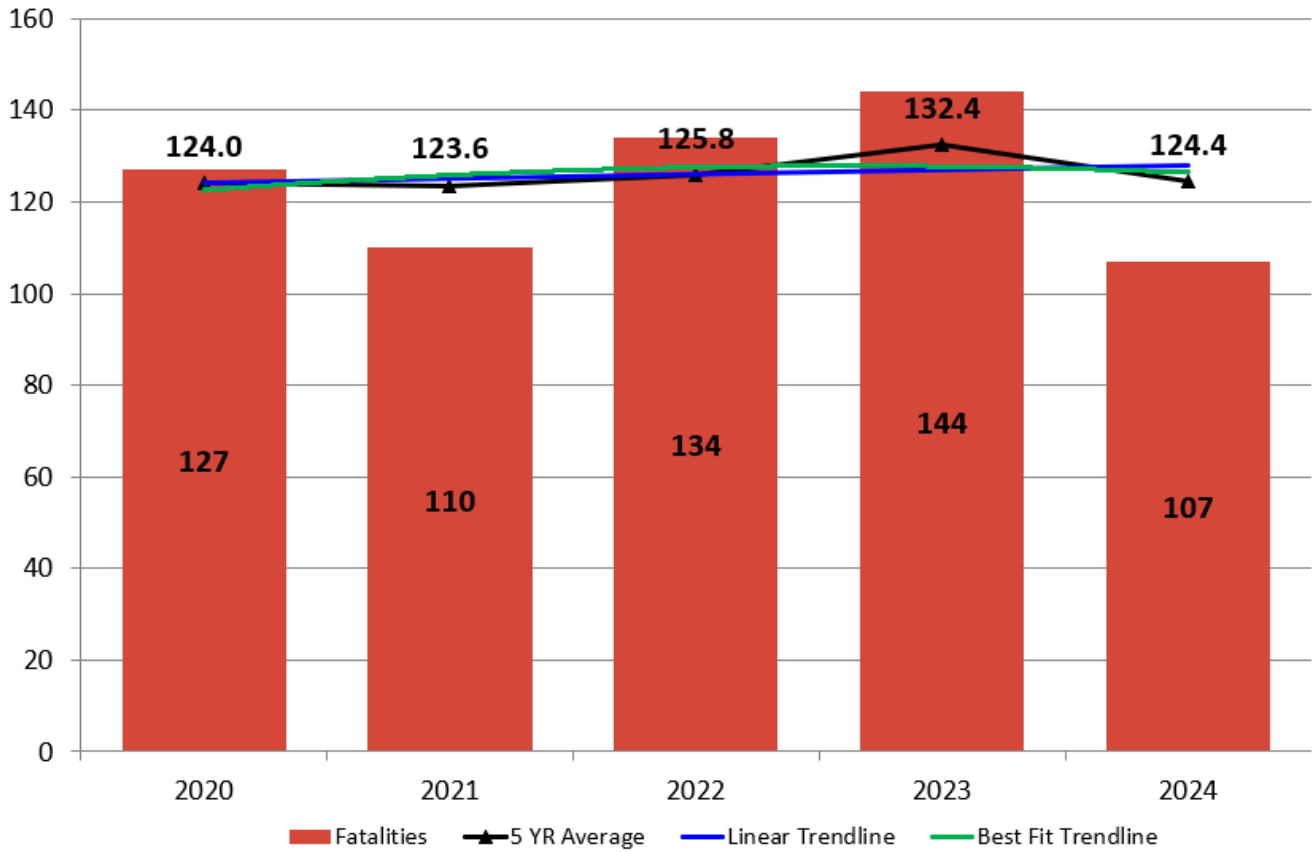
Historical trend data indicates that Wyoming is making progress in reducing fatal and serious injuries. As experienced on a national level, Wyoming saw an unexpected spike in critical crashes following 2020, which impacted Wyoming’s ability to meet performance measures based on recent reduction trends. However, preliminary data indicates the recent spike in fatal and serious injuries appears to be returning to a downward trend in Wyoming. Wyoming is very close to meeting performance targets and is hopeful the critical crash trend will continue downwards. A recovered trend line, with the additional aid of planned safety improvement projects, programs, strategies, and activities likely means Wyoming will be able to meet or make significant progress toward meeting its subsequent targets.

# APPENDIX

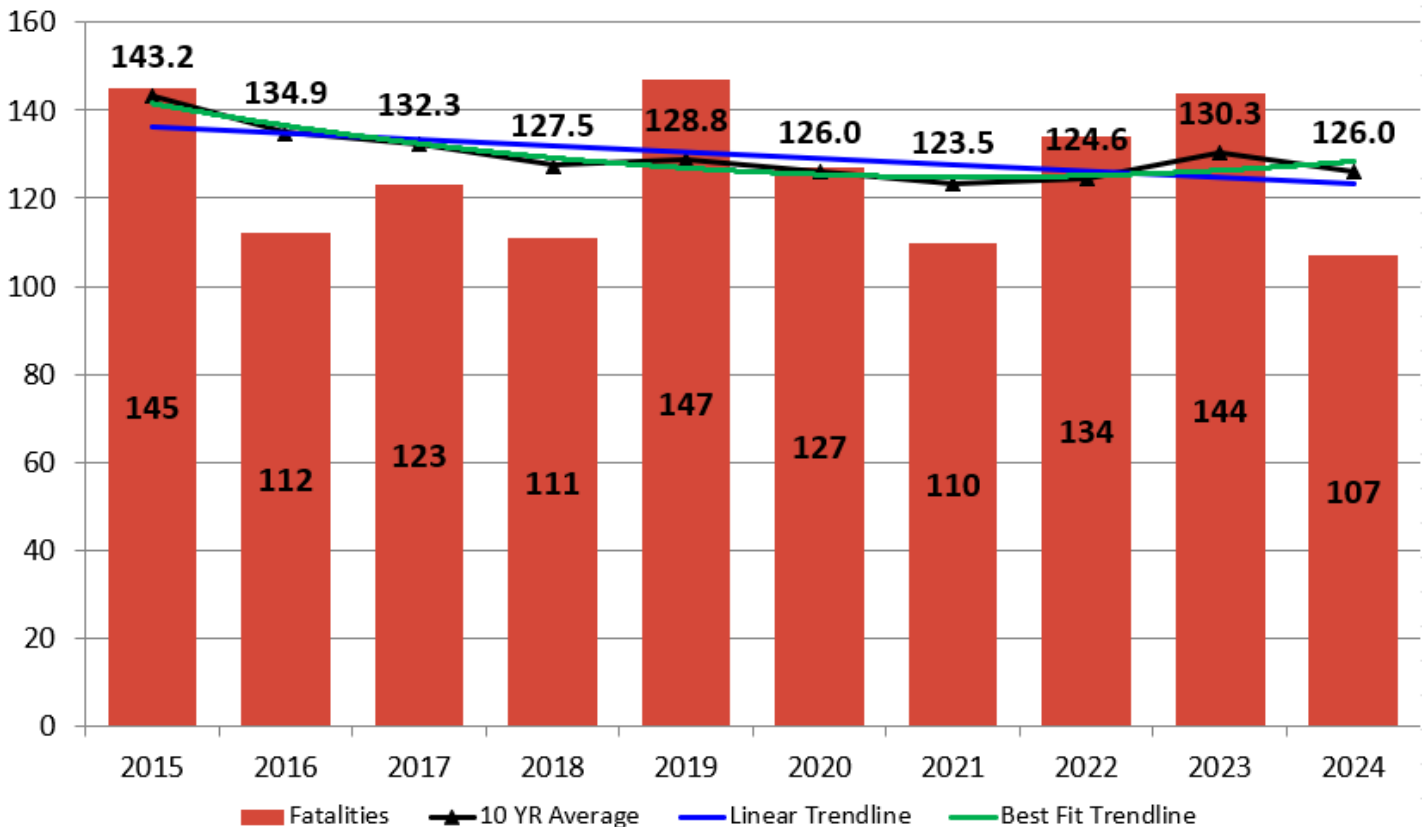


# Core Performance Measures Historical Trends

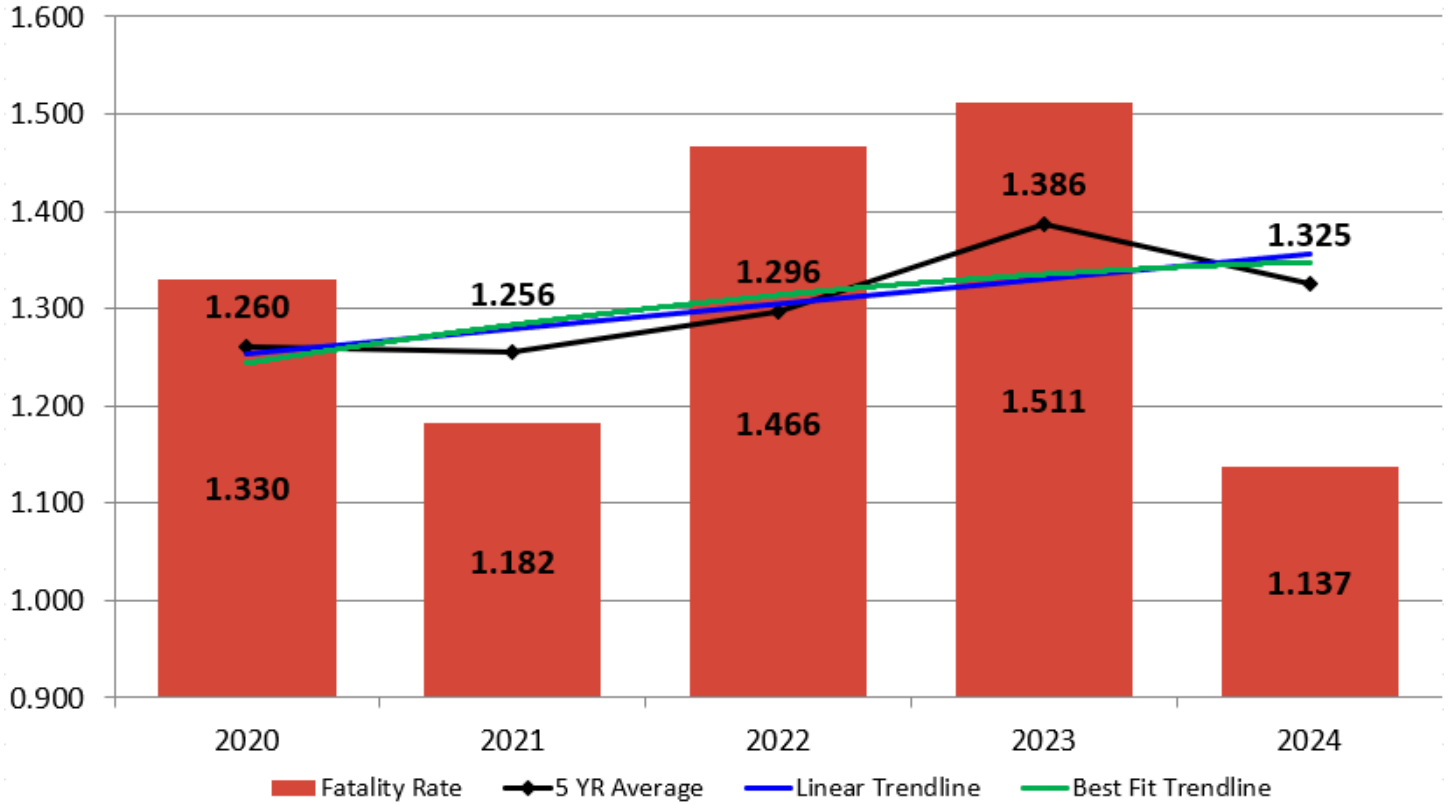
## FATALITIES - ANNUAL & 5 YEAR AVERAGE



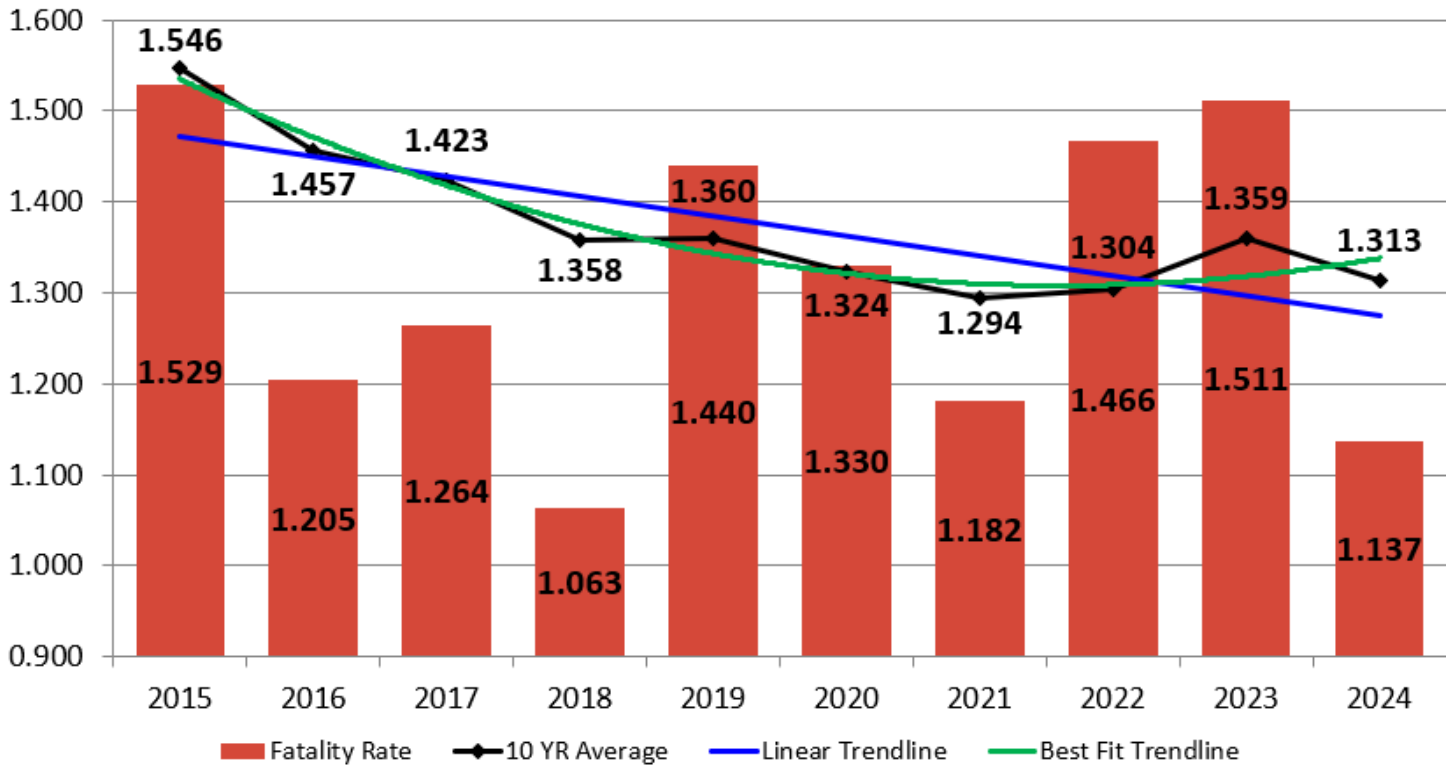
## FATALITIES - ANNUAL & 10 YEAR AVERAGE



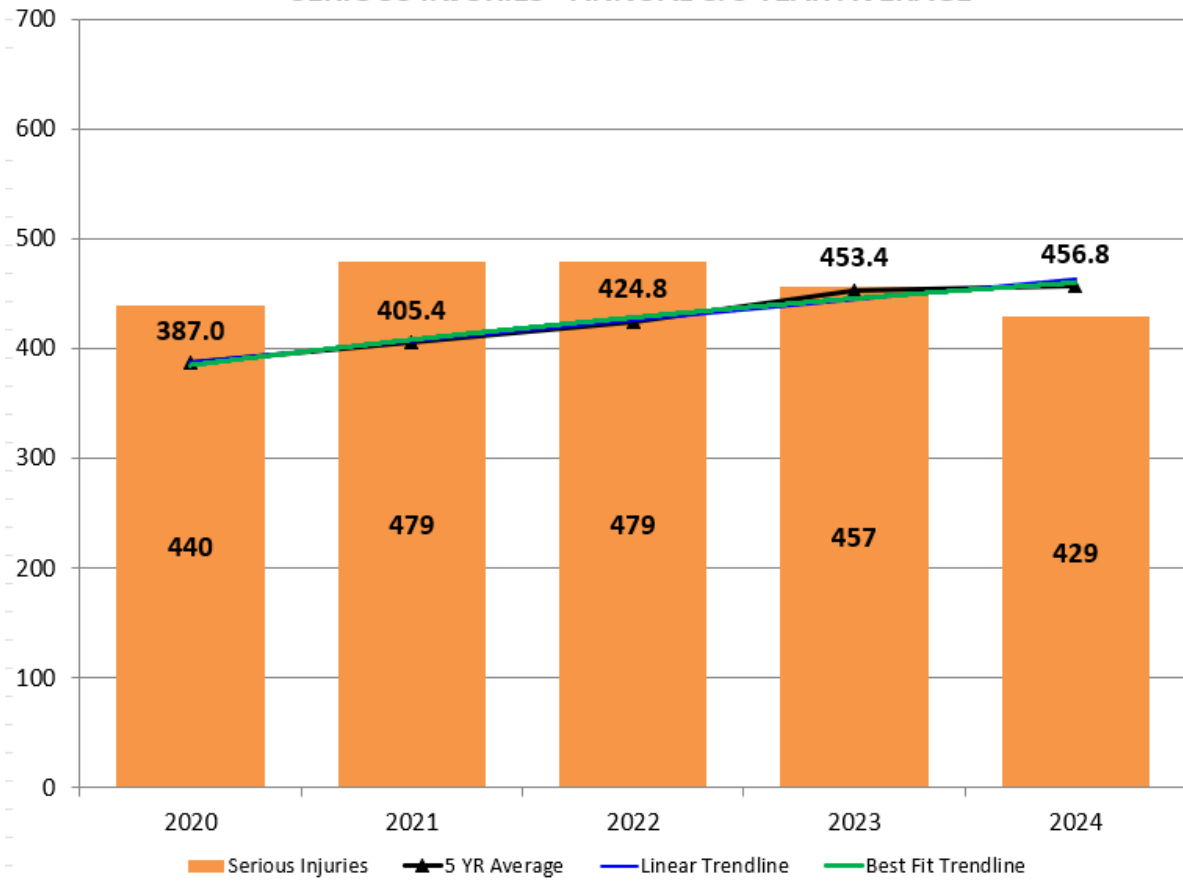
### FATALITY RATE - ANNUAL & 5 YEAR AVERAGE



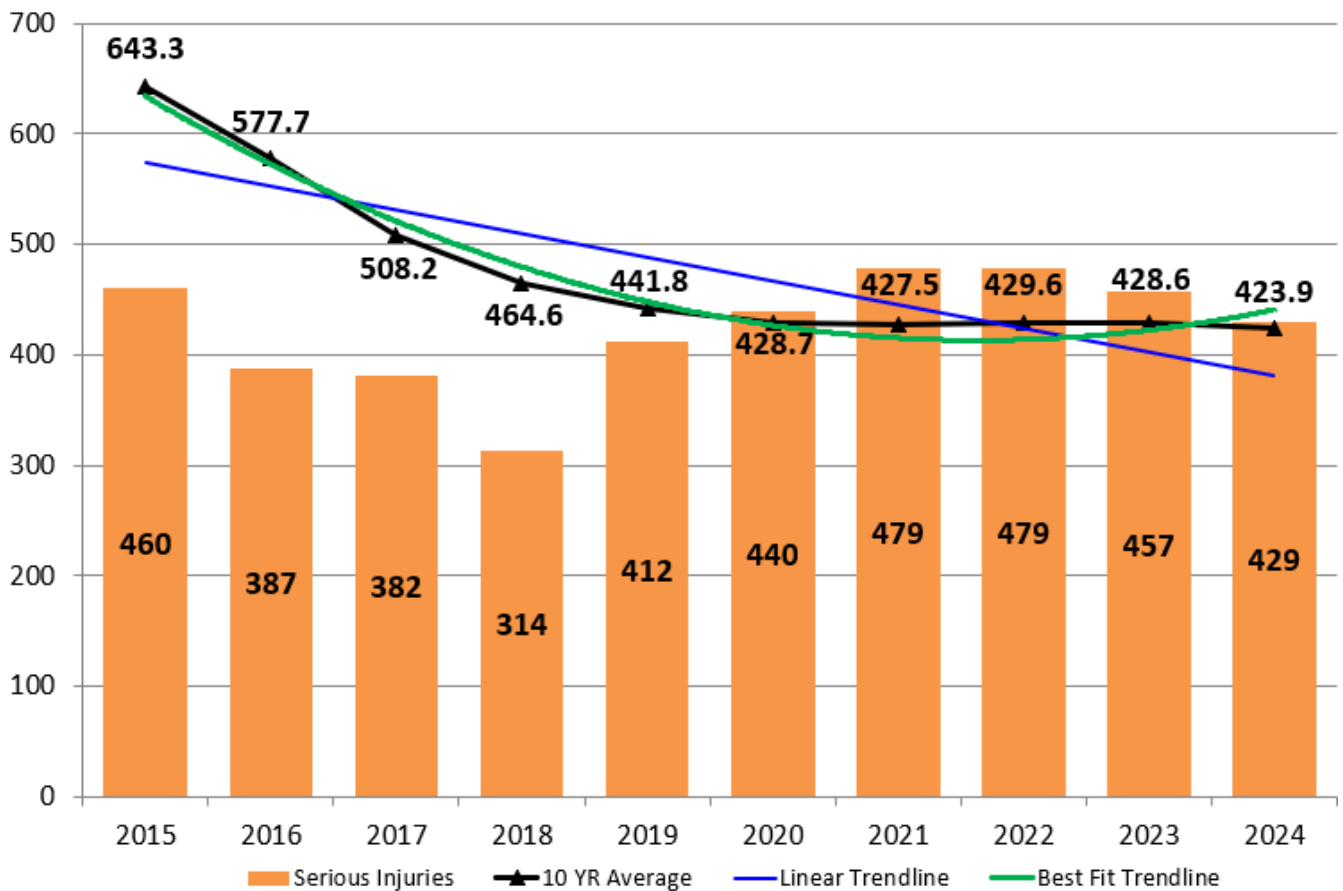
### FATALITY RATE - ANNUAL & 10 YEAR AVERAGE



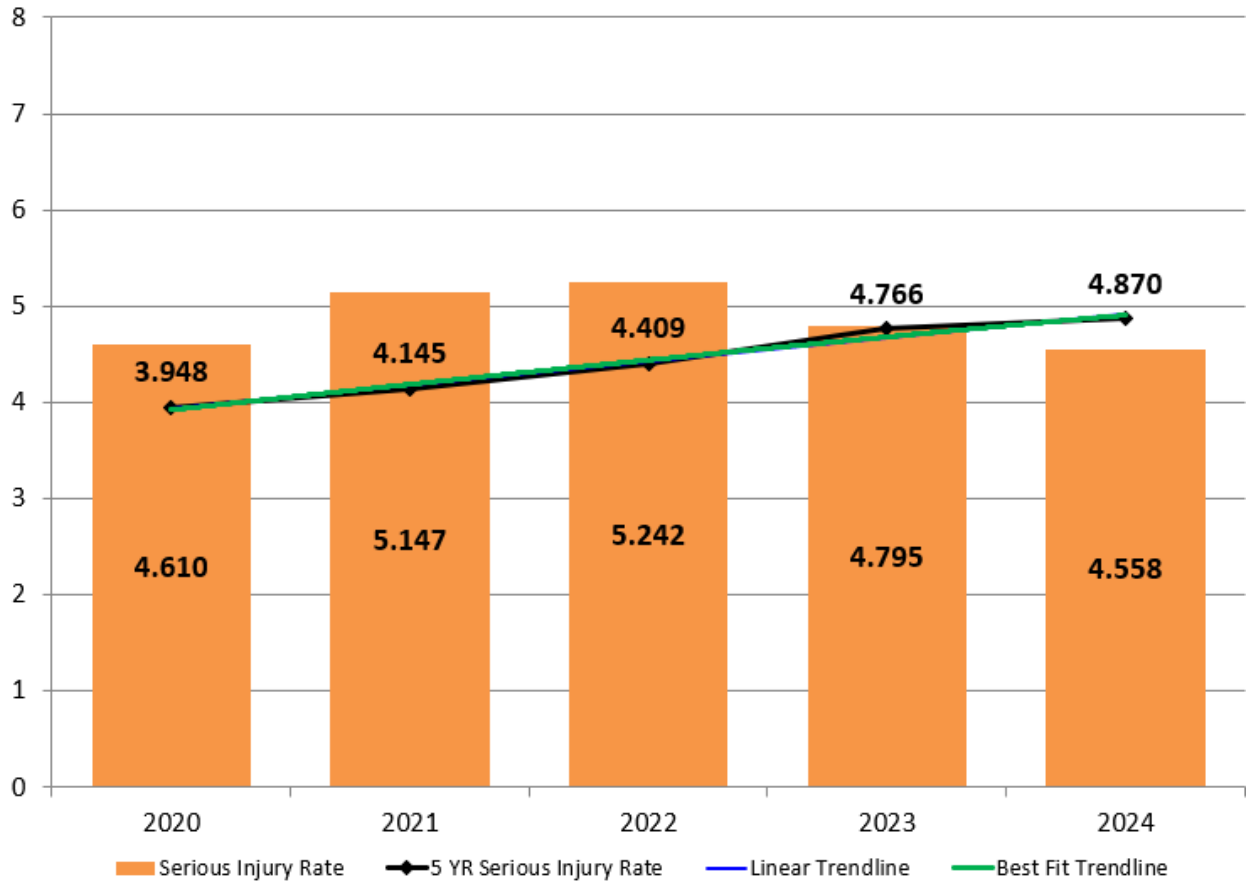
### SERIOUS INJURIES - ANNUAL & 5 YEAR AVERAGE



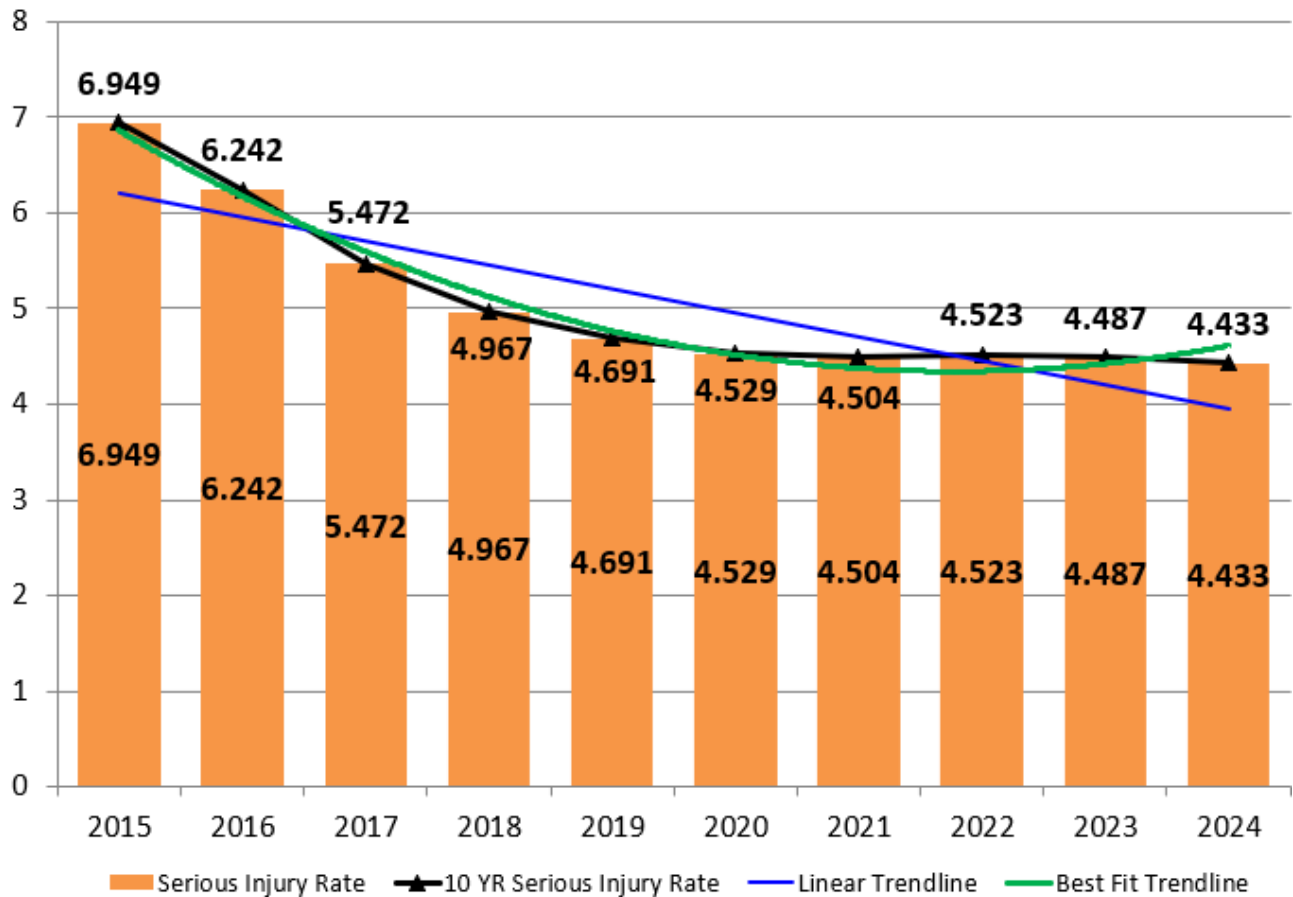
### SERIOUS INJURIES - ANNUAL & 10 YEAR AVERAGE



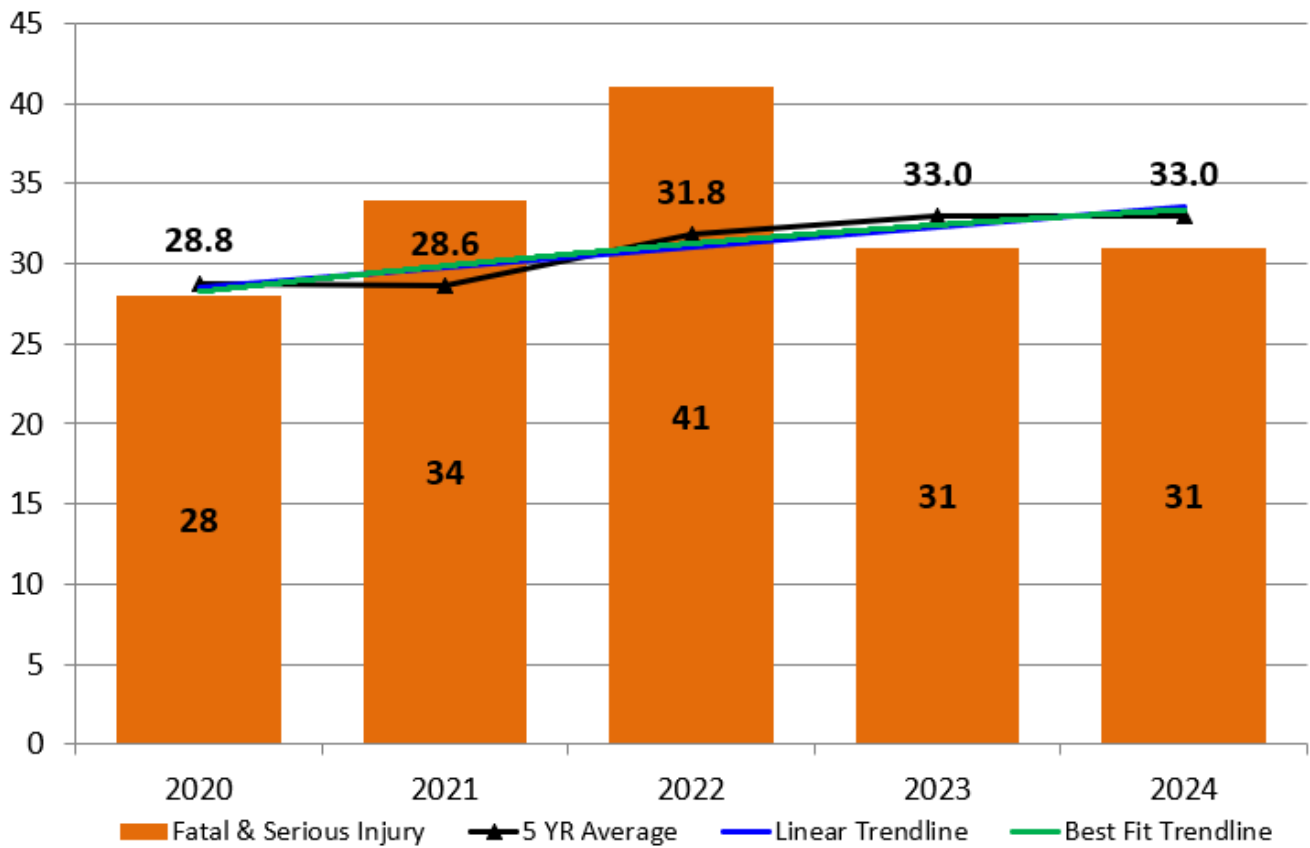
### SERIOUS INJURY RATE - ANNUAL & 5 YEAR AVERAGE



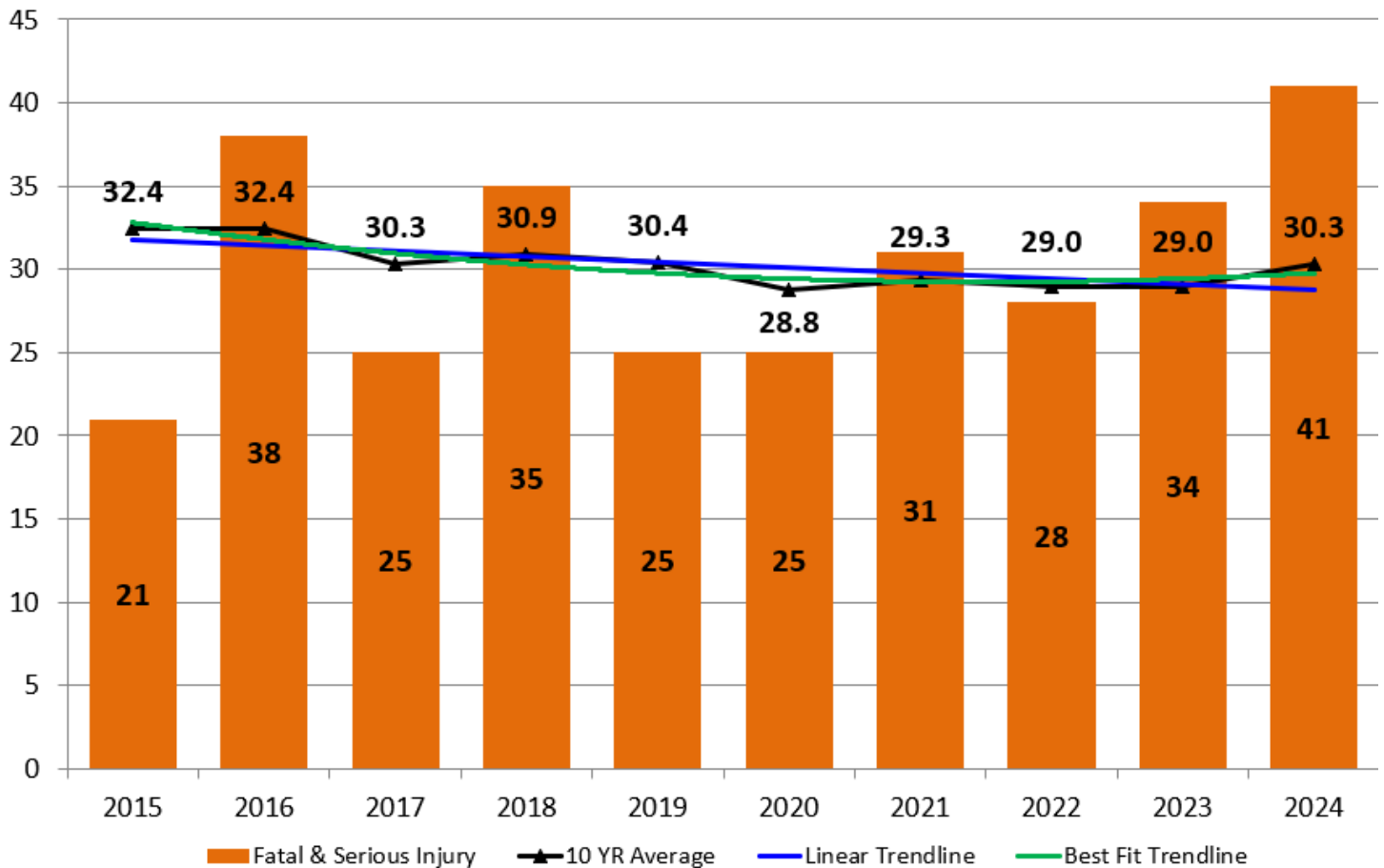
### SERIOUS INJURY RATE - ANNUAL & 10 YEAR AVERAGE



### NON-MOTORIZED FATAL & SERIOUS INJURIES - ANNUAL & 5 YEAR AVERAGE



### NON-MOTORIZED FATAL & SERIOUS INJURIES - ANNUAL & 10 YEAR AVERAGE



# 2026 HSIP Eligible Projects List

## 2026 Projects w/ Safety Work

5/30/2025

Dist	STIP YR	Prefix	Project	Descr	SI Rating	Estimated Crash Reduction	CMF	Reason	Project Total (CON & CE)	Safety Total	SHSP Category
1	2026	NHPP	N232070	LARA-COLO/LARA SOUTH US287	2	.08	.90	SAFETY/TURN LANE/OVERLAY	\$ 8,709,855	\$ 3,483,942	SYSTEMIC
1	2026	STP	U212021	CHEY/COLLEGE/FOX FARM-PERSH	4	.011	.90	PCCP REHAB/MILL OVERLAY PMP	\$ 13,613,194	\$ 680,660	SAFETY - INTERSECTIONS
2	2026	HSIP	1002019	SUSX-LINCH/WY 192	2	0	.75	REM GUARDRAIL/SLOPE FLATTENING	\$ 638,000	\$ 638,000	SYSTEMIC
2	2026	NHPP	I252177	CHUG-WHTL/I-25/SAFETY GRADING	2	.19	.85	SAFETY GRADING	\$ 220,000	\$ 220,000	LANE & ROAD DEPARTURE CRASHES
2	2026	NHPP	I254167	GLNK-CASP/CASP MARG	4	0.001	.98	RECONSTRUCTION	\$ 32,292,668	\$ 7,911,704	SYSTEMIC
2	2026	STP	N212124	CASP STS/POPLAR/CY-COLLINS	4	.001	.98	RECONSTRUCTION	\$ 8,434,789	\$ 948,914	SAFETY - BICYCLE & PEDESTRIAN
2	2026	STP	N212124	CASP STS/POPLAR/CY-COLLINS	4	.001	.98	RECONSTRUCTION	\$ 632,609	\$ 632,609	SAFETY - INTERSECTIONS
3	2026	HSIP	1900047	GRRV SOUTH/WY 530/CVL & DNJ	4	0	1	REPL OF CONDUIT AND LUMINAIRES	\$ 250,000	\$ 250,000	OTHER
3	2026	HSIP	B233028	DIST 3/VAR LOC/GUARDRAIL	4	.364	.81	GUARDRAIL	\$ 1,000,000	\$ 1,000,000	LANE & ROAD DEPARTURE CRASHES
3	2026	HSIP	B263013	DIST 3/VAR LOC/EPOXY STRIPING	4	.067	.91	EPOXY STRIPING	\$ 1,000,000	\$ 1,000,000	SYSTEMIC
3	2026	HSIP	B263016	EVAN STS/VAR LOC/SIGNAL REPL	2	.004	.90	SIGNAL/ADA UPGRADES	\$ 1,500,000	\$ 1,500,000	SAFETY - INTERSECTIONS
3	2026	HSIP	B263018	DIST 3/VAR LOC/PAVE MARKINGS	4	0	.91	PAVEMENT MARKINGS	\$ 1,000,000	\$ 1,000,000	SYSTEMIC
3	2026	NHPP	I801192	EVAN/I-80/TRUCK PARKING	3	0	.75	TRUCK PARKING AREAS	\$ 38,342,259	\$ 17,254,017	SYSTEMIC
3	2026	NHPP	N104094	ALPN JCT-HBCK JCT/SNAKE RIVER	4	0	.85	SLIDE MIT/RED ROOF SLIDE	\$ 6,613,119	\$ 2,565,890	SYSTEMIC
3	2026	NHPP-PM	N104097	JACKS STS	4	0	.90	SLAB REPLACEMENT/ADA	\$ 997,873	\$ 199,575	SAFETY - BICYCLE & PEDESTRIAN
3	2026	NHPP	N104098	HOBK JCT-JACK/US 26/RICE SLIDE	2	.013	.50	SLIDE MITIGATION	\$ 11,088,000	\$ 4,435,200	SYSTEMIC
4	2026	HSIP	B264014	DIST 4/VAR LOC/GUARDRAIL	4	0	.81	GUARDRAIL	\$ 1,179,010	\$ 1,179,010	LANE & ROAD DEPARTURE CRASHES
4	2026	HSIP	N432064	WRIGHT-BILL/WY 59 & WY 450 INT	4	0.001	0.93	INSTALL LIGHTING	\$ 100,000	\$ 100,000	INTERSECTIONS
5	2026	NHPP	N342054	WTMN-SHOS/US 20/26/SHOS EAST	4	.026	.90	CHIP SEAL/RUMBLE STRIPS	\$ 2,406,614	\$ 120,331	LANE & ROAD DEPARTURE CRASHES
V	2026	HSIP	B269012	D1 & D4/VAR LOC/EPOXY STRIPING	4	Systemic	0.91	EPOXY STRIPING	\$ 1,000,000	\$ 1,000,000	SYSTEMIC
V	2026	HSIP	B269015	STWD/VAR LOC/SIGN UPGRADES	Various locations	Systemic	.90	SAFETY SIGN UPGRADES	\$ 425,000	\$ 425,000	SYSTEMIC
<b>TOTAL</b>									<b>\$ 130,810,381</b>	<b>\$ 46,544,850</b>	

These projects are currently in the STIP and have safety work on them. HSIP funding may be added to these projects. A minimum of \$20,016,217 HSIP funds will be used.

# FY2026 Project Information

## Traffic Safety Outreach and Education (Deterrence & Prevention)

**Planned Activity:** Fremont County SafeRide  
**Subrecipient:** Fremont County Association of Governments  
**Organization Type:** Local Government

**Eligible use of funds:** This project will implement targeted, evidence-based strategies to reduce impaired driving and nighttime crash fatalities by offering free, demand-response transportation as well as collaborating with local organizations to expand use. Additionally, this project will establish, fund, and promote SafeRide service operations during community events where drinking is prevalent within Fremont County and promote the sustained use of SafeRide through media resources. Funds will be used towards media and the promotion of SafeRide.

**Planned Activity:** Roadway Safety Education & Virtual Roadway Safety Sessions  
**Subrecipient:** Injury Prevention Resources (IPR)  
**Organization Type:** Non-profit

**Eligible use of funds:** This project will focus on comprehensive, localized, targeted and data driven occupant protection, distracted driving, speed related, and impaired driving educational events and media in communities' data deems high risk. Activities include partnering with traffic safety advocates, local businesses, law enforcement, the education system, providing personnel to man safety booths, media to support events, developing and producing educational materials, and traffic safety education. The project will be implemented within Carbon, Fremont, Lincoln, Natrona, and Sweetwater counties. Expenses include salaries, in-state travel, out-of-state travel, media, and printing costs.

**Planned Activity:** WHP Safety Education  
**Subrecipient:** Wyoming Highway Patrol (WHP)  
**Organization Type:** State Government

**Eligible use of funds:** The WHP Safety Education Program will work throughout the State to educate teens, adults, and older drivers through a variety of traffic safety education classes, community events, and media to promote proper restraint usage, the dangers of distracted and impaired driving, and Wyoming's Move Over Law. WHP staff will attend conferences and trainings to increase expertise and knowledge of behavioral traffic safety issues. The project will pay for sworn personnel overtime salaries, training expenses associated with certifying WHP personnel to become Child Passenger Safety (CPS) Technicians, in-state travel expenses, out-of-state travel expenses, instructor expenses for the Impaired Driving and CPS classes, supplies, and equipment.

**Planned Activity:** Sheridan Traffic Safety Education  
**Subrecipient:** Sheridan Police Department  
**Organization Type:** Local Government

**Eligible use of funds:** The Sheridan Police Department conducts up to ten, eight-hour traffic safety classes open to the public and traffic offenders sentenced by Municipal and Circuit Courts as an alternative sentencing option to traffic citations. The classes are offered free of charge to those attending. The project will educate participants, provide students a comprehensive final exam, and overall class evaluation. Expenses include overtime salary for sworn uniformed Sheridan police officers teaching the class.

**Planned Activity:** Comprehensive Traffic Safety

**Subrecipient:** Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** The Highway Safety Office will collaborate with numerous traffic safety advocates to reduce fatalities and injuries due to lack of seat belt use, impaired driving, distracted driving, speeding, and other behavioral traffic safety issues. This project will augment planned traffic safety activities for local, state, and national events.

**Planned Activity:** Child Passenger Safety and Safe Routes to School

**Subrecipient:** Memorial Hospital of Laramie County

dba Cheyenne Regional Medical Center (CRMC)

**Organization Type:** Local Government

**Eligible use of funds:** CRMC will partner with childcare services to provide data driven education, car seat inspections, and launch educational aspects of Safe Routes to School (SRTS). The program will purchase, maintain, and prep all inventory for all educational events for car seats and classroom events. In addition, CRMC will conduct car seat check-up events, produce and distribute educational materials, and conduct advertising campaigns throughout the fiscal year to include social media as well as implement the educational components of Safe Routes to School (SRTS) with Laramie County School District 1. Expenses include salaries, travel, media, and other outreach costs.

**Planned Activity:** Traffic Incident Management Facilitator

**Subrecipient:** WYDOT Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** The Traffic Incident Management (TIM) Coordinator shall be responsible for the TIM training and education program utilizing national best practice standards. The Coordinator will maintain and expand the TIM program, compile and distribute crash data while illustrating the economic implications that crashes, secondary crashes, and roadway downtime(s) have on Wyoming. Collection of incident responders' information, tracking, and creating a database for TIM training throughout the State will be part of the professional services provided. The Coordinator will also develop and distribute pre and post-survey questions for TIM courses, pursue participation of incident responders throughout the State, act as a Facilitator of the Wyoming TIM Coalition, and develop subcommittees to support TIM initiatives throughout the State. Expenditures include TIM Coordinator salary, travel, and supplies needed for project success.

## Youth Programs

**Planned Activity:** Choices Matter Program

**Subrecipient:** WYDOT Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** The Choices Matter Program will deliver ten (10) presentations targeting Wyoming counties with the highest rates of young driver fatalities. The primary audience includes young drivers ages 15-20 and their parents. The presentations aim to influence behavior through education on real life consequences of risky driving. Expenditures are paid per presentation completed.

**Planned Activity:** Wyoming ThinkFirst: Driver Safety

**Subrecipient:** Wyoming Department of Health

**Organization Type:** State Government

**Eligible use of funds:** The statewide ThinkFirst Program uses evidence-based modules that will help educate teen drivers and parents on the importance of traffic safety relating to the use of seat belts, bicycle safety, pedestrian safety, speed, distracted driving, and traumatic brain injury. Statewide training explains the three collisions of a crash (vehicle collision, human collision, and internal organ collision), how injuries occur, how they affect the body, and how they can be prevented. The training also emphasizes the impact of poor choices while driving. Expenses include salaries, travel, media, and other outreach costs.

## Mass Media

**Planned Activity:** Governor's Council on Impaired Driving Media

**Subrecipient:** WYDOT Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** The Governor's Council on Impaired Driving will work 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. Expenditures include contractor salaries, travel, and supplies needed for project success.

**Planned Activity:** Statewide Media - General

**Subrecipient:** WYDOT Public Affairs Office

**Organization Type:** State Government

**Eligible use of funds:** The WYDOT Public Affairs Office works to educate the public on traffic safety issues related to occupant protection, impaired driving, distracted driving, vulnerable road users, winter driving, and unattended passenger awareness through multi-media communication and outreach. The project activities include developing, producing, and distributing traffic safety messaging that will modify the behaviors of targeted demographics.

**Planned Activity:** Native American Outreach

**Subrecipient:** WYDOT District 5

**Organization Type:** State Government

**Eligible use of funds:** This project will retain the services of a creative consultant for relevant, comprehensive campaign messaging. This media project will create messages focused on occupant protection, impaired driving, and vulnerable road users distributed through radio, print, billboard, bus, and social media focusing on the high-risk demographic located in District 5. This project works directly with the Wind River Intertribal Council to develop messaging.

## Public Traffic Safety Awareness for Motorcyclists

**Planned Activity:** Motorcycle Awareness Media

**Subrecipient:** WYDOT Public Affairs

**Organization Type:** State Government

**Eligible use of funds:** The WYDOT Public Affairs Office will create and conduct a media campaign that heightens awareness of motorcycles on the roadway. In addition, WYDOT will supplement this campaign with DMS messaging statewide during seasonal high motorcycle activity with Ham 'n Jam and Sturgis Motorcycle Rally at the top of the list.

Child Passenger Safety Technician Training and Inspection Stations

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

**Subrecipient:** Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** The Highway Safety Office (HSO) will retain the services of a certified CPS Instructors to conduct standardized CPS safety technician certification classes, CPS update classes, and CPS renewal classes. The Instructors along with the HSO shall schedule, facilitate, monitor for compliance, and ensure proper staffing at each class. Course information will be documented and submitted to Safe Kids Worldwide. Expenditures include Instructor costs, travel, and supplies needed for project success.

Sustained High Visibility Enforcement

**Planned Activity:** Occupant Protection High Visibility Overtime Enforcement

**Subrecipient:** Local Law Enforcement Agencies

**Organization Type:** Local Government

**Eligible use of funds:** Local law enforcement will participate in sustained year-long high visibility overtime enforcement that will focus on NHTSA occupant protection enforcement campaigns, task forces and localized events during which data has shown an increase in traffic crashes and fatalities due to lack of seat belt usage and speeding on the Wyoming roadways.

The following agencies will participate in FY2026, however, as time progresses agencies may be added during this fiscal year:

Afton Police Department	Glenrock Police Department	Platte County Sheriff
Albany County Sheriff	Goshen County Sheriff	Powell Police Department
Campbell County Sheriff	Hot Springs County Sheriff	Rawlins Police Department
Carbon County Sheriff	Jackson Police Department	Riverton Police Department
Casper Police Department	Lander Police Department	Rock Springs Police Department
Cheyenne Police Department	Laramie County Sheriff	Saratoga Police Department
Cody Police Department	Laramie Police Department	Sheridan Police Department
Cokeville police Department	Lincoln County Sheriff	Shoshoni Police Department
Converse County	Lusk Police Department	Teton County Sheriff
Douglas Police Department	Lyman Police department	Thermopolis Police Department
Evanston Police Department	Mills Police Department	Torrington Police Department
Evansville Police Department	Moorcroft Police Department	Uinta County Sheriff
Fremont County Sheriff	Natrona County Sheriff	Washakie County Sheriff
Gillette Police Department	Pine Bluffs Police Department	Wheatland police Department

**Planned Activity:** Impaired Driving High Visibility Overtime Enforcement

**Subrecipient:** Local Law Enforcement Agencies

**Organization Type:** Local Government

**Eligible use of funds:** Local law enforcement will participate in year-long sustained high visibility overtime enforcement that will focus on NHTSA impaired driving enforcement campaigns, task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways. This project supports statewide multi-jurisdictional traffic safety enforcement for cross agency partnerships reallocating officers to areas known to have high levels of DUI incidents based on data.

The following agencies will participate in FY2026, however, as time progresses agencies maybe added during this fiscal year:

Afton Police Department	Glenrock Police Department	Platte County Sheriff
Albany County Sheriff	Goshen County Sheriff	Powell Police Department
Campbell County Sheriff	Hot Springs County Sheriff	Rawlins Police Department
Carbon County Sheriff	Jackson Police Department	Riverton Police Department
Casper Police Department	Lander Police Department	Rock Springs Police Department
Cheyenne Police Department	Laramie County Sheriff	Saratoga Police Department
Cody Police Department	Laramie Police Department	Sheridan Police Department
Cokeville police Department	Lincoln County Sheriff	Shoshoni Police Department
Converse County	Lusk Police Department	Teton County Sheriff
Douglas Police Department	Lyman Police department	Thermopolis Police Department
Evanston Police Department	Mills Police Department	Torrington Police Department
Evansville Police Department	Moorcroft Police Department	Uinta County Sheriff
Fremont County Sheriff	Natrona County Sheriff	Washakie County Sheriff
Gillette Police Department	Pine Bluffs Police Department	Wheatland police Department

**Planned Activity:** Occupant Protection High Visibility Overtime Enforcement

**Subrecipient:** Wyoming Highway Patrol (WHP)

**Organization Type:** State Government

**Planning and Administration costs (if applicable):** No

**Eligible use of funds:** The WHP will conduct sustained year-long high visibility overtime enforcement that will focus on NHTSA's occupant protection high visibility enforcement campaigns, task forces, and localized events during which data has shown an increase in traffic crashes on the roadways. Speeding is often used as a trigger offense to enforce Wyoming's secondary seat belt law.

**Planned Activity:** Impaired Driving Overtime

**Subrecipient:** Wyoming Highway Patrol (WHP)

**Organization Type:** State Government

**Eligible use of funds:** The WHP will conduct year-long sustained high visibility overtime enforcement that will include NHTSA impaired driving enforcement campaigns, DUI task forces and localized events during which data has shown an increase in traffic crashes and fatalities on the Wyoming roadways.

## Support for Law Enforcement to Enforce Wyoming Traffic Laws

**Planned Activity:** DUI Mobile Command Vehicle  
**Subrecipient:** Cheyenne Police Department  
**Organization Type:** Local Government  
**Planning and Administration costs (if applicable):** No

**Eligible use of funds:** This project will support high visibility enforcement of Wyoming DUI laws through participation in impaired driving high visibility enforcement activities and educational events locally and statewide in order to reduce the number of impaired driving crashes. Expenditures include overtime salary for vehicle operation, training, paid media, and travel expenses to DUI Task Force and educational events outside of Laramie County. Expenses include overtime salaries, in-state travel, media, and printing costs.

**Planned Activity:** Law Enforcement Liaison  
**Subrecipient:** Highway Safety Office  
**Organization Type:** State Government

**Eligible use of funds:** The Law Enforcement Liaison (LEL) Program will foster relationships with state and local law enforcement agencies providing on-site technical assistance and training in the areas of impaired driving and occupant protection enforcement. Support to law enforcement will include, but is not limited to, assisting with generating local press involvement for mobilizations, coordinating task force events, participating in coalitions, and other traffic safety related directives given by the Governor's Representative for Highway Safety.

The LEL will work with the HSO to monitor local law enforcement high visibility overtime enforcement for compliance with federal regulations. In addition, the LEL will attend meetings on behalf of the Highway Safety Behavioral Grants Program as requested by the Governor's Representative for Highway Safety and will travel to traffic safety conferences to represent Wyoming, strengthen knowledge base, and leverage networking opportunities. Expenditures include LEL salary, travel, and supplies needed for project success.

**Planned Activity:** Impaired Driving Program  
**Subrecipient:** Laramie County Sheriff's Office  
**Organization Type:** County Government

**Eligible use of funds:** This project will obtain the services of a program coordinator to lead the efforts in training new and veteran peace officers on the emerging trends of impaired driving on the road and in courtroom tactics, support DUI task force efforts, and activities reducing impaired driving fatalities and injuries. The Impaired Driving Program Coordinator and program participants will attend conferences, trainings, and meetings as required to ensure project success. Trainings include Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drug Recognition Expert (DRE), statewide Impaired Driving Conference, and Drug Impaired Training for Educational Professionals (DITEP). Expenses include program coordinator salary, instructor fees, equipment, supplies, travel, media, speaker fees, and conference costs.

**Planned Activity:** WHP Taskforce Support  
**Subrecipient:** Wyoming Highway Patrol  
**Organization Type:** State Government

**Eligible use of funds:** This project will provide travel expenses for sworn law enforcement personnel to conduct high visibility enforcement of Wyoming's impaired driving and occupant protection laws at local gatherings around the State. These local gatherings are high-traffic events that bring in thousands of drivers, causing an increase in congestion on the roadways. Local events include, but are not limited to, Cheyenne Frontier Days, Ham 'n Jam, Jubilee Days, and Sheridan WYO Rodeo.

### Multi-disciplinary Drug and Alcohol Detection and Analysis Training/Education

**Planned Activity:** DCI Toxicology Training

**Subrecipient:** Wyoming Attorney General, Division of Criminal Investigation

**Organization Type:** State Government

**Eligible use of funds:** DCI will send toxicology analysts to professional toxicology training. These trainings are method development and/or measurement uncertainty classes through but not limited to the Society of Forensic Toxicologists (SOFT) and International Association of Chemical Testing (IACT). This training will ensure they have the increased knowledge and competency required for method development in confirmatory drug analysis to identify impairing compounds and/or metabolites.

**Planned Activity:** Traffic Safety Resource Prosecutor

**Subrecipient:** City of Laramie

**Organization Type:** Local Government

**Eligible use of funds:** The TSRP project will address the needs of stakeholders who contend with impaired driving problems in Wyoming. The TSRP program will provide prosecutors, local law enforcement and the community with a veteran prosecutor specializing in traffic safety issues with an emphasis in impaired driving to support their efforts through local outreach, 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. This project will pay for the salary of the TSRP, travel, venue costs, and fees for prosecutor/law enforcement training.

### Court Monitoring

**Planned Activity:** Judicial Outreach Liaison

**Subrecipient:** Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** The State Judicial Outreach Liaison (SJOL) shall act as the liaison for the SJOL program, including the program's promotion and expansion of Drug/DUI Court programs. The SJOL will prepare and present training, education, and provide technical assistance for the judicial community. The SJOL will develop a network of contacts with judges, judicial educators, Drug/DUI Court Coordinators, and 24/7 programs for educational and informational purposes to communicate highway safety issues and provide programmatic consistency and messaging. The liaison will participate in discussions with WYDOT Highway Safety Office and traffic safety stakeholders (Law Enforcement Liaison, Governors Council on Impaired Driving, Traffic Safety Resource Prosecutor, etc.) to further the goals of highway safety, as well DUI/Drug Courts and/or Criminal Courts in Wyoming. Expenditures include SJOL salary, travel, and supplies needed for project success.

**Planned Activity:** DUI Supervised Probation & DUI Monitoring

**Planned Activity Number:** FDMDATR-2026-IJ-AT-01

**Subrecipient:** Injury Prevention Resources

**Eligible use of funds:** DUI Supervised Probation monitors individuals through BAC testing, transdermal alcohol content monitoring, observance of ignition interlock, random drug, and alcohol testing while providing case management services for those convicted of a DUI that are on probation. This activity ensures clients are monitored, educated and held accountable for consumption of alcohol, drug use, and legal vehicle operation while on probation. This project will focus efforts in Fremont County but may expand to neighboring counties as able. Expenses include salaries for probation personnel, travel, laptop computer, program supplies, and printing costs.

**Planned Activity:** 24/7 Program

**Subrecipient:** Attorney General of Wyoming

**Organization Type:** State Government

**Eligible use of funds:** The Attorney General, with assistance from the Governor's Council on Impaired Driving, continues expansion of a court-based management program designed for repeat DUI offenders statewide. The 24/7 Program sets the standard of no use of alcohol as a condition of continuing to drive while remaining in the community, rather than being incarcerated. The standard is enforced by intensive monitoring through law enforcement agencies with alcohol testing mandated for each participant. This combination of strict monitoring and a no-use standard with swift, certain, and meaningful, but usually not severe, consequences has been extremely successful. The project activities will purchase software and tests, provide training to county officials implementing the 24/7 Program, purchase computers, peripheral equipment, supplies and travel expenses as required to facilitate the startup of additional 24/7 Programs. Currently, the 24/7 Program is within Campbell, Fremont, Sheridan, Albany, Laramie, Weston, and Teton Counties but seeks to expand to all Wyoming Counties.

## Coalitions and Task Forces

**Planned Activity:** GCID Facilitator

**Subrecipient:** Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** This project will retain the services of a facilitator. Responsibilities of this position include coordinating state efforts with local initiatives ensuring the impaired driving efforts enforce the culture of responsible drinking and communicate the message that impaired driving is not acceptable, won't be tolerated and to assist with prosecution efforts. This position reports directly to the Governor's Representative for Highway Safety, has the authority to effectively deliver the Governor's Representative for Highway Safety policy directives on impaired driving. The GCID Facilitator will lead efforts to implement council initiatives and countermeasure strategies. GCID will assist work with the expansion of the 24/7 Program and DUI Task Forces statewide. Expenditures include GCID Facilitator and staff salary, travel, and supplies needed for project success.

**Planned Activity:** WYSBC Facilitator

**Subrecipient:** Highway Safety Office

**Organization Type:** State Government

**Eligible use of funds:** This project will retain the services of a facilitator responsible for the functions of the Wyoming Task Force on Occupant Protection. These include facilitating presentations and discussions at meetings, providing a forum for research, discussion, and planning to reduce the incidence of unbelted vehicle occupants in Wyoming along with identifying priority issues and prevention strategies related to occupant protection and travel as required as facilitator of the WYSBC. Expenditures include facilitator and staff salary, travel, and supplies needed for project success.

## Traffic Records Projects

**Planned Activity:** Traffic Record Project Manager  
**Subrecipient:** WYDOT Highway Safety Office  
**Organization Type:** State Government

**Eligible use of funds:** This project will fund a subject matter expert for traffic records systems that will assist with on-going and future activities to ensure the success of traffic records projects as identified in the WYTRCC Strategic Plan. Expenditures include contractor salary, travel, and supplies needed for project success.

**Planned Activity:** Traffic Records Data Improvements  
**Subrecipient:** WYDOT Highway Safety Office  
**Organization Type:** State Government

**Eligible use of funds:** This project will replace the current Wyoming Electronic Crash Reporting System with a new dynamic crash database system. The system will provide more flexibility in accessibility, updating protocols, reports, and ease of use. Technical support for the current system is becoming increasingly difficult to obtain and maintenance costs have increased. Expenditures include contractor salary, travel, support, maintenance, and supplies needed for project success.

## Surveys

**Planned Activity:** Observed Seat Belt Survey  
**Subrecipient:** Highway Safety Office  
**Organization Type:** State Government

**Eligible use of funds:** The Highway Safety Office will retain the services of a consultant to conduct the annual seat belt observation survey. The consultant will conduct observer training, field monitoring training, software upgrades, and all administrative tasks necessary to successfully accomplish this project providing a final report utilizing NHTSA approved methodology. Expenditures include contractor salary, travel, and supplies needed for project success.