

Wyoming Highway Safety Behavioral Program FY2020 Highway Safety Plan



Mark Gordon, Governor

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AGENCY OVERVIEW



Mountains of Wyoming

The Wyoming Department of Transportation (WYDOT) is the largest state agency, with approximately 2,000 employees dispersed throughout the state. Employees are responsible for overseeing 6,800 miles of highways, of which 914 miles are interstate. Job functions vary from construction, maintenance, law enforcement, regulatory and air service. The transportation system serves all the citizens of Wyoming in addition to facilitating interstate commerce and travel.

Within the Wyoming Department of Transportation is the Highway Safety Program that houses the Highway Safety Data, Crash Data Management, Motorcycle Safety, and Behavioral Grants offices.

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

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

The Wyoming Department of Transportation's current budget can be viewed at:
<http://www.dot.state.wy.us/home/administration/budget.html>

Wyoming Information & Demographics

Governor: Mark Gordon (R) (Second Term)

U.S. Congressional Delegation

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

Representative: Liz Cheney (R)

Governor’s Representative:

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Highway Safety Program
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Seat Belt	
Safety Belt Law	Yes, secondary enforcement
Child Safety Seat Law	Yes
Booster Seat Law	Yes (Until 9 th birthday)
GDL	
Graduated licensing (GDL)	Yes
Impaired Driving	
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
24/7	Yes (Note: FY2017 Implemented Program)
Ignition Interlock	Yes
Administrative license revocation	Yes
Texting	
Texting While Driving	Yes
Cell Phone	
Cell Phone Use While Driving	Partial (Note: No statewide ban but select municipalities have enacted law)

WYDOT VISION, MISSION, VALUES, and GOALS

The following are the shared vision, mission, and values for WYDOT:

Vision

Excellence in Transportation

Mission

Provide a safe, high quality, and efficient transportation system

Values

The Wyoming Department of Transportation has five values that serve as a code of conduct for its employees:

- 1) Honesty
- 2) Accountability
- 3) Commitment
- 4) Respect
- 5) Innovation

Goals

- 1) Improve Safety on the State Transportation System
- 2) Serve Our Customers
- 3) Improve Agency Efficiency and Effectiveness
- 4) Take Care of All Physical Aspects of the State Transportation System
- 5) Develop and Care for our People
- 6) Exercise Good Stewardship of Our Resources

Planning Processes

The Highway Safety Plan (HSP) is an application for federal funding to address behavioral traffic safety issues: Impaired Driving, Occupant Protection, Traffic Records, Teen Safety and Motorcycle Safety. This document details the process to implement proven countermeasure strategies that will reduce the number of fatalities and serious injuries on Wyoming roadways.

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

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

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

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

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

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

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

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

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

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

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

Detailed problem identification is addressed in each program area (Impaired Driving, Occupant Protection, Motorcycle, Teen, Traffic Records, and Planning & Administration) along with planned activities to address the problem.

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

Wyoming's primary safety emphasis areas include occupant protection and impaired driving, with attention afforded to speeding, motorcycles and young drivers. This Plan is consistent with the Wyoming Strategic Highway Safety Plan (WSHSP) for the Core Performance Measures C1 -

Reduce the number of Traffic Fatalities (FARS), C2 - Reduce the number of Serious Injuries (State), C2a - Reduce the rate of Serious Injuries/VMT (State), and C3 - Reduce the rate of Fatalities/VMT (FARS).

The SMS planning cycle has four key components:

- 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.

Performance Plan

The 2 CFR - Grants and Agreements Title 23 Part 1300 sets forth administration requirements for the Performance Plan in which highway safety problems are identified, performance measures and targets are established. NHTSA and FHWA collaborate to harmonize three common performance measures (fatalities, fatality rate, and serious injuries) to ensure that the highway safety community is provided uniform measures of progress. Counter-measure strategies and activities are tied to the performance targets.

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

Core Performance Measures (FARS Data used when available unless marked as State Data)		2018 (State)	Target 2020
C-1	Number of Traffic Fatalities (FARS, FHWA)	111	128
C-2	Number of Serious Injuries in Traffic Crashes (FARS, FHWA)	313	462
C-3	Fatalities / VMT (FARS, FHWA)	1.13	1.35
C-4	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	44	59
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	16	39.8
C-6	Number of Speeding Related Fatalities (FARS)	47	43
C-7	Number of Motorcycle Fatalities (FARS)	15	18
C-8	Number of Unhelmeted Motorcycle Fatalities (FARS)	9	13
C-9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	14	14
C-10	Number of Pedestrian Fatalities (FARS)	6	5
C-11	Number of Bicycle Fatalities (FARS)	0	1
State	Distracted Driving (State)	3	8
State	Crash Location Accuracy (State)	94.37	96
State	Roadway Integration (Linkable MIRE features) (State)	58	60
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	86.3	81.1

Traffic Safety Enforcement Program (TSEP)

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

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

The grant funded criteria for agencies requesting equipment are:

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

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

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

Program Area: Planning & Administration

Planned Activity: Planning & Administration

Planned Activity Number: PA-2020-FA-PA-01

Subrecipient: Highway Safety Office

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$0.00

Total Project: \$83,250.00

Federal Share: \$63,453.15

State Share: \$19,796.85

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 & 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 Highway Safety Behavioral Grants Program.

Program Area: Impaired Driving (Drug and Alcohol)

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

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

Driving under the influence accounted for 27.13% of all statewide arrests. The average blood alcohol content (BAC) reported for 3,355 persons arrested for driving under the influence statewide was 0.1546. The average reported BAC for persons who were arrested for DUI after being involved in a traffic crash was 0.168. Additionally, drivers testing positive for drugs are on the rise. Arrests for DUI's involving drugs are at 14.1%. Traffic crashes involving drugs that resulted in arrests were at 19.1%.

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

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

1. Male drivers between the ages of 21-39 represent 44% of all alcohol involved traffic crashes.
2. Women drivers represent 24% of all alcohol involved traffic crashes.
3. The top three months with the high occurrence of impaired driving at 9% each are July, September and November.
4. Weekends (Friday, Saturday, and Sunday) make up 60% of all alcohol involved crashes.
5. 41% of alcohol involved crashes occurred between 9 pm and 3 am.

Impaired driving grant funded overtime yielded 382 DUI arrests.

Impaired Driving Activities

Planned Activity: CRMC Traffic Safety Education Program - AL

Planned Activity Number: 154AL-2020-FA-AL-01

Subrecipient: Cheyenne Regional Medical Center

Funding Source: 154 Transfer Funds-AL

Benefit to Local: \$38,388.28

Total Project: \$38,388.28

Federal Share: \$38,388.28

State Share: \$0.00

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...

Planned Activity: IPR Traffic Safety Events - AL

Planned Activity Number: 154AL-2020-FA-AL-02

Subrecipient: Injury Prevention Resources

Funding Source: 154 Transfer Funds-AL

Benefit to Local: \$60,800.13

Total Project: \$60,800.13

Federal Share: \$60,800.13

State Share: \$0.00

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.

Planned Activity: WASCOP Alcohol Factors

Planned Activity Number: 154AL-2020-FA-AL-05

Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police

Funding Source: 154 Transfer Funds-AL

Benefit to Local: \$55,119.83

Total Project: \$55,119.83

Federal Share: \$55,119.83

State Share: \$0.00

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

Planned Activity: Comprehensive ID & OP

Planned Activity Number: RS-2020-FA-RS-01
Subrecipient: WYDOT Highway Safety Office
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$55,500.00

Federal Share: \$50,221.95
State Share: \$5,278.05

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

Planned Activity: WHP Safety Education

Planned Activity Number: RS-2020-FA-RS-02
Subrecipient: Wyoming Highway Patrol
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$199,800.00

Federal Share: \$180,799.02
State Share: \$19,000.98

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

Planned Activity: WASCOP ID OVERTIME & LEC

Planned Activity Number: 154AL-2020-FA-AL-04
Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: 154 Transfer Funds-AL
Benefit to Local: \$574,020.31

Total Project: \$570,020.31

Federal Share: \$570,020.31
State Share: \$0.00

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

Planned Activity: WHP Impaired Driving Overtime

Planned Activity Number: 154AL-2020-FA-AL-07
Subrecipient: Wyoming Highway Patrol
Funding Source: 154 Transfer Funds-AL
Benefit to Local: \$0.00

Total Project: \$199,800.00
Federal Share: \$199,800.00
State Share: \$0.00

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

Planned Activity: DUI Mobile Command Vehicle

Planned Activity Number: 154AL-2020-FA-AL-08
Subrecipient: Cheyenne Police Department
Funding Source: 154 Transfer Funds-AL
Benefit to Local: \$55,500.00

Total Project: \$55,500.00
Federal Share: \$55,500.00
State Share: \$0.00

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

Planned Activity: WASCOP Video Camera

Planned Activity Number: PT-2020-FA-PT-03
Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$122,200.93

Total Project: \$135,043.58
Federal Share: \$122,200.93
State Share: \$12,842.64

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

Planned Activity: Law Enforcement Liaison

Planned Activity Number: PT-2020-FA-PT-01

Subrecipient: Highway Safety Office will retain the services of a contractor

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$0.00

Total Project: \$177,600.00

Federal Share: \$160,710.24

State Share: \$16,889.76

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

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

Planned Activity: DRE/ARIDE/SFST Program

Planned Activity Number: M5TR-2020-FA-TR-01

Subrecipient: Wyoming Highway Patrol

Funding Source: Fast Act 405d Impaired Driving Mid

Benefit to Local: \$0.00

Total Project: \$244,200.00

Federal Share: \$195,360.00

State Share: \$48,840.00

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

Planned Activity: Native American Outreach ID

Planned Activity Number: 154PM-2020-FA-AL-03
Subrecipient: WYDOT District 5
Funding Source: 154 Transfer Funds-AL
Benefit to Local: \$44,400.00

Total Project: \$44,400.00
Federal Share: \$44,400.00
State Share: \$0.00

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

Planned Activity: GCID Media

Planned Activity Number: M5PEM-2020-FA-PM-03
Subrecipient: Highway Safety Office will retain the services of a contractor.
Funding Source: Fast Act 405d Impaired Driving Mid
Benefit to Local: \$0.00

Total Project: \$666,000.00
Federal Share: \$532,800.00
State Share: \$133,200.00

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

Planned Activity: Statewide Media

Planned Activity Number: PM-2020-FA-PM-01
Subrecipient: WYDOT Public Affairs Office
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$220,976.58

Total Project: \$610,500.00
Federal Share: \$552,441.45
State Share: \$58,058.55

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

Planned Activity: DUI Supervised Probation & DUI Monitoring

Planned Activity Number: 154AL-2020-FA-AL-06

Subrecipient: Injury Prevention Resources
Funding Source: 154 Transfer Funds-AL
Benefit to Local: \$172,365.32

Total Project: \$172,365.32

Federal Share: \$172,365.32
State Share: \$0.00

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.

Planned Activity: 24/7

Planned Activity Number: F24SP-2020-FA-SP-01
Subrecipient: Attorney General of Wyoming
Funding Source: Fast Act 405d 24-7 Sobriety
Benefit to Local: \$0.00

Total Project: \$37,774.13

Federal Share: \$30,219.31
State Share: \$7,554.83

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

Planned Activity: TSRP

Planned Activity Number: M5CS-2020-FA-CS-01
Subrecipient: City of Laramie
Funding Source: Fast Act 405d Impaired Driving Mid
Benefit to Local: \$0.00

Total Project: \$177,600.00
Federal Share: \$142,080.00
State Share: \$35,520.00

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.

Planned Activity: GCID Facilitator

Planned Activity Number: M5IDC-2020-FA-ID-01
Subrecipient: Highway Safety Office will retain the services of a contractor.
Funding Source: Fast Act 405d Impaired Driving Mid
Benefit to Local: \$0.00

Total Project: \$155,400.00
Federal Share: \$124,320.00
State Share: \$31,080.00

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.

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

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

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

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

- Drivers of pickup trucks represent 19% of unbelted vehicle occupants involved in traffic crashes.
- Unbelted fatalities occur primarily in Lincoln, Laramie, and Fremont counties.
- 33.4% of all unbelted vehicle occupants involved in traffic crashes were between the ages of 0-20. A subset of unbelted vehicle occupants involved in traffic crashes is as follows:
 - Ages 0-13 were unbelted 13.2%
 - Ages 14-20 were unbelted 20.2%
 - Ages 21-29 were unbelted 19.6%
 - Ages 30-39 were unbelted 16.7%
 - Ages 40-49 were unbelted 11.1%
 - Ages 50-59 were unbelted 9.3%
 - Ages 60+ were unbelted 10.2%

Occupant Protection Activities

Planned Activity: CPS Instructor Training and Education

Planned Activity Number: CR-2020-FA-CR-01

Subrecipient: Highway Safety Office will retain the services of a contractor.

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$0.00

Total Project: \$111,000.00

Federal Share: \$100,443.90

State Share: \$10,556.10

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

Planned Activity: Observed Seat Belt Survey

Planned Activity Number: OP-2020-FA-OP-01

Subrecipient: Highway Safety Office will retain the services of a contractor.

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$0.00

Total Project: \$133,200.00

Federal Share: \$120,532.68

State Share: \$12,667.32

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.

Planned Activity: CRMC Traffic Safety Education Program - OP

Planned Activity Number: CP-2020-FA-CP-01

Subrecipient: Cheyenne Regional Medical Center

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$114,372.80

Total Project: \$126,392.75

Federal Share: \$114,372.80

State Share: \$12,019.95

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

Planned Activity: WMC Injury Prevention and Traffic Safety

Planned Activity Number: CP-2020-FA-CP-02

Subrecipient: Wyoming Medical Center

Funding Source: Fast Act NHTSA 402

Benefit to Local: \$9,165.51

Total Project: \$10,128.75

Federal Share: \$9,165.51

State Share: \$963.24

This activity will focus on targeted and data driven educational events. Activities include CPS and Prevent Alcohol and Risk Trauma in Youth (PARTY) events.

Planned Activity: IPR Traffic Safety Events - OP

Planned Activity Number: CP-2020-FA-CP-03

Subrecipient: Injury Prevention Resources

Funding Source: Fast Act NHTSA 402
Benefit to Local: \$141,037.19

Total Project: \$155,859.42

Federal Share: \$141,037.19
State Share: \$14,822.23

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

Planned Activity: WHD Injury Prevention Program

Planned Activity Number: CP-2020-FA-CP-04
Subrecipient: Wyoming Department of Health
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$44,988.30

Federal Share: \$40,709.91
State Share: \$4,278.39

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

Planned Activity: Comprehensive ID & OP

Planned Activity Number: RS-2020-FA-RS-01
Subrecipient: WYDOT Highway Safety Office
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$55,500.00

Federal Share: \$50,221.95
State Share: \$5,278.05

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

Planned Activity: WHP Safety Education

Planned Activity Number: RS-2020-FA-RS-02
Subrecipient: Wyoming Highway Patrol
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$199,800.00
Federal Share: \$180,799.02
State Share: \$19,000.98

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

Planned Activity: WASCOP OP OVERTIME and LEC

Planned Activity Number: M2HVE-2020-FA-HV-01
Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: Fast Act 405b OP Low
Benefit to Local: \$0.00

Total Project: \$381,050.70
Federal Share: \$304,840.56
State Share: \$76,210.14

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

Planned Activity: WHP Occupant Protection Overtime

Planned Activity Number: OP-2020-FA-OP-03
Subrecipient: Wyoming Highway Patrol
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$138,750.00
Federal Share: \$125,554.88
State Share: \$13,195.13

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

Planned Activity: WASCOP Radars

Planned Activity Number: PT-2020-FA-PT-02
Subrecipient: Wyoming Association of Sheriffs and Chiefs of Police
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$99,755.86

Total Project: \$110,239.65
Federal Share: \$99,755.86
State Share: \$10,483.79

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

Planned Activity: Law Enforcement Liaison

Planned Activity Number: PT-2020-FA-PT-01
Subrecipient: Highway Safety Office will retain the services of a contractor
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$177,600.00
Federal Share: \$160,710.24
State Share: \$16,889.76

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

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

Planned Activity: Statewide Media

Planned Activity Number: PM-2020-FA-PM-01
Subrecipient: WYDOT Public Affairs Office
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$220,976.58

Total Project: \$610,500.00
Federal Share: \$552,441.45
State Share: \$58,058.55

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

Planned Activity: Native American Outreach OP

Planned Activity Number: PM-2020-FA-PM-02
Subrecipient: WYDOT District 5
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$40,177.56

Total Project: \$44,400.00
Federal Share: \$40,177.56
State Share: \$4,222.44

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

Planned Activity: Wyoming Seat Belt Coalition Facilitator

Planned Activity Number: OP-2020-FA-OP-02
Subrecipient: Highway Safety Office will retain the services of a contractor.
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$0.00

Total Project: \$122,100.00
Federal Share: \$110,488.29
State Share: \$11,611.71

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

Program Area: Teen Traffic Safety Program

Description of Highway Safety Problems

In 2018, there were 14 young drivers involved in fatal crashes and 570 young drivers in injury crashes. Teen drivers have crash rates three times those of drivers 20 and older per mile driven. Inability to measure risks leads to speeding and other bad habits like distracted and impaired driving, low seat belt use and other reckless driving behavior. Inexperience means teen drivers don't recognize or respond to hazards appropriately.

Teen Safety Activities

Planned Activity: SADD

Planned Activity Number: TSP-2020-FA-TS-01
Subrecipient: Students Against Destructive Decisions
Funding Source: Fast Act NHTSA 402
Benefit to Local: \$139,590.91

Total Project: \$154,261.14

Federal Share: \$139,590.91
State Share: \$14,670.23

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

Program Area: Motorcycle Safety

Description of Highway Safety Problems

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

Motorcycle Safety Activities

Planned Activity: Motorcycle Mass Media Campaign

Planned Activity Number: M9MA-2020-FA-MA-01

Subrecipient: WYDOT Public Affairs Office

Funding Source: Fast Act 405f Motorcycle Programs

Benefit to Local: \$55,500.00

Total Project: \$55,500.00

Federal Share: \$44,400.00

State Share: \$11,100.00

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

Program Area: Traffic Records

Description of Highway Safety Problems

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

Traffic Records Activities

Planned Activity: Traffic Records Portal/IT/QAQC

Planned Activity Number: M3DA-2020-FA-DA-02

Subrecipient: Highway Safety Office will retain the services of a contractor.

Funding Source: Fast Act 405c Data Program

Benefit to Local: \$0.00

Total Project: \$296,925.00

Federal Share: \$237,540.00

State Share: \$59,385.00

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

Planned Activity: MVS – Apportioned Plates Linkage

Planned Activity Number: M3DA-2020-FA-DA-03

Subrecipient: WYDOT Motor Vehicle Services

Funding Source: Fast Act 405c Data Program

Benefit to Local: \$0.00

Total Project: \$69,375.00

Federal Share: \$55,500.00

State Share: \$13,875.00

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

Planned Activity: Traffic Records Project Manager

Planned Activity Number: M3DA-2020-FA-DA-01

Subrecipient: Highway Safety Office will retain the services of a contractor.

Funding Source: Fast Act 405c Data Program

Benefit to Local: \$0.00

Total Project: \$166,500.00

Federal Share: \$133,200.00

State Share: \$33,300.00

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.

405(b) Occupant Protection Grant

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 Name

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

Occupant protection NHTSA-facilitated assessment: 3/8/2019

Maintenance of effort

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

Qualification criteria for a lower seat belt use rate State. The State applied under the following criteria:

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

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, 2020. In Wyoming, the enforcement component of the campaign will include saturation patrols by state, county, and municipal law enforcement agencies. The media component of Wyoming's campaign will be through both paid and earned media. The paid campaign will be delivered through a variety of mediums including but not limited to television, radio, newspaper, and social media. The earned media component will be delivered through the involvement of local community coalitions and partners. The paid and earned media will focus on informing the public about the risks and costs of traffic crashes, the benefits of correctly using occupant protection devices, and the need for traffic enforcement as a way to manage those risks and costs.

The time line for FFY 2020 CIOT Campaign will be similar to that of FFY 2019 listed below.

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

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

Buffalo PD	Fremont County SO	Mills PD	Sundance PD
Green River PD	Gillette PD	Moorcroft PD	Sweetwater County SO
Mountain View PD	Goshen County SO	Natrona County SO	Teton County SO
Converse County SO	Hot Spring County SO	Niobrara County SO	Torrington PD
Crook County SO	Jackson PD	Powell PD	Uinta County SO
Cheyenne PD	Johnson County SO	Platte County SO	University of Wyoming PD
Campbell County SO	Kemmerer PD	Rawlins PD	Washakie County SO
Casper PD	Lander PD	Riverton PD	Wheatland PD
Byron PD	Laramie County SO	Rock Springs PD	Worland PD
Basin PD	Laramie PD	Sheridan County SO	Wyoming State Park
Afton PD	Lincoln County SO	Sheridan PD	Rangers
Douglas PD	Lusk PD	Shoshoni PD	Wyoming Highway Patrol
Evanston PD	Lyman PD	Sublette County SO	

Wyoming Seat Belt Coalition Participants & Organizations

Kendal Roberts (Chairperson), Board of Agriculture and Wyoming Stock Growers Association
Karson James (Vice-Chairperson), WYDOT – Highway Safety Behavioral Grants Program
Cody Beers, WYDOT - District 5 Public Involvement Specialist
Matthew Carlson, P.E., WYDOT - State Highway Safety Engineer
Sgt Momen Elaziz, Wyoming Highway Patrol
Sheila Foertsch, Wyoming Tucking Association
Rich Lindsey, University of Wyoming
Lindsay Martin, Wyoming Department of Health – Injury and Violence Prevention Program
Troy McLees, Cheyenne Regional Medical Center
Byron Oedekoven, Executive Director of WASCOP
Mike Reed, State Fire Marshall
Meredith Towle, Department of Workforce Services – State Occupational Epidemiologist

Countermeasure Strategies

- **Child restraint inspection stations:** Planned strategies include demonstrating an active network of child passenger safety inspection stations and/or inspection events:

CR-2020-FA-CR-01 CPS Instructor Training and Education
RS-2020-FA-RS-02 WHP Safety Education

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

Planned inspection stations and/or events: 22

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

Populations served - urban: 1
Populations served - rural: 21
Populations served - at risk: 22

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

- **Recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

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

CR-2020-FA-CR-01	CPS Instructor Training and Education
RS-2020-FA-RS-02	WHP Safety Education

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

Estimated total number of classes:	2
Estimated total number of technicians:	40

- **Occupant Protection HVE**

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

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

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

- **Occupant Protection Mass Media Campaign**

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

PM-2020-FA-PM-01	Statewide Media
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- **Occupant Protection HVE**

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

either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

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

- **Occupant Protection Educational Activities**

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.

CP-2020-FA-CP-01	CRMC Traffic Safety Education
CP-2020-FA-CP-02	WMC Injury Prevention and Traffic Safety
CP-2020-FA-CP-03	IPR Traffic Safety Education
CP-2020-FA-CP-04	WDH Injury Prevention Program
RS-2020-FA-RS-01	Comprehensive ID & OP
RS-2020-FA-RS-02	WHP Safety Education

- **Observed Seat Belt Survey**

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

OP-2020-FA-OP-01	Observed Seat Belt Survey
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SADD

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.

TSP-2020-FA-TS-01	SADD
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Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

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

405(c) State traffic safety information system improvements grant

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

9/4/2018, 2/4/2019, 5/8/2019

Name and title of the State's Traffic Records Coordinator: James Stout Jr., Highway Safety Data Program Supervisor

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

First Name	Last Name	Title	Agency	Safety Data Base
Pete	Abrams	WY Law Enforcement Liaison	WYDOT/Highway Safety	B
Monti	Allsop	WY Law Enforcement Liaison	WYDOT/Highway Safety	B
Matt	Carlson	State Highway Safety Engineer	WYDOT/Highway Safety	A, C, E & F
Lori	Davis	Administrative Specialist	WYDOT/Highway Safety	A
Shannon	DeGrazio	Senior Accountant	WYDOT/Motor Vehicle Services	F
Misty	Dobson	Driver Services Program Manager	WYDOT/Driver Services	C
Kari	Fictum	Records and Data Management Analyst	WYDOT/Highway Safety	A
Jim	Gates	Sergeant	Wyoming Highway Patrol	B
Karl	Germain	Captain	Wyoming Highway Patrol	B
Stacey	Gierisch	Records and Data Management Analyst Supervisor	WYDOT/Highway Safety	A
Tahnee	Hutchinson	Records and Data Management Specialist II	WYDOT/Highway Safety	A
Karson	James	Highway Safety Behavioral Grants Program Supervisor	WYDOT/Highway Safety	A, C, E & F
Mike	Janicek	Records & Data Management Supervisor	WYDOT/Highway Safety	A
Renee	Krawiec	Driver Services Deputy Program Manager	WYDOT/Driver Services	C
Deborah	Lopez	Motor Vehicle Services Manager	WYDOT/Motor Vehicle Services	C
Stephanie	Lucero	Senior Grant Manager	WYDOT/Highway Safety	A
Joe	McCarthy	Traffic Records Program Manager	WYDOT Consultant	A, C, E & F
Jeffery	Mellor	Assistance State Traffic Engineer - Vice Chairman	WYDOT/Roads	E
Derek	Mickelson	Captain	Wyoming Highway Patrol	B
Ronda	Munger	Deputy State Court Administrator	Wyoming Court System	B
Jay	Ostby	Financial Statistical Specialist	Department of Health	D
Kelli	Perrotti	Trauma Program Coordinator	Department of Health	D
Kristi	Pomeroy	Motor Vehicle Services Supervisor	WYDOT/Motor Vehicle Services	F
Tom	Pritchard	Lieutenant	Wyoming Highway Patrol	B
Tracy	Romero	Records and Data Management Specialist II	WYDOT/Highway Safety	A
Christina	Spindler	Project Engineer	WYDOT/Roads	E
Mariah	Storey	Vital Statistics Services Statistician	Department of Health	D
James	Stout	Highway Safety Data Program Supervisor - Chairman	WYDOT/Highway Safety	A, C, E & F
Dan	Tolman	IT Admin Manager	WYDOT/IT	A, C, E & F

Traffic Records System Assessment

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

Traffic Records for Measurable Progress

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

Traffic Records Supporting Non-Implemented Recommendations

See page 21 of the loaded Traffic Records Strategic Plan.

Traffic Records for Model Performance Measures

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

State Traffic Records Strategic Plan

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

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

Quantitative and Measurable Improvement

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

State Highway Safety Data and Traffic Records System Assessment

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

Date of Assessment: 12/8/2014

Requirement for maintenance of effort

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

405(d) Impaired driving countermeasures grant

Impaired driving qualification: Mid-Range State

Impaired driving assurances

- ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).
- ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

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

Authority to operate

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

Creation of the Governor's Council

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

The Council shall:

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

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

Continue to use previously submitted plan: Yes

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

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

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

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

Amended Date: 7/1/2015

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

Sobriety program information

Legal citations: Yes

State program information: No

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

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

Amended Date: 7/1/2019

405(f) Motorcyclist safety grant

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

- Motorcycle rider training course: Yes
- Motorcyclist awareness program: No
- Reduction of fatalities and crashes: No
- Impaired driving program: No
- Reduction of impaired fatalities and accidents: No
- Use of fees collected from motorcyclists: Yes
- Motorcycle rider training course: Yes

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

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

Other approved curricula:

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

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

County or Political Subdivision	Number of registered motorcycles
Campbell County	2,654
Fremont County	1,343
Hot Springs County	209
Laramie County	4,326
Natrona County	3,845
Park County	1,513
Sheridan County	1,539
Sweetwater County	1,968

Total # of registered motorcycles in State: 19,516

Use of fees collected from motorcyclists for motorcycle programs

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

Use of fees criterion: Law State

Legal citations for each law state criteria.

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

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