

**FFY2024**  
**Occupant Protection Plan**

The State of Wyoming was guided by the elements prescribed under Uniform Guidelines for State Highway Safety Programs of Occupant Protection in developing Wyoming’s Occupant Protection Plan for FFY 2024. The projects listed below are planned for FFY 2024 and can be found detailed in Wyoming’s FFY 2024 Strategies and Projects.

- Safety Education with Wyoming Highway Patrol (Page 3)
- Occupant Protection HVE with Wyoming Highway Patrol (Page 15)
- Wind River Reservation - Occupant Protection with WYDOT District 5 Public Relations (Page 8)
- Statewide Media with WYDOT Public Affairs Office (Page 7)
- Seat Belt Observational Survey (Page 11)
- CPS Instructor Training & Education (Page 10)
- Wyoming Seat Belt Coalition Facilitator (Page 24)
- Comprehensive Occupant Protection Support through Wyoming Highway Safety Office (Page 5)
- Occupant Protection HVE with Local Law Enforcement Agencies (Page 12)
- Law Enforcement Liaison (Page 19)
- IPR (Injury Prevention Resources) Traffic Safety Events (Page 3)
- Sheridan Traffic Safety Education (Page 4)
- Peer to Peer Prevention – Students Against Destructive Decisions (Page 6)
- Wyoming Think First: Driver Safety – Wyoming Department of Health (Page 4)
- Child Passenger Safety Education – Cheyenne Regional Medical Center (Page 5)

**FFY2024**  
**Click It or Ticket National Mobilization Plan**

The State of Wyoming plans to participate in NHTSA national campaign of Click it or Ticket (CIOT) held in May, 2024. 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.

**Timeline:**

The time line for FFY 2024 CIOT Campaign will be similar to that of FFY 2023 listed below.

- May 15, 2023 – June 4, 2023: Paid advertising will run;
- May 15, 2023 – June 4, 2023: Occupant Protection High Visibility Enforcement;
- June 5, 2023 – June 11, 2023: Statewide Seat Belt Observation Survey; and
- September, 2023: Release of the Statewide Seat Belt Survey Results.

## **Enforcement Plan:**

The State of Wyoming will use saturation patrols to cover 100% of the State's population. There will be approximately thirteen (13) sheriff offices, twenty-five (24) police departments, and one (1) state agency involved. The Wyoming Highway Patrol will be involved in all communities around the State and will continue to be the leading agency in keeping the highways safe. Through the data driven distribution of funds developed by the Wyoming Highway Safety Office to local agencies all areas in Wyoming that have demonstrated higher crash and fatality numbers will be covered.

### Anticipated Participating Agencies:

#### *State Agencies:*

Wyoming Highway Patrol

#### *County Sheriff Offices:*

Albany County SO, Carbon County SO, Converse County SO, Fremont County SO, Goshen County SO, Hot Springs County SO, Laramie County SO, Lincoln County SO, Natrona County SO, Platte County SO, Teton County SO, Uinta County SO and Washakie County SO

#### *Police Departments:*

Afton PD, Casper PD, Cheyenne PD, Cokeville PD, Douglas PD, Evanston PD, Fort Laramie PD, Gillette PD, Glenrock PD, Jackson PD, Lander PD, Laramie PD, Lyman PD, Manderson PD, Moorcroft PD, Pine Bluffs PD, Rawlins PD, Riverton PD, Rock Springs PD, Sheridan PD, Shoshoni PD, Thermopolis PD, Torrington PD, and Wheatland PD

## **Enforcement Tactics/Times:**

Saturation patrol will be utilized statewide. These patrols will result in an estimated 2,500 hours of high visibility overtime enforcement activity by anticipating agencies during the CIOT Campaign. These patrols are possible with the work of the Wyoming Highway Safety Office (HSO) and the HSO's Law Enforcement Liaison showcasing the importance of citing for lack of seat belt use throughout the CIOT Campaign grant funded activity. The State of Wyoming uses a sustained approach for high visibility enforcement overtime thus giving each participating agency the ability to adjust to their individual community's needs

## **Media Plan:**

### Paid Media

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

### Media Buys for May Mobilization

<b>Medium</b>	<b>Placement Period</b>
Television	May 15–June 04
Radio	May 15–June 04
Billboard	May 15–June 04
Web Banner	May 15–June 04

### Earned Media

Press releases and radio scripts will be supplied to the Wyoming LEL to distribute out to the local law enforcement agencies to take to each of their local media outlets. Campaign posters will be distributed to communities around Wyoming by local WYDOT – Public Information Specialist. The Dynamic Messaging Signs (DMS) will be used to reach the motoring public as they pass through the State. Car seat checkup events and educational presentation will also occur during the CIOT Campaign to reach the youth under 18 and remind the parents of the youth that they need to lead by example.

**FFY2024**

**Wyoming Car Seat Inspection Stations Inspection Stations**

**Rural - High Risk**

<b>Organization:</b>	Casper Fire
<b>Address:</b>	200 N. David
<b>City, State Zip:</b>	Casper, WY 82601
<b>Phone No:</b>	(307) 235-8325
<b>Times:</b>	By Appointment Only

**Rural - High Risk**

<b>Organization:</b>	Lincoln County Public Health/Afton
<b>Address:</b>	421 Jefferson Street #401
<b>City, State Zip:</b>	Afton, WY 83110
<b>Phone No:</b>	(307) 885-9598
<b>Times:</b>	By Appointment Only

**Rural - High Risk**

<b>Organization:</b>	Sublette County Public Health/Marbleton
<b>Address:</b>	429 E. 1 <sup>st</sup> Street
<b>City, State Zip:</b>	Big Piney, WY 83113
<b>Phone No:</b>	(307) 276-3575
<b>Times:</b>	By Appointment Only

**Rural - High Risk**

<b>Organization:</b>	Johnson County Public Health
<b>Address:</b>	85 Klondike Drive
<b>City, State Zip:</b>	Buffalo, WY 82834
<b>Phone No:</b>	(307) 684-2564
<b>Times:</b>	By Appointment Only

**Urban**

<b>Organization:</b>	Trauma Outreach and Injury Prevention
<b>Address:</b>	1233 E 2 <sup>nd</sup> Street
<b>City, State Zip:</b>	Casper, WY 82601
<b>Phone No:</b>	(307) 577-2581
<b>Times:</b>	By Appointment Only

**Urban**

<b>Organization:</b>	Safe Kids Laramie County/Cheyenne Regional Medical Center
<b>Address:</b>	1307 Crook Ave
<b>City, State Zip:</b>	Cheyenne, WY 82001
<b>Phone No:</b>	(307) 432-2679
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Unita County Public Health
<b>Address:</b>	350 City View Drive
<b>City, State Zip:</b>	Evanston, WY 82930
<b>Phone No:</b>	(307) 789-9203 Ext. 3210
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Campbell County Hospital EMS Base
<b>Address:</b>	502 Stocktrail
<b>City, State Zip:</b>	Gillette, WY 82716
<b>Phone No:</b>	(307) 688-7233
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Green River Fire Station #2
<b>Address:</b>	500 Shoshone
<b>City, State Zip:</b>	Green River, WY 82935
<b>Phone No:</b>	(307) 872-0543
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Jackson Hole Fire/EMS
<b>Address:</b>	40 East Pearl
<b>City, State Zip:</b>	Jackson, WY 83001
<b>Phone No:</b>	(307) 733-4732
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Wyoming Highway Patrol Office
<b>Address:</b>	1040 E. Evans Rd.
<b>City, State Zip:</b>	Jackson, WY 83001
<b>Phone No:</b>	(307) 733-3869
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Lincoln County Public Health/Kemmerer
<b>Address:</b>	520 Topaz Suite #109
<b>City, State Zip:</b>	Kemmerer, WY 83101
<b>Phone No:</b>	(307) 877-3780
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Laramie Fire Department
<b>Address:</b>	209 4 <sup>th</sup> Street
<b>City, State Zip:</b>	Laramie, WY 82070
<b>Phone No:</b>	(307) 721-5332
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Sublette County Public Health/Pinedale
<b>Address:</b>	619 E. Hennick St
<b>City, State Zip:</b>	Pinedale, WY 82941
<b>Phone No:</b>	(307) 367-2157
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Park County Public Health Powell Annex
<b>Address:</b>	109 W. 14 <sup>th</sup> Street
<b>City, State Zip:</b>	Powell, WY 82435
<b>Phone No:</b>	(307) 754-8870
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Injury Prevention Resources
<b>Address:</b>	303 N. Broadway
<b>City, State Zip:</b>	Riverton, WY 82501
<b>Phone No:</b>	(307) 856-2821
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Rock Springs Fire Department
<b>Address:</b>	600 College Drive
<b>City, State Zip:</b>	Rock Springs, WY 82901
<b>Phone No:</b>	(307) 352-1475
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Sweetwater County Fire Department
<b>Address:</b>	3010 College Drive
<b>City, State Zip:</b>	Rock Springs, WY 82901
<b>Phone No:</b>	(307) 362-9390
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Sheridan Fire and Rescue
<b>Address:</b>	151 S Scott St.
<b>City, State Zip:</b>	Sheridan, WY 82801
<b>Phone No:</b>	(307) 674-7244
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Safe Kids Sheridan County
<b>Address:</b>	1401 West 5 <sup>th</sup> Street
<b>City, State Zip:</b>	Sheridan, WY 82801
<b>Phone No:</b>	(307) 675-4600 or (307) 672-1110
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Washakie County Public Health
<b>Address:</b>	1007 Robertson Ave
<b>City, State Zip:</b>	Worland, WY 82401
<b>Phone No:</b>	(307) 347-3278
<b>Times:</b>	By Appointment Only

### Rural - High Risk

<b>Organization:</b>	Rock Springs Fire District #1
<b>Address:</b>	3010 College Drive
<b>City, State Zip:</b>	Rock Springs, WY 82901
<b>Phone No:</b>	(307) 362-9390 or Public Health @ 307-922-5390
<b>Times:</b>	By Appointment or on the 3 <sup>rd</sup> Friday of Every Month from 12 pm to 3 pm

*All of the listed inspection stations listed are not currently funded by the Wyoming HSO. These stations do inspections as needed and are not planned events.*

**FFY2023**

**Wyoming Child Passenger Safety Technician Classes**

<b>CPS Class Type</b>	<b>Location</b>	<b>Anticipated Student Attendance</b>
Standardized Child Passenger Safety Technician Training	Laramie County	20
Standardized Child Passenger Safety Technician Training	Washakie County	20
Standardized Child Passenger Safety Technician Training	Hybrid	10
Standardized Child Passenger Safety Technician Renewal Training	Laramie County	5
Standardized Child Passenger Safety Technician Renewal Training	Natrona County	5
Standardized Child Passenger Safety Technician Renewal Training	Fremont County	5
Standardized Child Passenger Safety Technician Renewal Training	Washakie County	5
Standardized Child Passenger Safety Technician Update Training	Laramie County	15
Standardized Child Passenger Safety Technician Update Training	Natrona County	15
Standardized Child Passenger Safety Technician Update Training	Fremont County	15
Standardized Child Passenger Safety Technician Update Training	Washakie County	15

**FFY2024**

**Wyoming’s Seat Belt Enforcement Plan (Sustained)**

Wyoming conducts a sustained seat belt enforcement plan through statewide and local law enforcement coverage. Based on the 2020 Census data, local agency coverage account for 92% of Wyoming’s population. All law enforcement agencies are committed to the sustained enforcement of the laws of the State of Wyoming with additional emphasis given during events that bring additional population into their specific communities. Local and state agencies will use high visibility enforcement tactics during local celebrations that have higher volume of roadway traffic within their jurisdictions. In addition to local agency involvement, the Wyoming Highway Patrol (WHP) covers 100% of Wyoming and engages in sustained high visibility occupant protection enforcement. The HSO has asked for law enforcement agencies to adopt a zero tolerance policy when working seat belt enforcement.

<b>Campaign</b>	<b>Focus</b>	<b>Month</b>
Halloween	Impaired Driving	October
Thanksgiving	Occupant Protection	November
Holiday	Impaired Driving	December
St. Patrick’s Day	Impaired Driving	March
May Mobilization	Occupant Protection	May
4 <sup>th</sup> of July	Impaired Driving	July
National Crack Down	Impaired Driving	August

**Anticipated Participating Agencies (Wyoming 2020 Population = 576,851)**

<b>Agency Name</b>	<b>Population Covered</b>	<b>Agency Name</b>	<b>Population Covered</b>
<b>(2022 Unrestrained Fatalities)</b>		<b>(2022 Unrestrained Fatalities)</b>	
Afton PD (0)	Covered by Lincoln County SO	Lincoln County SO (5)	19,581
Albany County SO (5)	37,066	Lyman Police Department (0)	Covered by Uinta County SO
Carbon County SO (3)	14,537	Manderson PD (1)	88
Casper PD (0)	Covered by Natrona County SO	Moorcroft PD (3)	946
Cheyenne PD (0)	Covered by Laramie County SO	Natrona County SO (5)	79,955
Cokeville PD (0)	Covered by Lincoln County SO	Pine Bluffs PD (0)	Covered by Laramie County SO
Converse County SO (6)	13,751	Platte County SO (4)	8,605
Douglas PD (0)	Covered by Converse County SO	Rawlins PD (0)	Covered by Carbon County SO
Evanston PD (0)	Covered by Uinta County SO	Riverton PD (0)	Covered by Fremont County SO
Fort Laramie PD (0)	Covered by Goshen County SO	Rock Springs PD (4)	23,526
Fremont County SO (8)	39,234	Sheridan PD (0)	18,737
Gillette PD (5)	34,403	Shoshoni PD (0)	Covered by Fremont County SO
Glenrock PD (0)	Covered by Converse County SO	Teton County SO (0)	23,331
Goshen County SO (1)	12,498	Thermopolis PD (0)	Covered by Hot Springs County SO
Hot Springs County SO (0)	4,621	Torrington PD (0)	Covered by Goshen County SO
Jackson PD (0)	Covered by Teton County SO	Uinta County SO (2)	20,450
Lander PD (0)	Covered by Fremont County SO	Washakie County SO (0)	7,685
Laramie County SO (9)	100,512	Wheatland PD (0)	Covered by Platte County SO
Laramie PD (0)	Covered by Albany County SO		

Population coverage by County Sheriff Offices and Police Departments – 459,526 (80%).

In 2022, the State had 65 unrestrained fatalities; in 2023, 80% of the State of Wyoming will have local law enforcement agencies involved in high visibility overtime enforcement activities.

The Wyoming Highway Patrol also participates in high visibility overtime enforcement activities, giving the Wyoming Highway Safety Office 100% coverage of the state.

## **FFY2024**

### **High Risk Population Counter Measure Program**

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

- 1) With 83.7% of Wyoming's population living in rural communities/areas Wyoming's population spend most of their driving time on rural roads. The projects listed in the Occupant Protection Plan will address the high risk population of drivers on rural roadways.
  
- 2) The "ThinkFirst Wyoming" project for teen drivers ran by Wyoming Department of Health (WDH) will focus on the importance of traffic safety relating to the use of seat belts, airbags, bicycle safety, pedestrian safety, speed, distracted driving and traumatic brain injury. Also, the "Sheridan Traffic Safety Education" project ran by the Sheridan Police Department will help educate teen drivers on traffic safety. Also, the "Peer to Peer Prevention" project ran by Students Against Destructive Decisions (SADD) will focus on teen drivers throughout the state.

## **Fatalities by Safety Equipment Use 2022**

<b>County</b>	<b>Total Fatalities in Vehicles</b>	<b>Restraint Properly Used</b>	<b>Restraint Misused</b>	<b>Restraint Not Used</b>	<b>Restraint Unknown</b>
ALBANY	6	1	0	5	0
BIG HORN	1	0	0	1	0
CAMPBELL	8	2	0	5	1
CARBON	6	2	1	3	0
CONVERSE	7	1	0	6	0
CROOK	3	0	0	3	0
FREMONT	10	2	0	8	0
GOSHEN	1	0	0	1	0
HOT SPRINGS	3	2	1	0	0
JOHNSON	2	1	0	1	0
LARAMIE	16	3	0	9	4
LINCOLN	6	1	0	5	0
NATRONA	7	2	0	5	0
NIOBRARA	0	0	0	0	0
PARK	6	2	0	3	1
PLATTE	4	0	0	4	0
SHERIDAN	0	0	0	0	0
SUBLETTE	2	2	0	0	0
SWEETWATER	10	4	0	4	2
TETON	2	2	0	0	0
UINTA	2	0	0	2	0
WASHAKIE	0	0	0	0	0
WESTON	0	0	0	0	0
<b>TOTAL</b>	<b>102</b>	<b>27</b>	<b>2</b>	<b>65</b>	<b>8</b>



# **Wyoming Highway Safety Behavioral Grants Program**

## **Occupant Protection Strategic Plan**

**2022-2025**

**Mark Gordon, Governor**

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

**Karson James  
Highway Safety Behavioral Grants Manager**

**Table of Contents**

Table of Contents .....2

Introduction and Background .....3

Occupant Protection Strategic Plan Contents

    The Problem/Challenge .....4

    Data Driven Performance Targets .....5

    Countermeasure Strategies..... 5-7

        Enforcement

        Engineering

        Education

        Highway Safety Plan & Solicitation of Grant Funding

        Media

        Align the Legal System with Traffic Safety

        Increase CPS Technicians

        Observed Seat Belt Survey

        Target High Risk Demographics

        WYSBC

        Traffic Records Data System

        Coordination with SHSP, WYTRCC, WYSBC

    Program Management Strategies ..... 8-9

    Enforcement Strategy..... 9-10

    Evaluation .....10

Wyoming Seat Belt and Child Restraint Law ..... 11-12

## **Introduction and Background**

### **Use of Safety Restraints**

Seat belt usage in Wyoming, based on observation studies and crash analysis, is encouraging but additional efforts are needed to get all drivers and passengers to utilize safety restraints. Safety restraints are the best way for users of the roadway system to protect themselves and their families from the poor decisions and actions of other drivers.

The WYDOT Highway Safety Behavioral Grants Program is the lead agency tasked with increasing seat belt usage to the end of reducing fatal and injury crashes on Wyoming roads due to unbelted vehicle occupants. The Occupant Protection Strategic Plan (OPSP) is Wyoming's effort to guide these efforts and investment decisions toward choosing the most effective countermeasure strategies.

The Highway Safety Behavioral Grants Program, has developed a cohesive, comprehensive multi-year strategic plan with input from the Wyoming Seat Belt Coalition (WYSBC) and the following criteria per federal regulation 2 CFR § 1300.21(e)(5)(ii) as a criteria for funding:

- (A) *Data-driven performance targets* to improve occupant protection in the State, at the level of detail required under § 1300.11(c);
- (B) *Countermeasure strategies* (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d);
- (C) *A program management strategy* that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan; and
- (D) *An enforcement strategy* that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police crash report forms, at the level of detail required under § 1300.11(d)(5).

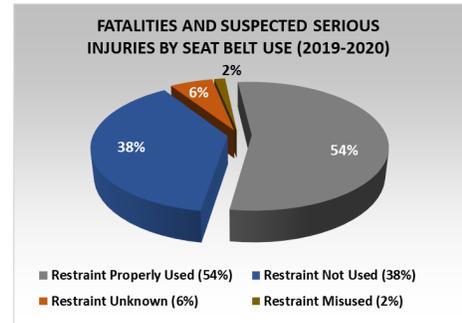
This Plan provides a roadmap to address the occupant protection issues in Wyoming. Forward planning will ensure prudent use of resources, effective proven strategies and evaluation measures. The Occupant Protection Strategic Plan was approved by the WYSBC on June 7, 2022.

Karson James is the WYDOT Highway Safety Behavioral Grants Program Manager and serves as the Occupant Protection Coordinator for the State of Wyoming.

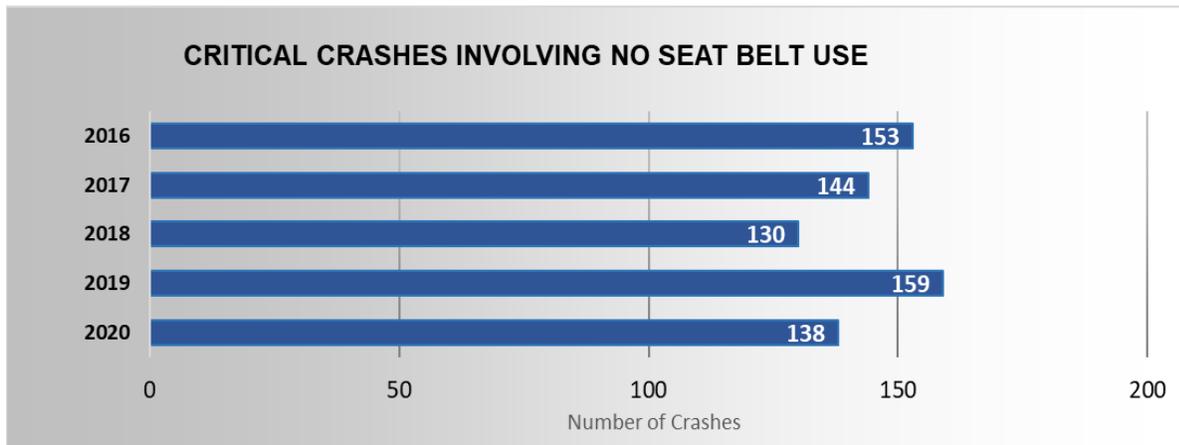
## The Challenge/Problem

In 2021, the observed seat belt use for vehicle occupants in the state was 80.2%; a decrease from 2020 when seat belt use was observed to be 82.5%.<sup>1</sup> 2020 Wyoming crash data reports that 83% of motor vehicle occupants who were involved in a crash properly used their seat belt. This level is consistent with Wyoming crash data from previous years (2019, 83%; 2018, 84%).

Data from 2019-2020 report that 34% percent of critical crashes involved a person not wearing a seat belt. Just over half (54%) of individuals who experienced a fatal or suspected serious injury on Wyoming roads in 2019-2020 used their safety equipment properly. Thirty-eight percent (38%) used no restraint, 2% misused their safety equipment, and for 6% restraint usage was unknown.



According to the National Highway Traffic Safety Administration (NHTSA), if you buckle up in the front seat of a passenger car, you can reduce your risk of fatal injury by 45% and significant injury by 50%. If you buckle up in a light truck, you can decrease your risk of fatal injury by 60% and significant injury by 65%.<sup>2</sup>



Data regarding seat belt usage is derived from the Investigator's Traffic Crash Report. It includes person types of driver and passenger only. It excludes the following vehicle types where seat belts are not normally equipped: motorcycles, off road motorcycles, farm equipment, construction vehicles, mopeds, snowmobiles, ATVs, MPVs, motorized skateboards/scooters, pedestrian vehicles (i.e. wheelchairs), low speed vehicles, and segway-style devices. "Not Used" also includes "Not Available".

1 2020 Wyoming Statewide Seatbelt Survey Data Analysis. Accessed 04/15/2021 at

[http://www.dot.state.wy.us/home/dot\\_safety/behavioral-grants.html](http://www.dot.state.wy.us/home/dot_safety/behavioral-grants.html)

2 National Highway Traffic Safety Administration. Accessed 02/19/2021 at

<https://www.nhtsa.gov/risky-driving/seat-belts>

# 1. Performance Targets

*(A) Data-driven performance targets to improve occupant protection in the State, at the level of detail required under § 1300.11(c);*

The 2 CFR - Grants and Agreements Title 23 Part 1300 sets forth administration requirements for a Performance Plan in which highway safety problems are identified while performance measures and targets are established. NHTSA and FHWA collaborate to harmonize three (3) common performance measures (fatalities, fatality rate, and serious injuries) to ensure that the highway safety community is provided uniform measures of progress. The Safety Management System (SMS) Committee is the coordinating body for the Strategic Highway Safety Plan. The SMS Committee analyzes the five (5) and ten (10) year running averages along with recent trends to determine the new performance targets. This process is applied to all performance targets.

To determine targets for the remaining Core Performance Measures, WYDOT evaluates the crash history and trends over the last 10 years. The Observed Seat Belt Use target is based on the five (5) year running average. Countermeasure strategies and activities are tied directly to the performance targets.

Performance measures targets will be based on the current approved Highway Safety Plan. For FY2022 see below:

<b>Core Performance Measures (FARS Data used when available unless marked as State Data)</b>		<b>2020 (State)</b>	<b>Target 2022</b>
C-1	Number of Traffic Fatalities (FARS)	127	128
C-2	Number of Serious Injuries in Traffic Crashes (State)	440	450
C-3	Fatalities / VMT (FARS, FHWA)	1.330	1.35
	Serious Injury / VMT (FARS, FHWA)	4.610	5
C-4	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	43	57
B1	Observed seat belt use for passenger vehicles, front seat outboard occupants	82.5	82.5

## 2. Countermeasure Strategies

*(B) Countermeasure Strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach) designed to achieve the performance targets of the strategic plan, at the level of detail required under § 1300.11(d);*

The OPSP is a collective effort of highway safety advocates and traffic safety partners throughout the state. The Highway Safety Office (HSO) funds, encourages innovative projects, and supports traffic safety partners to focus their programs and activities in a way that supports traffic safety goals in the most efficient and fiscally responsible manner possible.

Key Strategies identified to increase seat belt usage include:

- A. Enforcement** - Enforcement of Wyoming's occupant protection current laws coupled with education, and media support is key to increasing seat belt usage. Funding for the occupant protection high visibility overtime enforcement projects are based on data-driven analysis where resources are put the problem is most prevalent but also ensures statewide sustained year-round enforcement. The Law Enforcement Liaison provides support, guidance, and coordination of HSO Occupant Protection priorities.
- B. Engineering** - Increase the use of available technologies to encourage the use of safety restraints and provide actionable information to driver. Overhead and dynamic message signs (DMS) are examples of this technology.
- C. Education, Outreach, and Changing Traffic Safety Culture** - By expanding and developing new innovative public education strategies, the safety culture surrounding motor vehicles can be improved. Wyoming motor vehicle occupants involved in crashes in 2021 had a seat belt usage rate of 80.2%, but when fatalities in 2020 were examined, 47% involved an unbuckled driver or occupant. While this total continues to be high, steady declines have been observed since 2016, when 68% of fatalities involved an unbuckled occupant.

This strategy will educate parents, grandparents, and caregivers about proper selection and installation of child safety and booster seats is key for CPS, promote education through traffic safety presentations and presence at local and state events for the general public, identify unconventional partners and conduct outreach to promote common safety goals.

- D. Highway Safety Plan & Solicitation of Funding** – The HSO directly and indirectly solicits grant application for funding and will work to encourage a broader range of applications to include in the Highway Safety Plan. The grant funding application process is evaluated yearly and improvements made which include solicitation, grant training, and future planning to encourage innovative projects. The HSO borrows heavily from the Countermeasures that Work to incorporate tried and true projects into the annual Highway Safety Plan that increase seat belt usage. The projects funded are innovative, proven, and effective countermeasure strategies that can change behavior:

- a. Mass Media Campaigns
- b. Observed Seat Belt Survey
- c. Law Enforcement Liaison
- d. Sustained High Visibility Enforcement
- e. Communication and Outreach (Educational Activities)
- f. Child Restraint Inspection Station(s)
- g. Coalitions – multi disciplinary
- h. Safety and Prevention

See Wyoming’s FY2022 Highway Safety Plan for a comprehensive list of projects funded at [https://www.dot.state.wy.us/home/dot\\_safety/behavioral-grants.html](https://www.dot.state.wy.us/home/dot_safety/behavioral-grants.html).

**E. Target high risk demographic** - The rural population presents challenges to safety on Wyoming’s roadways. Many of the highest risk groups for seat belt use are difficult to reach as a result of Wyoming’s largely rural nature. Problem identification will focus the areas of concern and a grassroots effort with targeted educational events, social media, communication, and enforcement will be conducted.

**F. Media** – The HSO backs support for seat belt and child passenger safety campaigns. This is accomplished through a multi project effort with the WYDOT Public Affairs Office (PAO), WYSBC, and LEL to ensure statewide and local coverage of earned and paid media, special events, task forces, etc.

The PAO creates in-house and in-kind occupant protection creative and with grant funding, distributes the messaging locally and statewide while the WYSBC focuses on website development/ maintenance, major campaigns, and social media. Other projects use media to promote their local activities.

**G. Align the Legal System on Traffic Safety** - In order to reduce the number of unbelted vehicle occupants, the legal system must be aligned with highway safety goals. Currently, Wyoming’s Secondary Seat Belt Law needs strengthening to encourage full compliance. For instance, there is convincing data showing that primary seat belt laws increase seat belt usage. Passing and enforcing such State laws encourages more people to use their safety equipment, in addition to encouraging communities to adopt local primary safety belt ordinances. A Primary Seat Belt Law could save about 7 lives, 48 serious injuries and \$21 million in costs each year, in addition, seat belts are estimated to have saved 40 lives. States with primary seat belt laws consistently have higher compliance rates.

The HSO and WYSBC are restricted from lobbying but provide accurate and verifiable information to law makers and technical assistance to those who are able to advocate on behalf of strengthening the occupant protection laws. The WYSBC debunks, when appropriate, opposition to seat belt laws mainly due to infringement on individual rights during the legislative season and on social media.

**H. Increase CPS Technicians** - Ensure CPS trainings are strategically placed throughout the State to make sure technician availability throughout. Continue to educate the general public and target groups (e.g. young drivers) about the importance of occupant protection. Continue to recruit unconventional partners (dealerships, daycare centers, Public Health Nurses, etc.) to reach a broader spectrum of Wyomingites. Continue to educate the public about seat belt and child restraint safety laws.

The WHP trains all new recruits to become CPS Technicians and this strategy will serve as a blueprint to encourage local law enforcement agencies to certify their officers as CPS Technicians.

**I. Observed Seat Belt Survey** - Conduct an annual Observed Seat Belt Surveys to gage the level of seat belt usage and target the communities with low usage with enforcement and education.

**J. WYSBC** – The Coalition is charged with strategic planning targeting legislation efforts, statewide education and outreach, coordination, influencing public opinion, and managing the social media platforms. The Coalition maintains representation from a diverse group of professionals representing all areas of traffic safety tackling the problem from multiple approaches.

**K. Traffic Records Data System** - The foundation to set priorities and have the highest likelihood of reducing unbelted vehicle occupant crashes rests on quality data and records processes. While these will not reduce unbelted crashes directly, they are still strategic in nature as they enable all safety partners to share a common understanding of the problems that are being faced. The main sets of data within the Traffic Records System are Crash, Citation & Adjudication, Driver, Vehicle, and Injury Surveillance. These diverse data sets provide the foundation for safety analyses that help drive the actions identified in the HSP.

**L. Coordination with SHSP, HSP, WYSBC and WYTRCC** - Meeting the goal of reducing all crashes, especially critical crashes, is a shared responsibility. WYDOT has created strategic partnerships with safety partners throughout the state. Cooperation and communication between key local, state, and federal agencies, as well as our safety advocates and safety organizations, is paramount to facilitate the implementation and deployment of the strategies with the highest pay-off in terms of reducing unbelted critical crashes. The SHSP helps drive enforcement strategies to ensure that Wyoming motorists can enjoy a safe experience on roadways. Campaigns to educate the travelling public are driven to determine the best use of limited highway safety funding and resources. Educational efforts with the highest returns on investment are identified and pursued by evaluating data. Coordination between highway safety partners is imperative to the successful implementation of the strategies in the SHSP, HSP, WYSBC and WYTRCC.

### 3. Program Management Strategy

*(C) Program Management strategy* that provides leadership and identifies the State official responsible for implementing various aspects of the multi-year strategic plan.

The HSO leads the efforts to increase seat belt usage in Wyoming. The HSO is an office of four who manage all aspects of the federal funding from the grant application process, program development, report writing, fiscal administration, to program management. The HSO sets forth the strategies, allocates resources, and guides efforts to increase seat belt usage.

A comprehensive list of the grant funded projects that make up Wyoming's HSO Occupant Protection Program consists of the WYSBC, law enforcement high visibility enforcement, media, traffic safety outreach, SADD, Child Passenger Safety, Observed Seat Belt Survey, and Comprehensive Occupant Protection projects.

The Wyoming Seat Belt Coalition (WYSBC), and Law Enforcement Liaison (LEL) are grant funded but also leaders assisting the HSO in this task.

The LEL focuses efforts with law enforcement fostering relationships with state and local law enforcement agencies and provide on-site technical assistance and training in the focus area of Occupant Protection High Visibility Enforcement to include, but not limited to, assisting with generating local press involvement, coordinating task force events, grant reporting, and education.

The WYSBC is a diverse group of traffic safety professionals who meet quarterly to address the challenges posed by unbelted vehicle occupants. The WYSBC tackles, at a statewide level, the legislative issues, occupant protection media development and placement, information sharing, and education. The Facilitator is responsible for developing presentations, guiding discussions at meetings, providing a forum for research, strategize efforts to reduce the incidence of unbelted vehicle occupants, identify priority issues and prevention strategies related to occupant protection. The membership consists of:

- Matthew Carlson - State Highway Safety Engineer, Governor's Representative for Highway Safety
- Karson James – Manager, WYDOT Highway Safety Behavioral Grants Program and Wyoming Occupant Protection Coordinator
- Erica Legerski – Governor's Policy Analyst for WYDOT
- Noel Cooper – Injury Prevention Resources Executive Director
- Sgt. Momen Elazizi - Safety Education Coordinator, Wyoming Highway Patrol
- Alex Farkas - Public Information Officer, Cheyenne Police Department
- Sheila Foertsch - Managing Director, Wyoming Trucking Association
- Matt Groth - Public Involvement Specialist, WYDOT Public Affairs
- Pete Abrams – Wyoming Law Enforcement Liaison
- Victor Ingerle - Safe Kids Coordinator, Cheyenne Regional Medical Center
- Rachel Nuss - Community Prevention Unit Manager, Wyoming Department of Health Public Health Division

- Byron Oedekoven - Executive Director - Wyoming Association of Sheriffs and Chiefs of Police
- Mike Reed - Wyoming State Fire Marshal
- Kendall Roberts - Southeastern Youth Board Member to the Wyoming Board of Agriculture, Research Assistant to the University of Wyoming, and the President of the Young Producers Assembly with Wyoming Stock Growers Association
- Vacant - State Occupational Epidemiologist, Department of Workforce Services
- Sgt. Travis Bingham, Sublette County Sheriff's Office
- Cody Beers - Public Relations Specialist, WYDOT
- Noel Cooper – Executive Director of Injury Prevention Resources

#### 4. Enforcement Strategy

*(D) Enforcement strategy includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police crash report forms, at the level of detail required under § 1300.11(d)(5).*

Enforcement is one of the most effective tools to change behaviors and our law enforcement partners have a unique advantage when it comes to influencing drivers' behaviors. The law enforcement community has firsthand experience dealing with the consequences of unbuckled vehicle occupants in traffic crashes.

Wyoming's rural nature presents great challenges to law enforcement due to long distances between towns and sparsely spaced law enforcement resources make risky behaviors more appealing to drivers. Coordinating with law enforcement and focusing patrol and enforcement efforts in high-risk locations is an effective strategy especially when coupled with media support.

The HSO began administering the Local Law Enforcement Occupant Protection High Visibility Overtime Grants in-house. The revamped program provides agency more flexibility for year-round sustained occupant protection enforcement, guidance and clear reporting requirements, localized data analytics and calendar of events for targeted enforcement, immediate assistance, summarized yearly activity, and training upon demand or through site visits. DDACTS has shown a correlation to crime and traffic safety and is offered to agencies.

The Wyoming Highway Patrol and local law enforcement agencies are required to participate in the May Mobilization, as a condition for receiving federal grant funds along with supporting other national occupant protection campaigns when available and as part of sustained occupant protection high visibility enforcement. A laminated Occupant Protection Enforcement Guide is provided to every law enforcement officer working traffic safety for quick reference of Wyoming's occupant protection laws.

The WHP developed a policy for new recruits to become Child Passenger Safety Technicians during their initial training. This training is also made available to all local agencies and is encouraged through paid tuition of classes.

The Law Enforcement Liaison conducts a visit to at least 90% of law enforcement agencies across the state throughout the fiscal year to promote priority focus areas such as Occupant Protection enforcement. Law enforcement agencies are encouraged to provide feedback to improve the program.

Additionally, State and local law enforcement are represented in the WYSBC, WYTRCC and other committees/coalitions to bring their expertise and experience to the table.

## **5. Evaluation**

The Wyoming OPSP is intended to guide the various safety partners around the state in their pursuit of quality safety programs, projects, and activities. A quality program, project, or activity is one that expends resources effectively and efficiently toward the goal of the OPSP to increase seat belt usage and reduce unbelted fatalities and injuries.

The HSO recognizes that urban and rural areas have different challenges and is developing performance targets to address the circumstances of both. Wyoming will report the effectiveness of the investment strategy of the Highway Safety Plan and the progress in achieving performance targets identified through program review activities and the Performance Report.

## **6. Wyoming Seat Belt Law**

Understanding all aspects of a law can be challenging. An enforcement guide was developed specifically for law enforcement officers for a quick reference on the occupant protection laws which encompasses seat belt and child restraint laws and their exemptions. The content of the guide developed by traffic safety professionals to be a fast and easy read of the law as shown below:

### **Wyoming Seat Belt Law (Secondary) W.S.S. 31-5-1402**

- Not a primary offense-the traffic stop must be made for other reasons
- Safety belt must be properly adjusted & fastened

Applies to all motor vehicles:

- Driver is responsible for passengers under twelve (12) years of age to wear and use a properly adjusted and fastened safety belt when motor vehicle is in motion on the public streets and highways.
- \$25.00 fine for violation for a driver.
- Passenger unbuckled may be issued a citation and fined not more than \$10.00.
- If safety belt is being used by driver and passengers, the driver will receive a \$10 reduction in bond/fine when cited for other violations of Wyoming Motor Vehicle Laws (Title 31 Statutes).

The officer shall indicate on the citation if the driver and passengers were in compliance with all occupant restraint laws.

Exemptions:

- All vehicles which were not equipped with safety belts at the time of manufacture. (Passenger vehicles before MY1967/Vans & trucks before MY1972).
- Any person who has a written statement from a physician that it is not advisable for the person to wear a safety belt for physical or medical reasons.
- Any person in a vehicle which all operable safety belts are being used by other passengers.
- Any child properly secured in a child safety seat system in accordance with W.S.S. 31-5-1303.

**Wyoming Child Restraint Law**  
**W.S.S. 31-5-1303 (a)**

For a child who has not reached his/her ninth birthday.

- Child must be secured in vehicle seat other than the front seat except in vehicles with one row of seats, or if all safety belts are in use by other child passengers.
- Child in rear-facing infant seat shall not be placed in front of the active airbag.
- Child must be properly installed, as per manufacturer's instructions.
- Restraint must conform to Federal Motor Vehicle Safety Standard 213 for child restraint systems.

Applies to residents and non-residents.

Primary Offense. Non-use or misuse are reasonable suspicion for stopping a vehicle to investigate a suspected violation.

Penalty: Maximum \$50 fine for first offense. Fine shall be waived by the court upon receipt of proof of purchase, lease, or other acquisition of an approved restraint after the offense occurred. Maximum \$100 fine for second and subsequent offenses.

**FFY2024**  
**WYTRCC Member List**

<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Safety Data Base</b>
James Stout (Chairman)	Highway Safety Data Program Supervisor	Wyoming Department of Transportation - Highway Safety	Crash
Tina Erickson	WYDOT-Highway Safety Records & Data Mgmt Spec.	Wyoming Department of Transportation - Highway Safety	Crash
Daniele Galluzzo	Driver Services Operations Manager	Wyoming Department of Transportation – Driver Services	Driver
Dan Tolman	Cheyenne IT Program Manager	Wyoming Department of Transportation - Information Technology	Crash, Roadway, Vehicle, Driver & Citation/Adjudication
Deborah Lopez	Motor Vehicle Services Manager	Wyoming Department of Transportation - Motor Vehicle Services	Vehicle
Jason Sawdon	Highway Patrol Sgt	Wyoming Highway Patrol	Citation/Adjudication
Jay Ostby	DOH Licensing Office, Reporting & Data Analyst	Wyoming Department of Health	Injury Surveillance/EMS
Jeffery Mellor	WYDOT-Traffic	Wyoming Department of Transportation - Traffic	Roadway
Joe Mccarthy	Owner & Traffic Records Project Manager	JDI Consulting	Crash
Kari Fictum	WYDOT-Highway Safety Records & Data Mgmt Analyst	Wyoming Department of Transportation - Highway Safety	Crash
Jessica Woske	WYDOT-Highway Safety Records & Data Mgmt Spec.	Wyoming Department of Transportation - Highway Safety	Crash
Karson James	Highway Safety Behavioral Grants Program Supervisor	Wyoming Department of Transportation - Highway Safety	Crash
Aaron Koehler	DOH - EMS	Wyoming Department of Health	Injury Surveillance/EMS
Keri Bohlmann	Safety Management Engineer	Wyoming Department of Transportation - Highway Safety	Crash
Lily Sharpe	State Court Administrator	Administrative Office of the Courts	Citation/Adjudication
Lori Davis	Administrative Specialist	Wyoming Department of Transportation - Highway Safety	Crash

Matt Carlson	State Highway Safety Engineer	Wyoming Department of Transportation - Highway Safety	Crash
Misty Dobson	WYDOT-Driver Services Manager	Wyoming Department of Transportation – Driver Services	Driver
Pete Abrams	Law Enforcement Liaison	Merge Consulting	Citation/Adjudication
Rachael Pivik	WYDOT-Planning	Wyoming Department of Transportation – Planning	Crash
Renee Krawiec	Driver Services Deputy Program Manager	Wyoming Department of Transportation – Driver Services	Driver
Ronda Munger	Courts Deputy State Court Administrator	Wyoming State Courts	Citation/Adjudication
Stephanie Lucero	Senior Grant Manager	Wyoming Department of Transportation - Highway Safety	Crash
Tim Romig	Captain with the Wyoming Highway Patrol	Wyoming Highway Patrol	Citation/Adjudication
Melinda Harmon	WYDOT-Highway Safety Records & Data Mgmt Analyst	Wyoming Department of Transportation - Highway Safety	Crash
Tom Pritchard	Captain with the Wyoming Highway Patrol	Wyoming Highway Patrol	Citation/Adjudication
Stacey Gierisch	Records & Data Management Analyst	Wyoming Department of Transportation - Highway Safety	Crash
Shannon DeGrazio	Senior Tax Examination Analyst	Wyoming Department of Transportation – Motor Vehicle Services	Vehicle
Melissa Gribble	Senior Accounting Analyst	Wyoming Department of Transportation – Highway Safety Behavioral Grants Program	Crash
Jamie Schwaiger	Grant Manager	Wyoming Department of Transportation – Highway Safety Behavioral Grants Program	Crash

# WYOMING

## Traffic Records Strategic Plan

June 12, 2023



Table of Contents

Introduction.....5

    The Purpose of this Document ..... 5

    Statutory Requirements for a Traffic Records Strategic Plan ..... 5

    Background of the Traffic Records Strategic Plan ..... 6

    Organization of the Traffic Records Strategic Plan..... 7

TRCC Background .....8

    TRCC Membership ..... 8

    Agencies Involved ..... 8

Traffic Records System Overview .....11

Traffic Records Assessment .....13

    Assessment Recommendations .....13

    Traffic Records Strategic Vision .....19

    Traffic Records Strategic Mission ..... 20

    Traffic Records Strategic Needs..... 20

    The Plan Provides Guidance for Improvements ..... 20

    The Plan Emphasizes Crash Reduction.....21

    Traffic Records System Performance ..... 22

Wyoming Strategic Goals .....24

    Expand WyTRCC participation..... 24

    Develop Data Governance..... 25

    Improve Data Collection Efficiency and Quality ..... 26

    Improve Data Set Coverage ..... 29

    Replace the RIS Application..... 30

    Expand Data Quality Programs ..... 32

    Expand Use of Performance Measures ..... 33

    Address Traffic Records Data User Needs ..... 34

    Expand the Level of Traffic Records Integration ..... 36

    Adapt to the new Wyoming Linear Reference System ..... 38

FY21 Proposed Projects & Actions .....39

    Selection and Prioritization ..... 39

    List of Traffic Records Projects and Actions..... 40

MIRE Fundamental Data Element Collection..... 40  
Governance, Roles & Responsibilities .....41  
Traffic Records Strategic Plan Implementation.....41  
WyTRCC Responsibility for Implementation .....41  
WyTRCC to Develop and Monitor the Specific Action Steps ..... 42  
Primary Mission of Traffic Records System Components ..... 43

**Approval Signatures**



---

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



---

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

### Revision History

Date	Revision By	Status
201910	JGM	Initial draft using the new NHTSA Strategic Planning template
202005	JGM	Updated with results of the initial rounds of sessions
202008	JGM	Completing the sections with available results.
202010	JGM	Updated with WyTRCC review comments for final approval
202306	JGM	Approved by WyTRCC as of June 12, 2023. The TRCC found that the Plan is still valid as is, especially regarding the Strategic Goals laid out, as well as the Tasks and Projects that have been identified. While several of the tasks and projects have been undertaken - and even a few have been completed - the lists of Tasks and Projects are still applicable to our work going forward for the next few years.

# Introduction

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

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

## The Purpose of this Document

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

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

## Statutory Requirements for a Traffic Records Strategic Plan

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

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

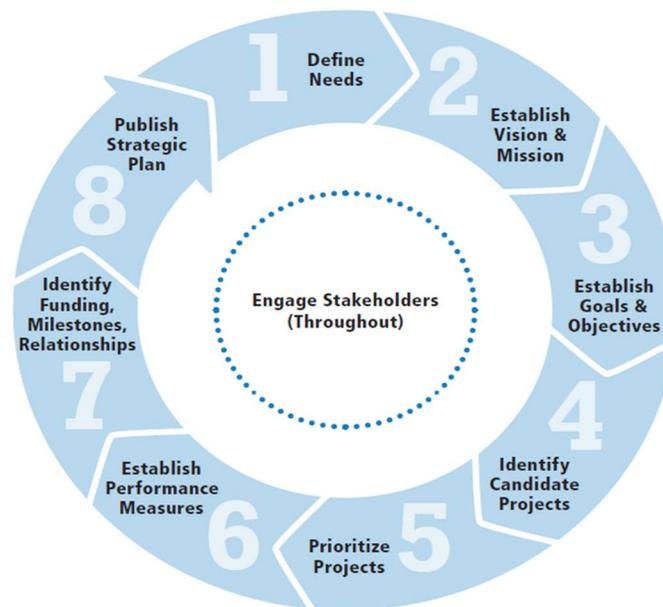
identified, prioritize activities, identify performance-based measures, and describe how grant funds are going to be used to address the needs and goals identified in the strategic plan.

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

## Background of the Traffic Records Strategic Plan

TRCC in Wyoming conducted a Strategic Planning Process over a 6 months period. The process was designed to establish its strategic baseline from which the plan will be defined and updated through the execution of actions and projects.

The process generally followed the recommendations provided by NHTSA, with 8 steps shown in the diagram below. The process was interrupted to a significant degree by the COVID-19 pandemic, which prevented in-person meetings (only two of which were held early in the process), and also severely impacted the bandwidth available from the desired participants.



## Organization of the Traffic Records Strategic Plan

The Traffic Records Strategic Plan is organized into the following sections.

### **TRCC Background**

This section covers the State TRCC’s history, governance, and membership.

### **Traffic Records System Overview**

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

- Crash
- Roadway
- Vehicle
- Driver
- Citation / Adjudication
- Injury Surveillance / EMS
- Others (such as school locations, alcohol establishment locations, etc.)

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

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

### **Traffic Records Assessment**

This section includes the results of latest traffic records assessment; the list of the resulting recommendations, considerations, and suggestions.

### **Traffic Records Strategic Approach**

This section includes the strategic baseline defined during the strategic process: needs, vision, mission, goals and objectives; this section also includes the Data Quality Management with an overview of statewide performance measures and metrics as they relate to core systems.

### **Traffic Records Projects**

This section describes the project prioritization process and provides the list of projects in the current FY to be delivered as part of the strategic plan.

# TRCC Background

NHTSA’s Interim Final Rule (Federal Register, 81 (99), 32554-32605) regarding Uniform Procedures for State Highway Safety Grant Programs published in response to the Fixing America’s Surface Transportation (FAST) Act advises that a TRCC should have diverse membership with clearly delineated roles and responsibilities. The intent is that the TRCC will have the technical knowledge and access required to review any of the State’s highway safety data and traffic records systems. Fully representative TRCCs can provide executive level leadership and decision-makers the information they need to support traffic records improvements. The FAST Act describes minimum requirements for State TRCCs on meetings and membership, strategic plans, quantifiable and measurable progress, and the traffic records assessment. The strategic plan requirement (23 CFR 1300.22(b)(2)) states that strategic plans must accomplish the following:

1. Describe specific, quantifiable, and measurable improvements that are anticipated in the State’s core safety databases.
2. Provide a list of all recommendations from the most recent traffic records assessment.
3. Identify which traffic records assessment recommendations the State tends to address, along with which Highway Safety Plan (HSP) projects will address each recommendation, and the performance measure used to track progress.
4. Identify which recommendations from the traffic records assessment the State will not address and provide reasoning.

## TRCC Membership

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

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

## Agencies Involved

Wyoming’s TRCC (WyTRCC) is made up of representatives from various agencies and organizations that are vested with a responsibility for transportation safety, including:

- **Highway Safety Program** — that is responsible for traffic safety program management, problem identification, and countermeasure grant funding.
- **WYDOT (Wyoming Department of Transportation) Planning** — that is responsible for planning, project programming, asset management, and roadway feature inventory.

- **WYDOT Traffic Operations** — that is responsible coordinating with the five Transportation Districts for addressing traffic safety through roadside hardware, striping, intersection signaling, etc.
- **Statewide Law Enforcement Liaison** — that coordinates efforts with the agencies that enforce traffic laws and regulations at the local level.
- **Wyoming Highway Patrol** — that is responsible for enforcing laws on state highways, as well as having a particular focus on commercial vehicles.
- **Driver Services** — that licenses drivers and maintains data on suspension, revocation, and application of various constraints such as ignition interlock.
- **Motor Vehicle Services** — that maintains vehicle title information and manages information on commercial motor carriers.
- **Department of Health** — that is responsible for collecting and managing information that describes incidences of trauma occurring within the state.
- **The Judicial System** — that is responsible for the adjudication of traffic offenses at both the state and local level.

NOTE (\*): Due to very high workloads, and due to the Corona virus pandemic, representation from the Department of Health and the Judicial system has been quite limited over the last year.

*Table 1. TRCC Membership*

Level	Name	Program	Agency	System
Executive	Matt Carlson	Highway Safety	WYDOT	All
Program	James Stout (WyTRCC Chair)	Highway Safety	WYDOT	All
Program	Lily Sharpe	TBD	Supreme Court	Citation
Program	Misty Dobson	Driver Services	WYDOT	Driver
Program	Andy Gienapp	EMS Administrator	WDH	Injury
Technical	Jay Ostby	EMS Operations	WDH	Injury
Technical	Kelli Perrotti	Trauma	WDH	Injury
Program	Dan Tolman	IT	WYDOT	N/A
Program	Deborah Lopez	Motor Vehicle	WYDOT	Vehicle
Technical	Joe McCarthy	Consultant	WYDOT	All
Technical	Keri Bohlmann	Highway Safety	WYDOT	Crash
Technical	Lori Davis	Highway Safety	WYDOT	Crash
Technical	Stephanie Lucero	Highway Safety	WYDOT	Crash
Technical	Tom Carpenter	Highway Safety	WYDOT	Crash
Technical	Stacey Gierisch (WYTRCC Secretary)	Highway Safety	WYDOT	Crash
Program	Tom Pritchard	Highway Patrol	WYDOT	Crash, Citation
Technical	Pete Abrams	Highway Safety, LEL	WYDOT	Crash, Citation
Technical	Christina Spindler	Traffic Operations	WYDOT	Crash, Roadway
Technical	Renee Krawiec	Driver Services	WYDOT	Driver
Technical	Aundrea Brown	Trauma Program	WDH	Injury

<b>Level</b>	<b>Name</b>	<b>Program</b>	<b>Agency</b>	<b>System</b>
Technical	Rachael Pivik	Planning	WYDOT	Roadway
Technical	Taylor McCort	Traffic Ops	WYDOT	Roadway
Technical	Karson James	Highway Safety	WYDOT	Various

# Traffic Records System Overview

The State of Wyoming traffic records systems are summarized in the table below. The Traffic Records Inventory document provides further details into the data sets in each of the systems.

*Table 2. Traffic Records System*

Traffic Record System	Description
Crash	<p>The primary source of crash data is the WECRS database, consolidated from the crashes reported by law enforcement via the statewide electronic crash reporting system.</p> <p>Auxiliary datasets are also maintained by WYDOT HWS including crash factors and crash geo-locations.</p> <p>The Highway Safety (HWS) program at WYDOT is the custodian for this data.</p>
Driver	<p>The primary source of Driver data is the RIS application. A synchronized shadow database is maintained at WYDOT for use with linking with the crash data, and for ad-hoc reporting.</p> <p>The Driver Services program at WYDOT is the custodian of this data.</p>
Vehicle	<p>The primary source of Motor Vehicle data is the RIS application. A synchronized shadow database is maintained at WYDOT for use with linking with the crash data, and for ad-hoc reporting.</p> <p>The Motor Vehicle Services program at WYDOT is the custodian of this data.</p>
Roadway	<p>The various set of roadway features reside in different locations, including:</p> <ul style="list-style-type: none"> <li>• Agile Assets</li> <li>• Approaches</li> <li>• ESRI</li> <li>• Safety Portal</li> </ul> <p>Most of the datasets above are consolidated into the SPOD Oracle schema at WYDOT, to facilitate access.</p> <p>Various programs at WYDOT, including Planning, Traffic Operations, Highway Safety, and Materials are the custodians for this data.</p>
Citation/ADJUDICATION	TBD

Traffic Record System	Description
INJURY/SURVEILLANCE	TBD
OTHER	Some additional records related to traffic safety analysis also exist and are managed by WYDOT HWS, including: <ul style="list-style-type: none"><li data-bbox="634 401 792 428">• Schools</li><li data-bbox="634 436 808 464">• Holidays</li><li data-bbox="634 472 1024 499">• Alcohol Establishments</li></ul>

# Traffic Records Assessment

## Assessment Recommendations

The following recommendations were given to Wyoming in the most recent assessment (dated December 12, 2019). The considerations given in the assessment are also listed, as well as any specific suggestions that were given in the summary.

Along with each recommendation is Wyoming’s response regarding which recommendations the State intends to address and with what priority. In general, the priority levels mean the following:

- High means that the State intends to address the recommendation in the next 2-3 years,
- Medium means that the State intends to address the recommendation in the next 3-5 years, and
- Low means that the State does not intend to address the recommendation within the next 5 years.

### Traffic Records Coordinating Committee (TRCC)

TRA Recommendations – None

TRA Considerations

- Continue to encourage all stakeholders to participate in TRCC meetings, both at the technical and Executive level.
- Establish and track performance measures for EMS/Injury Surveillance with the goal of having at least one performance measure for each of the core data systems.

TRA Summary Suggestions

- Executive members that hold high-level positions within their area of responsibility can establish policy, direct resources, and set the vision for the technical TRCC.
- The Traffic Records Coordinating Committee should be monitoring the data quality of all of the component data systems regularly, in order to ensure that Wyoming's Traffic Records System is as good as it can be and serves the needs of the State.

### Strategic Planning

TRA Recommendations – None

TRA Considerations

- The State has performance measures identified for only three of the six systems. They should identify and begin measuring at least one performance measure from each of the Vehicle, Citation, and Injury Surveillance systems.

TRA Summary Suggestions – None

**Crash**

TRA Recommendations

Recommendation(s)	State position
<b>Crash-1:</b> Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Wyoming considers this <b>high</b> priority as it affects so many departments and programs. Major efforts have been made in this direction previously, and the State will continue building on that foundation.
<b>Crash-2:</b> Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Wyoming considers this <b>high</b> priority. Wyoming will continue the efforts to improve on the interfaces between crash data and other traffic records systems.

TRA Considerations

- Work to identify resolution of linkage challenges with driver and vehicle systems.
- Evaluate the crash performance measures. Discuss them with the TRCC. Identify the relevancy with the project or if they have been met. Determine if additional or different measures should be developed.
- Continue to integrate the crash data system with the emergency medical systems data. This will enhance injury data quality and support the crash system.

TRA Summary Suggestions – None

**Vehicle**

TRA Recommendations

Recommendation(s)	State position
<b>Vehicle-1:</b> Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Wyoming considers this <b>high</b> priority. One of the key factors associated with the Vehicle data system is the replacement of the outdated mainframe RIS application (Registration Information System) that is currently planned. Improving the data quality prior to the migration to the new system is very important.
<b>Vehicle-2:</b> Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is given low priority, as the initial emphasis will be on the replacement system, and getting the basic RIS replacement system in place.
<b>Vehicle-3:</b> Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is given low priority, as the basic procedures / process flows for the Vehicle data system are constrained by the statutory decentralization of authority to the counties, with little ability of the State to set direction. However, once the RIS

Recommendation(s)	State position
	replacement system is in place, work can begin on this.

### TRA Considerations

- Develop goals for data quality and follow them up with performance measures, which are regularly monitored and reported to the Traffic Records Coordinating Committee.
- Form a Committee or Working Group to develop process flows and, in so doing, review the policy and procedures for the State's vehicle data collection, to ensure greater uniformity and efficiency.
- Since the capability already exists, expand barcoding of registration documents to all vehicles in the State, creating a more efficient means to transfer vehicle information to crash reports and citations

### TRA Summary Suggestions

- Increasing reporting to NMVTIS to daily,
- Barcoding all registration documents. Registration barcoding helps to improve data accuracy because the VIN is a likely source of data entry error.
- Barcoding and transfer to citations or crash reports electronically would save time on data entry and error correction.
- Flagging of vehicle records when they have been reported stolen ... ensuring that the stolen vehicle cannot be immediately and fraudulently sold to an unsuspecting buyer.
- Using the same naming conventions on vehicle and driver records would make combining or linking those files easier, although for Wyoming it might require legislative change.
- Development of the flows in a group or committee setting helps to engender communications about how things are accomplished and can improve interactions between State and county entities and result in greater uniformity.
- Regular measurement of data quality can prevent that slow degradation from becoming a much bigger issue.

## Driver

### TRA Recommendations

Recommendation(s)	State position
<b>Driver-1:</b> Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The State is giving this high priority, as it helps set the foundation for the replacement of the current RIS system.
<b>Driver-2:</b> Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The State is giving this low priority at this time. A significant effort has been made already to improve the quality of the data, but further progress depends on the RIS replacement system being in place.
<b>Driver-3:</b> Improve the interfaces with the Driver data system to reflect best practices	The State is giving this medium priority, with the emphasis on improving a few select interfaces, a few

Recommendation(s)	State position
identified in the Traffic Records Program Assessment Advisory.	of which have been prototyped and need to be solidified with the RIS replacement.

### TRA Considerations

- Improve effectiveness of facial recognition program by increasing 1:1 match to 1: many match.
- Work with the courts to increase electronic submission of all convictions. This would increase the timeliness, completeness and accuracy of data on driver record.
- Work towards linkage to crash data system which would allow for all crash data to post to driver record.
- Establish performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility

### TRA Summary Suggestions

- The driver system has edit checks and data collection guidelines for many of the data elements. WYDOT has plans to modernize the driver system once funding is established. These efforts are encouraged and should help to have a more complete data dictionary and establish guidelines for keeping it updated.
- Efforts should be made to increase electronic submission to increase timeliness, accuracy and completeness of the driver data.
- The creation of a more detailed [Driver] process flow document that combines these two process flow diagrams would be an invaluable tool in the modernization of the driver system.
- It would be beneficial for all crash data to be linked to the driver record regardless of fault. This would provide invaluable data for analysis regarding crashes and other driver history attributes.
- Efforts should be explored to provide driver data to the courts electronically. This can also be invaluable data for judges to have immediate access to.
- Missing for a complete data quality management program are performance measures that include established numeric goals, periodic comparative and trend analyses, data quality feedback between users and providers, and data quality management reports that could be provided to the TRCC to easily recognize areas that need further improvement.

## Roadway

### TRA Recommendations

Recommendation(s)	State position
<b>Roadway-1:</b> Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is given low priority by the State, as the data definitions that Wyoming is already applying to the roadway data elements is in line with MIRE (Model Inventory of Roadway Elements), and WYDOT is moving towards meeting the FDE (Fundamental Data Elements) requirements in the required timeframe.
<b>Roadway-2:</b> Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	This is given high priority by the State, with the emphasis on the identification and implementation of an appropriate quality control program with appropriate quality control measures.

Recommendation(s)	State position
<p><b>Roadway-3:</b> Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory</p>	<p>This is given high priority by the State, as there is an urgent need to improve the process of coordinating roadway feature data with the LRS (Linear Reference System). In addition to the ongoing updates to the LRS, major new rollout of the LRS is underway(moving to Roads &amp; Highways).</p>

TRA Considerations

- Work to establish a spectrum of performance measures across the roadway data quality areas (timeliness, accuracy, completeness, uniformity, accessibility, and integration) along with baselines and actual values.
- The performance measure(s) should be tailored to the needs of data managers and data users.
- Work to consolidate available documentation, identifying and mitigating any shortcomings while doing so. Consolidation of the documentation from various program areas could simply involve gathering roadway data information into a central repository, available for all program areas to reference.

TRA Summary Suggestions

- Documentation exists but could be consolidated or better referenced as separate program areas maintain specific portions. The resultant documentation should help ensure uniformity and accuracy and promote long-term consistency.
- Performance measures help identify shortcomings in the data or system for future improvement across the spectrum of data quality measures (timeliness, accuracy, completeness, uniformity, accessibility, and integration). For these to be effective, baselines must be established and performance data gathered and analyzed to assess system performance, indicating health and potential for improvement.

Citation and Adjudication

TRA Recommendations

Recommendation(s)	State position
<p><b>Citation-1:</b> Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>This is not currently being pursued by the State, due to the current lack of judicial system participation in the TRCC.</p>
<p><b>Citation-2:</b> Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>This is not currently being pursued by the State, due to the current lack of judicial system participation in the TRCC.</p>
<p><b>Citation-3:</b> Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>This is not currently being pursued by the State, due to the current lack of judicial system participation in the TRCC.</p>

<p><b>Citation-4:</b> Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>This is not currently being pursued by the State, due to the current lack of judicial system participation in the TRCC.</p>
--	--

### TRA Considerations

- Work to identify proper data dictionaries that can be shared and utilized within the State.
- Develop performance measures with quantitative baselines and goals. Regularly monitor and report to the TRCC on outcomes and progress towards meeting the goals set forth.
- Identify and implement interfaces to other traffic safety systems to improve overall data quality and efficiency of data collection within Wyoming.

### TRA Summary Suggestions

- To gain a better understanding of citation data and outcomes, all courts should report data to one repository. Even though courts are not on the same system, this should be a possibility through integrating the data in a standard from each court system in use. Once the data is in SCIS, it can be used for all courts to have access to records needed for adjudication.
- Each traffic record system should have a data dictionary to not only include the specific fields that exist but also data-types and the elements that are linked to other systems. The data dictionaries should be made available for key stakeholders within the State to promote the integration and linking of citation and adjudication data to other traffic safety systems.
- After knowing what is available by sharing data dictionaries, the State could begin taking steps towards making the data more accessible and used by other agencies who may have a valid use for the data.
- There is no central repository for tracking a DUI citation from the time it is issued through to disposition and posting on the driver and vehicle records. Without the ability to track citations for DUI offenses to this degree, it makes it more difficult to determine problem areas not only in specific geographic areas for enforcement and education but also within adjudicating DUI offenses.
- With performance measures in place, the State will be able to identify and mitigate the degradation of system processes. These measures are meant to assist in decision making, resource allocation, and system performance.

## Injury Surveillance

### TRA Recommendations

Recommendation(s)	State position
<p><b>ISS-1:</b> Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>This is not currently being pursued due to the overwhelming load that the COVID-19 pandemic has caused to the Department of Health participants in the TRCC.</p>
<p><b>ISS-2:</b> Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>Work has taken place on this, with the intent to pursue. However, at this time, this is getting low priority due to the overwhelming load that the</p>

	COVID-19 pandemic has caused to the Department of Health participants in the TRCC.
--	--

### TRA Considerations

- Establish comprehensive data quality measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility for all ISS data sets. Each measure should have a pre-established quantitative goal and include a current baseline. Results should be measured routinely and shared with stakeholders (i.e. the WyTRCC)
- Incorporate user feedback from the existing means of communication/reporting from all 5 ISS data sets, within strategic highway plans. Important improvements can be prioritized for support and budgeting.
- Incorporate a means for hospital discharge and emergency department patient severity (Abbreviated Injury Score, Injury Severity Scale) computation and use.

### TRA Summary Suggestions

- While the State does monitor the WTR timeliness of record entry and completeness of AIS entry, the measures have no pre-established numeric goals for the associated performance metric (Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility) as defined in the Advisory.
- Include the formal development of performance measures for all six metrics (accessibility, accuracy, completeness, integration, timeliness, uniformity) by submitting entity and measuring over time.

## Data Use and Integration

### TRA Recommendations – None

### TRA Considerations

- Give high priority to and continue the support of the current development of a formal data governance process through the WyTRCC

### TRA Summary Suggestions

- The development of a catalog of data systems should remain a prioritized WyTRCC objective for completion in the coming year.

## Traffic Records Strategic Vision

The vision of the WyTRCC is: “To support traffic-safety related decision-making with quality traffic records data and analysis capabilities that meet the users’ needs”

## Traffic Records Strategic Mission

The mission of the WyTRCC is “To improve transportation safety by enhancing and integrating our traffic information systems for the public and safety community.”

## Traffic Records Strategic Needs

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

- 2019 Traffic Records Assessment Report
- Workshops, interviews, and email exchanges with data collectors, users, and system managers of traffic records data throughout the state.
- Review of the previous revision of the Traffic Records Strategic Plan
- Recommended Practices and Standards promulgated by various federal agencies and professional organizations involved in transportation, highway safety, and traffic records.
- Technical expertise in the definition, development, and use of traffic records to support national, state and local highway safety applications.
- Status updates of actions and projects that have previously been completed.
- Evolution of database, data analysis, and data display technology.

## The Plan Provides Guidance for Improvements

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

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

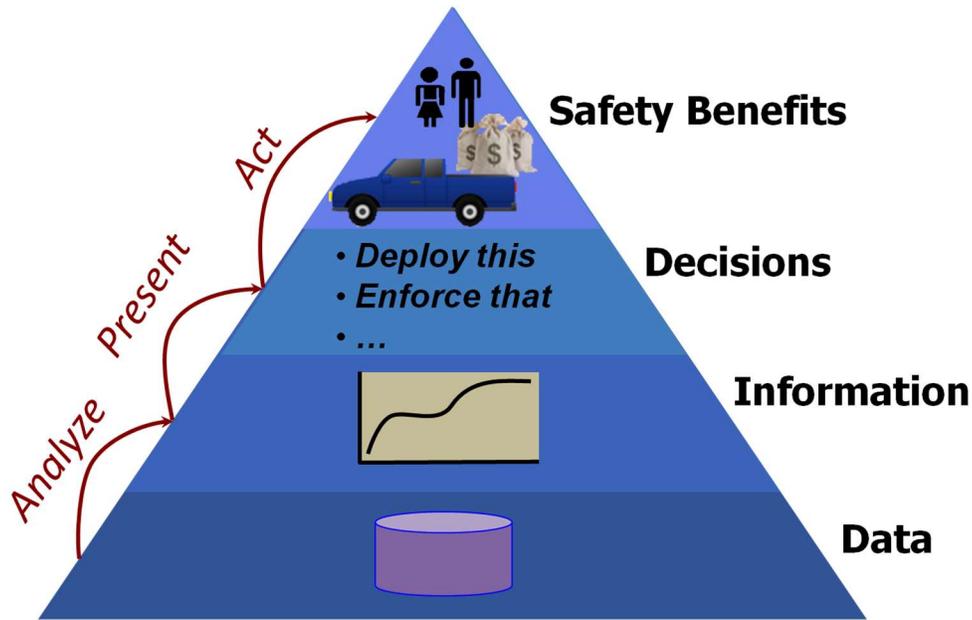
The central focus of this plan is the availability and quality of traffic records data to support traffic safety decision-making. The WyTRCC is intended to be the representative body for the traffic records community where collection, management, and use of traffic records are discussed and plans are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

## The Plan Emphasizes Crash Reduction

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

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

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



*Figure 1. Traffic Records Data Pyramid*

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

## Traffic Records System Performance

This section provides a summary of the performance measures being used to track progress on the strategic goals as projects and tasks are implemented. The intent is to link this section with the documented annual reporting on the traffic records performance measures.

The performance measures selected for tracking are those that represent the most important areas of improvement amongst the 6 traffic records areas, and the 6 data quality areas.

The following tables summarize the performance measures being tracked.

### Crash

Attribute	Measure	Model	Target #
Timeliness	% reports in DB within 10 days of crash <sup>1</sup>	C-T-2	80%
Accuracy	% reports without errors in location	C-A-1	98%
Completeness	% reports with no missing critical elements	C-C-1	TBD
Uniformity	# MMUCC R5 compliant data elements entered or linked to the crash database	C-U-1	TBD
Integration	% WY License plate #s that match vehicle record	C-A-2	90%?
Integration	% WY Drivers that link to driver record (through DL#, Name, DOB)	C-I-1	98%
Accessibility	Proposed: Number of standard reports available to public via web site	C-X-1a	TBD
Accessibility	Proposed: Percent of users satisfied with overall level of support	C-X-1b	TBD

### Roadway

Attribute	Measure	Model	Target #
Timeliness			
Accuracy	Proposed: % of curves that match with Pathway data	R-A-1	
Completeness	Proposed: % of roadway miles with no missing critical elements?	R-C-1	
Uniformity	# of MIRE-compliant data elements	R-U-1	
Integration	# of LRS-compliant data elements	R-I-1	
Accessibility	# of roadway data elements available in the SPOD (for WYDOT accessibility)	R-X-1a	
Accessibility	Proposed: # of roadway data elements available on the Web (for external to WYDOT accessibility)	R-X-1a	

<sup>1</sup> This is the current performance measure. One thought is to modify the measure to focus more on the outliers, for example the % of records received more than 15-20 days after the crash.

### Driver

Attribute	Measure	Model	Target #
Timeliness			
Accuracy			
Completeness			
Uniformity			
Integration	% Driver judgments that link to enforcement citation written – Pilot baseline	D-I-1	TBD
Accessibility			

### Vehicle

Attribute	Measure	Model	Target #
Timeliness			
Accuracy			
Completeness			
Uniformity			
Integration			
Accessibility			

### Citation and Adjudication

Attribute	Measure	Model	Target #
Timeliness			
Accuracy			
Completeness			
Uniformity			
Integration			
Accessibility			

### Injury Surveillance

Attribute	Measure	Model	Target #
Timeliness			
Accuracy			
Completeness			
Uniformity			
Integration			
Accessibility			

# Wyoming Strategic Goals

During the Strategic Planning sessions, and follow-up discussions, several strategic needs were identified. These needs were later fleshed out in terms of goals:

1. Expand participation in the WyTRCC, adding representatives of traffic records area that are currently missing, or unable to attend regularly. Increase the level of involvement at the decision-maker level.
2. Develop and implement pragmatic Data Governance plans, given the growing reliance on traffic records for decision-making and to optimized traffic safety investments.
3. Improve efficiency of data collection by law enforcement officers and others, with the intent to also improve the quality of the data collected.
4. Replace the current RIS Application (Registration Information System) used by Driver Services and Motor Vehicle services
5. As traffic records data is used more and more to support traffic safety decisions, expand the use of data quality initiatives and tools to cover more traffic records areas, with the intent meeting user data quality needs.
6. Expand the use of performance measures in specific traffic records areas in order to better measure achievements in traffic records data, and even – in some areas – operations.
7. Develop additional sustainable and quality roadway data sets to support HSM predictive modeling, to address MIRE FDE requirements, and to support planning and programming needs.
8. Improve the linkage/integration of data sets in order to improve the quality of the data, and to improve the value of the data for safety analysis.
9. Continue to improve the degree to which the various traffic records systems align with the needs of the data users in terms of accessibility, documentation, and technical support.
10. Adapt the various LRS compliant data sets to the new Wyoming LRS, to continue to improve the ability to integrate location-based data.

In addition to the above needs identified by the TRCC members, WYDOT has received advice – in the form of recommendations and/or considerations – from the most recent Traffic Records Assessment. Due to limited resources and funding, it has become more important to carefully prioritize actions and projects, and place the emphasis on the most urgent and/or strategic needs.

## Expand WyTRCC participation

### Addresses:

- Wyoming Need(s):
  - Adding representatives of traffic records area that are currently missing, or unable to attend regularly. Increase the level of involvement at the decision-maker level.
- TRA Consideration(s):
  - Continue to encourage all stakeholders to participate in TRCC meetings, both at the technical and Executive level.

**Priority:** Medium – by 2024

**Progress on goal:** No Action

**Traffic Records Areas Addressed:** TRCC, Citation/Adjudication, Injury Surveillance, Data Use and Integration.

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Uniformity, Data Integration, Accessibility.

**Action Plan:** See table below.

*Table 3. Tasks & Projects to Expand TRCC Participation*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2020	Contact district and circuit court leads	Obtain court participation in TRCC	WYDOT/HWS	J. McCarthy	-
2020	Follow up with DOH about participation	Renew DOH participation in TRCC	WYDOT/HWS	J. McCarthy	-
2021	Identify potential participants and appropriate forum for exec level TRCC	Involvement of decision-makers in TRCC	WYDOT/HWS	J. McCarthy M. Carlson	-

## Develop Data Governance

### Addresses:

- Wyoming Need(s):
  - Data Governance has become more important as traffic records is being used much more in decision-making and to optimized traffic safety investments.
- TRA Recommendation(s):
  - **Roadway-1:** Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Roadway-2:** Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Citation-1:** Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Citation-2:** Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- TRA Consideration(s):
  - Give high priority to and continue the support of the current development of a formal data governance process through the WyTRCC.

**Priority:** High – by 2023

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Strategic, Crash, Driver, Vehicle, Roadway, Citation/Adjudication, Injury Surveillance, Data Use and Integration

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Uniformity, Data Integration, Accessibility  
**Action Plan:** See table below.

*Table 4. Tasks & Projects to Develop Data Governance*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2021	Develop WYDOT Data Governance approach	Address the traffic records areas within WYDOT with pragmatic governance	WYDOT SIT	J McCarthy	-
2022	Share WYDOT Data Governance approach	Make work available to other agencies	WYDOT SIT	J McCarthy	-
2020 - 2021	Review the initial dataset management documents to determine what level of documentation would be applicable for WY.	Determine whether the ESRI process addresses this, or if something else is needed for WY	Planning		
2022	Improve access to metadata (e.g. how up-to-date is the data, owner, etc.)	Address concerns about SPOD and other data sources being up-to-date	WYDOT IT WYDOT GIS HWS	J Hayden V Garcia K Bohlmann	
2023	Put in place roadway data governance that meets WYDOT needs, and addresses NHTSA / FHWA requirements	Address high-level needs for more rigorous planning and execution of improvement efforts	Planning	R Pivik	

## Improve Data Collection Efficiency and Quality

**Addresses:**

- Wyoming Need(s):
  - Improve the efficiency of collection by law enforcement officers, with the intent to also improve the quality of the data collected. Pursue solutions that provide win-win improvements.
- TRA Recommendation(s):
  - **Crash-1:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Vehicle-2:** Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Driver-3:** Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Citation-4:** Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- TRA Consideration(s):
  - Work to identify resolution of [crash] linkage challenges with driver and vehicle systems.
  - Since the capability already exists, expand barcoding of registration documents to all vehicles in the State, creating a more efficient means to transfer vehicle information to crash reports and citations.
  - Work with the courts to increase electronic submission of all convictions. This would increase the timeliness, completeness and accuracy of data on driver record.
  - Work towards linkage to crash data system which would allow for all crash data to post to driver record.
  - Identify and implement interfaces to other traffic safety systems to improve overall data quality and efficiency of data collection within Wyoming.
  - Form a Committee or Working Group to develop process flows and, in so doing, review the policy and procedures for the State's vehicle data collection, to ensure greater uniformity and efficiency.

**Priority:** Medium – by 2024

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Crash, Driver, Vehicle, Citation/Adjudication.

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Data Integration.

**Action Plan:** See table below.

*Table 5. Tasks & Projects to Improve Data Collection Efficiency and Quality*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2022	Work with NHTSA to implement electronic transfer of fatal crash Data to FARS	Reduce the manual effort to copy over fields from crash data to FARS	WYDOT/HWS	S Gierisch	
2024	Improve law enforcement ability to link driver data (DCI return, scan) to crash form	Improve driver data accuracy, completeness, reduce officer effort	Law enforcement agencies Support from HWS		
2025	Improve law enforcement ability to link vehicle data (DCI return, scan) to crash form	Improve vehicle data accuracy, completeness, reduce officer effort	Law enforcement agencies Support from HWS		
2020	Solidify the linkage of DCI toxicology results to crash data	Improve drug/alcohol test result data, reduce officer effort	HWS, DCI	S Gierisch R Simmons	
2022	Review potential synergy between various forms for possible optimization of data entry	Reduce officer effort, improve data quality, improve integration	LEL, Law enforcement agencies	P Abrams	

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
			Support from HWS		
2023	Assess potential approaches to consolidate citation data from various courts and agencies regarding impaired driving	Ability to respond to GCID requests/needs for DUI citations and adjudications	WHP Circuit courts, District courts, Supreme court	G Ellis TBD from courts	
2021	Assess process to fill out crash reports; identify potential approaches to reduce the time	Identify specific actions/projects to consider for improvements	LEL LEAs	P. Abrams Et al	
2023	Assess the ability to tag a vehicle record as reported stolen	To help ensure that the stolen vehicle cannot be immediately and fraudulently sold to an unsuspecting buyer	LEL MV Services	P. Abrams D Lopez	
2024-5	Develop a plan, identifying which agencies' data is needed, what is needed (e.g. which MIRE elements), what is currently potentially available, and the gaps that would need to be addressed.	Coordinate with federal land agencies to collect (and keep up-to-date) the roadway data for non-state roads.	Planning	R Pivik	
2022	Adapt the new ALRS (and Roads & Highways)	Reduce effort and cost to manage LRS located data as the LRS evolves	GIS, Planning, HWS	V Garcia M Kidner M Carlson	
2023	Determine if there are other areas where the map-based crash locating capability used in WIGLS would be applicable	To reduce effort and cost to collect some field events	TRCC, HWS	M Carlson	
2021	Increase electronic submission of citations	Reduce re-entry, improve quality	LEL Driver Services	P Abrams M Dobson	
2021	Transition to unique plates (numbers) for every vehicle	Reduce errors, rework	Motor Vehicle	D Lopez	
2022	Streamline the transfers with the counties	Reduce errors, rework	Motor Vehicle	D Lopez	
2022	Get apportioned plates and temp tags in NLETS	Reduce errors, rework	Motor Vehicle	D Lopez	
2023	Standardize the Data Dictionary (make codes, etc.) used by all counties. Maybe expand to cover crash reports, law enforcement.	Reduce errors, rework	Motor Vehicle	D Lopez	
2023	Provide feedback to stakeholders regarding	So that law enforcement improves quality of submittals	Driver Services	M Dobson	

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
	documentation provided to Driver Services				
2024-5	Barcodes on all registrations	Facilitate quick, proper entry by officers	Motor Vehicles	D Lopez	
2024-5	Online with NMVITS for state and county	Facilitate quick, proper entry by officers	Motor Vehicles	D Lopez	
2024-5	All counties use same system to load title and registration info	Reduce errors, rework	Motor Vehicles	D Lopez	
2021	Investigate ways to recover the VIN checking ability when officers enter VIN on crash reports	Reduce errors, rework	Highway Safety	TBD	
2022	Leverage the single DSFR form that has been completed for impaired driving	Allow officer to submit electronically; eliminate the need to re-enter data from a PDF, reduce the loss of files due to non-standard transmittal	WYDOT/HWSO	P Abrams	
2023	Assess approaches that would facilitate the creation of accurate crash diagrams, that would be in synch with the data filled in the crash form elements.	Avoid the discrepancies between the data and the diagram, reduce the time needed to produce a diagram	WYDOT/HWS	J McCarthy P Abrams	

## Improve Data Set Coverage

### Addresses:

- Wyoming Need(s):
  - Increase the number of sustainable, quality Roadway Feature data sets.
- TRA Recommendation(s):
  - **Roadway-1:** Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Roadway-2:** Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Roadway-3:** Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Crash-2:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- TRA Consideration(s):
  - The performance measure(s) should be tailored to the needs of data managers and data users.
  - Work to consolidate available documentation, identifying and mitigating any shortcomings while doing so. Consolidation of the documentation from various program areas could simply

involve gathering roadway data information into a central repository, available for all program areas to reference.

**Priority:** Medium – by 2024

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Roadway, Data Use and Integration.

**Data Quality Performance Attributes Addressed:** Accuracy, Completeness, Uniformity, Data Integration, Accessibility.

**Action Plan:** See table below.

*Table 6. Tasks & Projects to Increase Roadway Feature Data Set Coverage*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2021	Develop a prioritization approach to developing new data sets (e.g. MIRE FDE, HSM, etc.).	Balance effort to develop new data sets with need to maintain the quality of existing data sets.	WYDOT / SIT		
2021	Develop a Data Catalog of roadway data sets	Identify and prioritize the data sets to pursue	WYDOT / SIT	J. McCarthy R. Pivik	N/A
2021	Identify the applicable criteria for sustainable and quality	Leverage data governance plans and quality plans	WYDOT / SIT	J. McCarthy R. Pivik	N/A
2021	Develop V1 of roadmap plan for the data sets	Identify the actions needed to collect and release the next data sets	WYDOT / SIT	J. McCarthy R. Pivik	N/A
2022-3	Implement additional data sets, such as superelevation	Improve completeness	WYDOT / SIT		
2022-5	Expand MIRE FDE coverage	to meet Federal requirements, improve completeness	WYDOT / SIT		
2023	Build out the signs database	Ensure that the various needs for signs data are met	Traffic Ops	J Mellor	
2024	Assess needs for roadway data relative to autonomous vehicles and connected vehicles	Get an idea of what new data sets (and/or changes to existing ones) would be needed to better meet department and user needs	Traffic Ops	J Mellor	

## Replace the RIS Application

**Addresses:**

- Wyoming Need(s):

- Replace the current RIS Application (Registration Information System) used by Driver Services and Motor Vehicle services
- Expand the use of performance measures in specific traffic records areas in order to better measure achievements in traffic records data, and even – in some areas – operations.
- TRA Recommendation(s):
  - **Vehicle-2:** Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Vehicle-3:** Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Driver-1:** Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Driver-2:** Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - **Driver-3:** Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Priority:** High – by 2024

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Driver, Vehicle, Data Use and Integration.

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Uniformity, Data Integration, Accessibility.

**Action Plan:** See table below.

*Table 7. Tasks & Projects to Replace the RIS Application*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2021-2	Consolidate records between Driver’s License, Title, Registration	Reduce errors, rework, discrepancies between names Registrations should show DL#	Driver Services, Motor Vehicle Services	M Dobson D Lopez	
2021	Identify need for Access & Training to reporting tools	Feed requirements for RIS replacement to improve quality of driver records	Driver Services	M Dobson	
2025	Clear definition and explanation of data fields of data sold to Experian, Polk, etc.	Document the deliverables	Motor Vehicles	D Lopez	
2025	Identify the procedures/ process flows for the Vehicle data system with the new RIS replacement	To optimize the use of the new system.	Motor Vehicles	D Lopez	
2021	Develop the data dictionary for the Driver data system.	Prepare for the transition to the new RIS replacement system	Driver Services	M Dobson	

## Expand Data Quality Programs

**Addresses:**

- Wyoming Need(s): Make wider use of quality program initiatives to cover more traffic records areas.
- TRA Recommendation(s):
  - Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
  - Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- TRA Consideration(s):
  - Develop goals for data quality and follow them up with performance measures, which are regularly monitored and reported to the Traffic Records Coordinating Committee.

**Priority:** Medium – by 2024

**Progress on goal:** Initial Progress.

**Traffic Records Areas Addressed:** Driver, Vehicle, Data Use and Integration.

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Uniformity, Data Integration, Accessibility.

**Action Plan:** See table below.

*Table 8. Tasks & Projects to Expand Data Quality Program*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2021	Refine the Data Quality Program in place for Crash Data	Improve overall quality of the crash data	WYDOT / HWS	S. Gierisch J. McCarthy	
2021	Identify and document the appropriate Data Quality Program to implement for Roadway Feature data	Improve overall quality of the roadway data	WYDOT / Planning	R. Pivik	
2024	Grow the comfort level in Project Development with use of safety tools (design tools) for both the specific project location and the larger network picture.	Have more solid basis for discussions of project scope.	WYDOT/Project Dev	J Brown	

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2020-2021	Ensure that the equivalent data of HW Feature File is available to the department	Replace the obsolete data sets that are needed for HSM, etc.	HWS	J McCarthy	
2021	Address the vehicle data quality program in the context of the RIS replacement application.	Identify the requirements for the RIS replacement application.	Motor Vehicle	D Lopez	
2025	Address the driver data quality program in the context of the RIS replacement application.	Take advantage of the RIS replacement capabilities.	Driver Services	M Dobson	
2022	Implement completeness reporting to law enforcement agencies	Reduce the number of missing (unknown) critical elements	WYDOT / HWS	S Gierisch	N/A

## Expand Use of Performance Measures

### Addresses:

- Wyoming Need(s): Expand the use of performance measures in specific traffic records areas
- TRA Recommendation(s): N/A
- TRA Consideration(s):
  - The State has performance measures identified for only three of the six systems. They should identify and begin measuring at least one performance measure from each of the Vehicle, Citation, and Injury Surveillance systems.
  - Evaluate the crash performance measures. Discuss them with the TRCC. Identify the relevancy with the project or if they have been met. Determine if additional or different measures should be developed.
  - Work to establish a spectrum of performance measures across the roadway data quality areas (timeliness, accuracy, completeness, uniformity, accessibility, and integration) along with baselines and actual values.
  - The performance measure(s) should be tailored to the needs of data managers and data users.
  - Establish [Driver] performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility.
  - Develop [Citation/Adjudication] performance measures with quantitative baselines and goals. Regularly monitor and report to the TRCC on outcomes and progress towards meeting the goals set forth.
  - Establish comprehensive data quality measures for timeliness, accuracy, completeness, uniformity, integration, and accessibility for all ISS data sets. Each measure should have a pre-established quantitative goal and include a current baseline. Results should be measured routinely and shared with stakeholders (i.e. the WyTRCC).

**Priority:** Medium – by 2024

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Crash, Driver, Roadway.

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Uniformity, Data Integration, Accessibility.

**Action Plan:** See table below.

*Table 9. Tasks & Projects to Expand Performance Measures*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2022	Develop and Implement process measures throughout Driver Service	Operational effectiveness	Driver Services	M Dobson	
2021	Refine/develop new performance measures for the highest priority crash data improvements	Drive improvement of the most important / most urgent areas of crash data	HWS	S Gierisch J McCarthy	
2021	Refine/develop new performance measures for the highest priority roadway data improvements	Drive improvement of roadway feature data	Planning	R Pivik J McCarthy	

## Address Traffic Records Data User Needs

### Addresses:

- Wyoming Need(s):
  - Continue to improve the degree to which data user needs are met by the various traffic records systems.
- TRA Recommendation(s):
- TRA Consideration(s):
  - Work to identify resolution of [crash] linkage challenges with driver and vehicle systems.
  - Continue to integrate the crash data system with the emergency medical systems data. This will enhance injury data quality and support the crash system.
  - Work to consolidate available documentation, identifying and mitigating any shortcomings while doing so. Consolidation of the documentation from various program areas could simply involve gathering roadway data information into a central repository, available for all program areas to reference.
  - Work to identify proper [citation/adjudication] data dictionaries that can be shared and utilized within the State.
  - Incorporate user feedback from the existing means of communication/reporting from all 5 ISS data sets, within strategic highway plans. Important improvements can be prioritized for support and budgeting.
  - Incorporate a means for hospital discharge and emergency department patient severity (Abbreviated Injury Score, Injury Severity Scale) computation and use.

**Priority:** Medium – by 2024, Low – 2024 and beyond

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** TRCC, Strategic, Crash, Driver, Vehicle, Roadway, Data Use and Integration.

**Data Quality Performance Attributes Addressed:** Timeliness, Accuracy, Completeness, Uniformity, Data Integration, Accessibility.

**Action Plan:** See table below.

*Table 10. Tasks & Projects to Better Align with Data User Needs*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2020	Initiate Crash Data user’s group meetings	Improve the understanding of user’s needs	HWS	S Gierisch	
2022	Add trend analysis capability	Address user need	HWS	K Bohlmann	
2021-3	Improve the reporting back to law enforcement officers	Improve the quality of the data collection, addressing user issues or concerns	HWS	S Gierisch	
2021-2023	Make more data sets available for enterprise use via the SPOD	Expand the “one-stop shop” value of the SPOD Oracle schema	Planning WYDOT/IT	R Pivik J Hayden	
2021-2023	Make more data sets available for enterprise query	Expand the query capability for the general users via the SPOD application	Planning WYDOT/IT	R Pivik J Hayden	
2021	Facilitate access (ability to download) to crash data. E.g. add crash data to the SPOD	Improve user access to crash data for advanced analysis.	HWS/WYDOT IT	J McCarthy K Bohlmann J Hayden	
2021-2	Refine the crash factors	Improve user satisfaction (e.g. Winter Weather, enforcement)	HWS	K Bohlmann J McCarthy	
2024	Improvements to integrated analysis, ad-hoc reporting	User satisfaction to data access	HWS	K Bohlmann	
2024	Allow certain parties to access up-to-date crash data	User access (though need protect PII)	HWS	K Bohlmann	
2021	Improve behavioral reporting “trouble spots”	User access to data/analysis for enforcement, education	HWS	K Bohlmann	
2023	Review/evaluate crash form for appropriate data, possible update	Identify plan to address emerging needs (autonomous vehicles, marijuana, MMUCC evolution)	HWS	J Stout	
2022	Assess ways to better capture suspected	Get a better understanding of the	LEL	P Abrams	

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
	distraction on crash reports (or other method)	prevalence of distraction in crashes, data to support actions.			
2022	Identify method to identify delays in crash report completion (between officer, supervisor, etc.)	Determine best way to make the data available to agencies to improve timeliness.	HWS	S Gierisch	
2021	Facilitate access (ability to download) to crash data. E.g. add crash data to the SPOD	Improve user access to crash data for advanced analysis.	HWS/WYDOT IT	J McCarthy K Bohlmann J Hayden	
2024	Better qualification of the “crash types” for planning-level identifications of intersections to look at.	Improve the accuracy of the intersection collision fields relative to direction of travel, turning actions, etc.	HWS, Planning	K Bohlmann M Kidner	
2024	Facilitate directed access to data and tools (CMFs, crash history, HSM, etc.)	Be better able to answer the question – “How many crashes will we reduce by doing safety treatment X”?	HWS, Planning	K Bohlmann M Kidner	
2024	Develop a system that incorporates recommended safety treatments along with others (e.g. pavement, bridge)	This is essentially the “Project Builder” initiative; to help consolidate what should be included in a project	Planning, HWS	M Kidner K Bohlmann	
2023-4	Develop a plan for evolving HSM predictive modeling for additional facilities, and to adapt to the new HSM when it comes out	Ensure that the HSM modeling is appropriate for Wyoming users.	HWS	K Bohlman / J McCarthy	
2022-3	Pursue leveraging the Vehicle VIN decode for HWS	Better QC of the VIN in crash data	HWS WYDOT Vehicle IT	S Gierisch D Lopez J Hayden	

## Expand the Level of Traffic Records Integration

### Addresses:

- Wyoming Need(s):
  - Develop additional sustainable and quality roadway data sets to support HSM predictive modeling, to address MIRE FDE requirements, and to support planning and programming needs.
- TRA Recommendation(s):
  - **Crash-2:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

- **Vehicle-2:** Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- **Citation-4:** Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- MIRE FDE Requirement:
  - Meet the federal requirements for MIRE Fundamental Data Elements

**Priority:** Medium – by 2024, Low – 2024 and beyond

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Roadway, Data Use and Integration.

**Data Quality Performance Attributes Addressed:** Completeness, Data Integration.

**Action Plan:** See table below.

*Table 11. Tasks & Projects to Expand Traffic Records Integration*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2020	Initiate Crash Data user’s group meetings	Improve the understanding of user’s needs	HWS	S Gierisch	
2022	Add trend analysis capability	Address user need	HWS	K Bohlmann	
2021	Improve the linkage and matching of Wyoming DL# between crash and Driver	Reduce unmatched crash data for Driver Services	HWS & Driver Services	S Gierisch M Dobson	
2023	Improve the linkage and matching of Wyoming license plate # (VIN) between crash and Driver	Improve linkage between crash and vehicle data	HWS & Motor Vehicle Services	S Gierisch D. Lopez	
2021	Improve linkage of crash data to roadway feature data	Increase RW feature elements linked to crash data	HWS/WYDOT IT	J McCarthy K Bohlmann J Hayden	
2021	Pilot the link between WHP citations written and Driver Services adjudication / consequences	Get an understanding of the ratio of penalties imposed to citations written	WYDOT IT, WHP, Driver Services	J Hayden K Germain M Dobson	
2022-3	Enhance the QC check and correction capabilities on the License Plate numbers	Ensure that the link between crash and vehicle is accurate	HWS Motor Vehicle IT	S Gierisch D Lopez J Hayden	
2021-2	Enhance the QC check and correction capabilities on the Driver License numbers	Ensure that the link between crash and driver is accurate	HWS WYDOT Driver IT	S Gierisch M Dobson J Hayden	

## Adapt to the new Wyoming Linear Reference System

**Addresses:**

- Wyoming Need(s):
  - Continue to improve the degree to which data user needs are met by the various traffic records systems.
  - **Adapt the various LRS compliant data sets to the new (Roads & Highways based) Wyoming LRS**
- TRA Recommendation(s):
- TRA Consideration(s):

**Priority:** High – by 2022

**Progress on goal:** Initial Progress

**Traffic Records Areas Addressed:** Crash, Roadway, Data Driver, Vehicle, Use and Integration.

**Data Quality Performance Attributes Addressed:** Data Integration.

**Action Plan:** See table below.

*Table 12. Tasks & Projects to Adapt Data to the new Wyoming LRS*

Year	Project Title/Description	Objective	Lead Agency	Lead Staff	Funding Amount & Source
2020	Crash Data Migration (phase 1)	Migrate crash data and related processing to the ELRS, which is being finalized in 2020	WYDOT HWS	J McCarthy	TBD
2020	Map-based Crash Reporting Migration (phase 1)	Migrate map-based crash reporting to the ELRS, which is being finalized in 2020	WYDOT HWS	J McCarthy	TBD
2022	Roadway feature Migration	Migrate roadway feature data and related processing to the new Roads and Highways LRS, which is being finalized in 2021	WYDOT / Planning	R Pivik	TBD
2022	Crash Data Migration (phase 2)	Migrate crash data and related processing to the new Roads and Highways LRS, which is being finalized in 2021	WYDOT / HWS	J McCarthy	TBD
2022	Map-based Crash Reporting Migration (phase 2)	Migrate map-based crash reporting to the Roads and Highways LRS, which is being finalized in 2021	WYDOT / HWS	J McCarthy	TBD

# FY21 Proposed Projects & Actions

In order to better drive the prioritization and monitoring of traffic records improvements, Wyoming will pursue the following actions and projects during the coming fiscal year.

These “Next Actions & Projects” are selected from the overall list of improvement actions listed in the section entitled “**Desired Traffic Records Capabilities and Improvement Actions**”. The following list of desired next actions will be used to feed into the process of identifying projects for funding by the WyTRCC with federal (NHTSA) funds or through other funding sources.

## Selection and Prioritization

These next actions are selected and prioritized according to the following process:

- A first list of Next Proposed Projects and Actions is prepared by the Traffic Records Project Manager and the chairs of the Traffic Records Oversight Committee and Traffic Records Coordinating Committee based on several factors:
  - An overall sense of which projects would be good to tackle in the coming year, given the relatively small funding available (Wyoming is a *minimally funded state* with regards to NHTSA traffic records funds, and the state funds available to the various agencies are also quite limited.)
    - Those projects and actions that are largely or solely funded by agency internal funds don’t have the same funding concerns.
  - The dependencies between the desired capabilities are taken into account.
    - For example, if Capability 1A needs to be in place for Capability 1B to work, then Capability 1A will have higher priority
  - The level of “feasibility” of the project, including potential bottlenecks on key resources
  - Needs as expressed by the Traffic Records Oversight Committee
  - New needs that come from the Strategic Highway Safety Plan (and the ability to identify, characterize, and effectively address the different emphasis areas of the SHSP).
- The list of Next Proposed Projects and Actions is presented to the WyTRCC members at one of the regular meetings (usually scheduled in May)
- Discussion is opened to allow each participating member to express their feedback, to raise or lower priorities, or even to modify the list by adding or deleting items.
- More elaborate methodologies (such as a Four-Box Analysis or a modified Delphi technique can be used if there are challenges to getting convergence.

See the section on **Traffic Records Assessment Recommendations** for more details on the TRA recommendations. The **FHWA Roadway Safety Data Assessment/Safety Data Action Plan** is also used as a source of recommendations for considerations. Recommendation from that assessment are not (yet) individually numbered, but are referenced by “WSDAP”.

See also the section on **Traffic Records Performance Measures** for more information on the performance measures.

## List of Traffic Records Projects and Actions

The official list of Traffic Records projects is documented in the Highway Safety Plan.

## MIRE Fundamental Data Element Collection

To comply with 23 CFR Part 924.11, States must incorporate specific, quantifiable, and measurable anticipated improvements for the collection of MIRE Fundamental Data Elements (FDE) into the State Traffic Records Strategic Plan. Although this was a one-time requirement, the TRCC should continue to track the collection of the MIRE FDE to assure the State shall have access to the MIRE FDEs on all public roads by September 30, 2026.

***NOTE: The percentages of MIRE Fundamental Data Elements that a State collects are annually documented in the State Highway Safety Improvement Program Annual Report.***

# Governance, Roles & Responsibilities

## Traffic Records Strategic Plan Implementation

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

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

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

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

## WyTRCC Responsibility for Implementation

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

- A summary of the desired improvements in analysis and communication capabilities that support the stakeholders of the Traffic Records System in making decisions and launching actions to improve roadway safety in the State of Wyoming.
- Guidance as to the improvements needed in the Traffic Records System to achieve the desired improvements in analysis and communication capabilities.
- A basis for ongoing updates in terms of capabilities needed and/or the corresponding traffic records projects to deliver those capabilities. Over the course of implementation, evolution in terms of needs, organizations, technology, and business processes will result in updates needed to this plan.

- A roadmap of specific traffic records improvement projects that can be used by the WyTRCC to launch, review, and redirect their efforts to support the traffic records system users in a timely and efficient manner.

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

## WyTRCC to Develop and Monitor the Specific Action Steps

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

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

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

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

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

*The Advantage of leveraging evolving technology into the State’s Safety Programs* – As technologies evolve, it is important to adapt the systems used to take advantage of the newer technologies, which can provide increased functionality, increased flexibility, lower efforts, and lower costs. Another aspect of evolving technology is what is happening out on the roadway:

The advent of autonomous capabilities in vehicles as well as communication between vehicles with other vehicles and/or the infrastructure creates new opportunities for the collection and analysis of different kinds of safety data.

## Primary Mission of Traffic Records System Components

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

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

*Updated With FY 2022 Results*  
*(in support of the FY 2023 Application)*

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

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

Joe McCarthy – JDI Consulting, LLC

### List Of Performance Measures

1.	Crash / Timeliness - Reporting.....	3
2.	Crash Timeliness – Annual Vetting.....	5
3.	Crash / Accuracy.....	6
4.	Crash / Completeness.....	8
5.	Extension of the Wyoming LRS to cover all Public Roads.....	10
6.	Crash / Driver Integration.....	12
7.	Roadway Features/ Integration - Linkable MIRE Features.....	14
8.	Roadway Features/ Integration - Linkable Non-MIRE Features.....	18
9.	Roadway Feature - Completeness / Roadway Names .....	20
10.	Crash Analysis Factors .....	22
11.	Person Analysis Factors .....	24
12.	Crash / Vehicle Integration.....	26

NOTE: The period for the performance measures is April 1 - March 31 for each year.  
 The end-of-period measurements this year were made between on May 2, 2023.  
 The last date of update to this document is May 2, 2023.

### Performance Measure Summary

#	Performance Measure	Measure Result
1	Crash / Timeliness - Reporting	No Quantitative Improvement
2	Crash / Timeliness – Annual Vetting	No Quantitative Improvement
3	Crash / Accuracy – Location Errors	No Quantitative Improvement
4	Crash/Completeness – Critical Elements	Demonstrates Quantitative Improvement
5	Roadway / Completeness – LRS Coverage	Demonstrates Quantitative Improvement
6	Crash / Driver Integration	Demonstrates Quantitative Improvement
7	Roadway Features/ Integration - Linkable MIRE Features	Demonstrates Quantitative Improvement
8	Roadway Features/ Integration - Linkable Non-MIRE Features	No Quantitative Improvement
9	Roadway Feature - Completeness / Roadway Names	Demonstrates Quantitative Improvement
10	Crash/Access – Crash Analysis Factors	No Quantitative Improvement
11	Crash/Access – Person Analysis Factors	No Quantitative Improvement
12	Crash / Vehicle Integration	Quantitative Improvement

# 1. Crash / Timeliness - Reporting

**Active Status:** Active

**Status of Improvement:** No Quantitative Improvement

## Measurement History

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

Fiscal Year	Measurement Period	Average	% <= 10 days
2013	1-Apr-12 - 30-Mar-13	10.5	68.9
2014	1-Apr-13 - 30-Mar-14	9.9	69.3
2015	1-Apr-14 - 30-Mar-15	9.5	72.4
2016	1-Apr-15 - 30-Mar-16	9.9	72.9
2017	1-Apr-16 - 30-Mar-17	8.0	75.4
2018	1-Apr-17 - 31-Mar-18	10.4	74.5
2019	1-Apr-18 - 31-Mar-19	8.61	79.8
2020	1-Apr-19 - 31-Mar-20	8.57	80.0
2021	1-Apr-20 - 31-Mar-21	9.31	78.3
2022	1-Apr-21 - 31-Mar-22	8.27	77.9
2023	1-Apr-22 - 31-Mar-23	8.73	76.4

## Performance measure definition

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

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

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

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

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

## Performance measure method

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

NOTES:

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

The query to generate the report is attached:



Crash Timeliness  
summary A.sql

### **Measurement Result This Period**

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

AVG_DELAY	PCT_UNDER_10_DAYS
8.73	76.4

### **Changes from previous measurement period**

- Increased emphasis was made regarding the need for the timeliness of reporting.

## 2. Crash Timeliness – Annual Vetting

**Active Status:** Baseline

**Status of Improvement:** No Quantitative Improvement

### Measurement History

Number of days after Jan 1 for the crash data to be vetted.

Fiscal Year	Data Year	Vetted Date	Days
2019	2020	13-Mar-20	72
2020	2021	29-Mar-21	87
2021	2022	11-Mar-22	69
2022	2023	14-Apr-23	<b>104</b>

### Performance measure definition

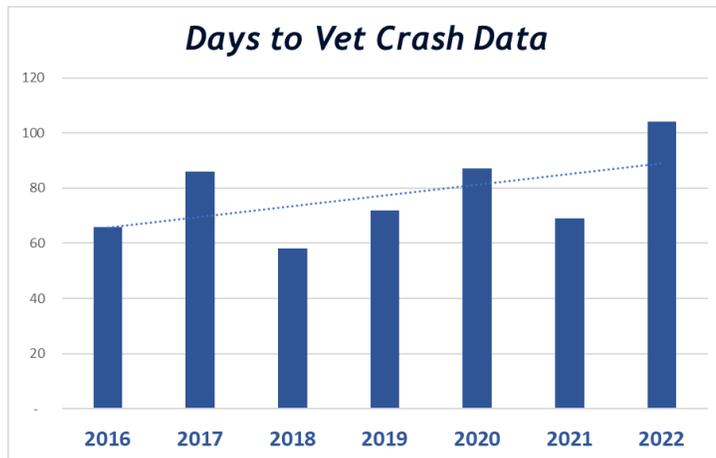
This performance measure is based on the C-T-1 model.

Wyoming will improve the Timeliness of the Crash system for general availability as measured in terms of a decrease in the number of days until each year's data is vetted and release for general use.

### Performance measure method

Each year, identify the date when the crash data is formally released.

While the number of days has varied considerably from year to year, the general trend has been going up, and so a concerted effort will be made in FY 23-24 to address the process used.



### 3. Crash / Accuracy – Location Errors

**Active Status:** Active

**Status of Improvement:** No Quantitative Improvement

#### **Measurement History**

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

Fiscal Year	Measurement Period	% of crash reports with no errors
2016	1-Apr-15 - 30-Mar-16	64.05
2017	1-Apr-16 - 30-Mar-17	94.17
2018	1-Apr-17 - 31-Mar-18	93.74
2019	1-Apr-18 - 31-Mar-19	94.37
2020	1-Apr-19 - 31-Mar-20	96.74
2021	1-Apr-20 - 31-Mar-21	97.03
2022	1-Apr-21 - 31-Mar-22	97.34
2023	1-Apr-22 - 31-Mar-23	<b>96.39</b>

#### **Performance measure definition**

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

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

#### **Performance measure method**

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

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

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

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



20210401-Check  
Valid Locations V4.2.2

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

#### **Changes from previous measurement period**

- Map-based crash location reporting was implemented at the end of 2018.

#### **Measurement Result This Period**

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

**Checked 14236 crash records, and 514 had location errors. That represents 96.39  
% of reports have no location errors**

## 4. Crash / Completeness – Critical Elements

**Active Status: Proposed**

**Status of Improvement:** Demonstrates Quantitative Improvement

### Measurement History

Percentage of crash reports (that were not hit-and-run) that have no missing critical element fields entered during the measurement period.

Fiscal Year	Measurement Period	% of non-hit-and-run crash reports with <u>no</u> missing critical elements
2016	1-Apr-15 - 30-Mar-16	56.3
2017	1-Apr-16 - 30-Mar-17	55.7
2018	1-Apr-17 - 31-Mar-18	53.9
2019	1-Apr-18 - 31-Mar-19	55.4
2020	1-Apr-19 - 31-Mar-20	58.6
2021	1-Apr-20 - 31-Mar-21	56.3
2022	1-Apr-21 - 31-Mar-22	57.5
2023	01-APR-2022 - 31-MAR-2023	<b>61.3</b>

### Performance measure definition

*Wyoming will improve the Completeness of the Crash system as measured in terms of an increase the percentage of non-hit-and-run crash records with no missing (blank, unknown, or NULL) critical elements.*

This performance measure is based on the C-C-1 model (excluding hit-and-run crashes, where much of the information is unknown).

### Performance measure method

If any of the critical elements (listed in the Traffic Records Strategic Plan) are missing (blank, NULL, or unknown), then the report is tagged as having a missing element.

The proposed method for calculating the performance measure is to have a single query that combines all the different critical elements in a report:

- Hit and run crash reports are excluded, since they result in many of the critical fields being unknown.
- The date range will always be from April 1 to March 31, covering a one-year period

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



20220412 Missing  
Critical Elements.sql

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

### Changes from previous measurement period

- Previously, the measure was stated as “% of crash reports with **no** missing critical elements” but the query actually returned the “% of non-hit & run crash reports **with** missing critical elements” The numbers for previous years have been corrected.

**Measurement Result This Period**

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

REPORT_COUNT	MISSING_CRIT_ELEMENT	PCT_NOT_MISSING
12856	4971	61.3

## 5. Roadway / Completeness – Wyoming LRS Coverage

**Active Status:** Active

**Status of Improvement:** Demonstrates Quantitative Improvement

### Measurement History

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

Fiscal Year	Measurement Date	Original Count	New Count
2015	31-Mar-15	16211	
2016	31-Mar-16	16592	
2017	31-Mar-17	16832	
2018	31-Mar-18	16948	
2019	31-Mar-19	17804	52844
2020	10-Apr-20	17747	52822
2021	31-Mar-21	17673	52279
2022	31-Mar-22	17673	52279
2023	31-Mar-23	<b>17796</b>	48942

### Performance measure definition

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

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

### Performance measure method

The state will show measureable progress using the following method:

Count the number of records in the ELRS\_GROUNDTRUTH\_FC\_SDO\_MV table (which is the table containing the valid geometry segments).

NOTE: The WYDOT LRS has been significantly updated, and has been separated into two files:

- The GIS.ELRS ELRS\_GROUNDTRUTH\_FC\_SDO\_MV table, which contains the geometries (broken at every intersection) which represent the physical roadway network, and
- The GIS. ELRS\_PLANNING\_FC\_SDO\_MV, which contains the geometries that represent logically (rather than physically) the network.

The original LRS, GIS.ELRS\_ROUTE\_VALID\_FC\_SDO\_MV<sup>a</sup>, is still being updated, but will not be kept up much longer. Thus, we have begun to count the number of records in the GIS.ELRS ELRS\_GROUNDTRUTH\_FC\_SDO\_MV table. Since that table contains a record for each segment of a geometry (again, broken at each intersection), the count is much higher than the number of concatenated route geometries.

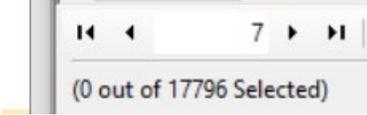
The actual SQL query applied is:

```
SELECT COUNT(*) AS ground_truth_route_segments
```

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

FROM GIS.ELRS\_GROUNDTRUTH\_FC\_SDO\_MV  
;

For reference, the query used on the obsolete table is:



**Change from previous period**

- A major department effort is underway to rework the LRS, and all effort is on the new version – ALRS (for Advanced LRS), which is not yet released for general use. Since the new structure will have dual carriageways for all routes, the counting method will have to be revamped when the ALRS comes available.

**Measurement Result This Period**

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

ROUTE	ROUTE	TYPE	COUNT	TYPE	VALUE	VALUE	COUNT	TYPE	GIS	
48943	48901	ML	13546	B	112	103.976600000000	104.268100000000	67660	N	GIS
48944										

## 6. Crash / Driver Integration

**Active Status:** Active

**Status of Improvement:** No Quantitative Improvement

### Measurement History:

Driver (crash operator) records in the crash database involving Wyoming drivers that are linked to the driver registration data for the measurement period.

Fiscal Year	Measurement Period	Total records	Linked Records	% Records Linked
2015	1-Apr-14 - 30-Mar-15	17303		0.0
2016	1-Apr-15 - 30-Mar-16	16875	15535	92.1
2017	1-Apr-16 - 30-Mar-17	15853	14745	93.0
2018	1-Apr-17 - 31-Mar-18	13022	12151	93.3
2019	1-Apr-18 - 31-Mar-19	13858	12953	93.5
2020	1-Apr-19 - 31-Mar-20	13838	12924	93.4
2021	1-Apr-20 - 31-Mar-21	14098	13091	92.9
2022	1-Apr-21 - 31-Mar-22	13018	12294	94.4
2023	1-Apr-22 - 31-Mar-23	<b>13479</b>	<b>12700</b>	<b>94.2</b>

### Performance measure definition

*Wyoming will improve the Integration of the Driver License / History system as measured in terms of an increase in the % of crash\_operator records for Wyoming registered drivers that are linked to the driver registration data set.*

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

### Performance measure method

Count the number of crash driver records that successfully link with the driver registration data compare to the total number of crash operator records for Wyoming registered drivers for the year:

- The linkage is based on matching driver's license numbers between the driver licensing records (hws\_reporting.drivers\_full) and the crash driver records (wecrs.crash\_operator).
- A check against "false positives" is performed by comparing a "collapsed" version of the last names from the driver licensing and driver crash records. The collapsing removes all vowels, converts any double letters to single letters, and converts "CK" to "K".

See the attached file:

Until 2015, it was not possible to link the drivers with the crash data, and thus the % linked was 0.

### Measurement Result This Period



Crash - Driver Linked  
A.sql

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

TOTAL_WY_DRIVERS	LINKED_WY_DRIVERS	PERCENT_LINKED
13479	12700	94.2

**Changes from previous measurement period**

- Overall data quality reports continue to be sent to law enforcement agencies over the last year.
- Some further steps have been made to identify and correct the specific records that do not match.

## 7. Roadway Features/ Integration - Linkable MIRE Features

**Active Status:** Active

**Status of Improvement:** Demonstrates Quantitative Improvement

### Measurement History

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

Fiscal Year	Measurement Date	Count
2015	31-Mar-15	44
2016	31-Mar-16	45
2017	31-Mar-17	54
2018	31-Mar-17	57
2019	31-Mar-19	58
2020	31-Mar-20	58
2021	31-Mar-21	58
2022	31-Mar-22	<b>59</b>
2023	31-Mar-22	<b>61</b>

### Performance measure definition

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

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

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

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

### Performance measure method

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

The MIRE compliant roadway features currently available are listed in the table below. The \* column is used to indicate the Fundamental Data Elements from MIRE.

#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
1	1			County names (geospatial)	COUNTIES_FC	GIS
2	2			County codes (geospatial)	COUNTIES_FC	GIS
3	3			WYDOT Districts (geospatial)	WYDOT_DISTRICTS_FC	GIS
4	<b>4</b>	*		<b>Type of Governmental Ownership</b>	<b>LRS_OWNERSHIP_MV</b>	<b>SPOD</b>
5	6			City Urban limit names (geospatial) City Corporate limit names (tabular)	URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
6	7			City Urban limit codes (geospatial) City Corporate limit codes (tabular)	URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS

#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
7	8	*		LRS Route specifications (geospatial)	ELRS	GIS
8	9	*		Roadway name	ROAD_NAMES_MV	ROADWAY_NAMES
9	10	*		LRS Route begin point	ELRS_PLANNING_VALID_FC_SDO_MV	GIS
10	11	*		LRS Route end point	ELRS_PLANNING_VALID_FC_SDO_MV	GIS
11	12	*		Segment identifier (local paved/un-paved roads)	ELRS_PLANNING_VALID_FC_SDO_MV	GIS
12	19	*		Functional class	FUNCTIONAL_CLASS_VW	SPOD
13	20	*		Rural/Urban Designation	Function using URBAN_BOUNDARIES_FC WY_CITY_BOUNDARIES_FC	GIS
14	23	*		Roadway surface type	HF_PAVEMENT_TYPES	HYFEATURE
15	23	*		Surface Type (local paved roads)	LRS_SURFACE_TYPE_MV	SPOD
16	31	*		Through Lanes (local paved roads)	LRS_THROUGH_LANES_MV	SPOD
17	43			Right shoulder surface type	HF_PAVEMENT_TYPES	HYFEATURE
18	44			Right shoulder width	HYFEATURE_PAVEMENT_WIDTH_S_VW	SPOD
19	46			Right shoulder rumble strip type	RUMBLE_STRIPS	HIGHWAYSAFETY
20	47			Left shoulder surface type	HF_PAVEMENT_TYPES	HYFEATURE
21	48			Left shoulder width	HYFEATURE_PAVEMENT_WIDTH_S_VW	SPOD
22	50			Left shoulder rumble strip type	RUMBLE_STRIPS	HIGHWAYSAFETY
23	53			Median width	HF_MEDIANS	HYFEATURE
24	54	*		Median type	HF_MEDIANS	HYFEATURE
25	58			Median shoulder rumble strip type	RUMBLE_STRIPS	HIGHWAYSAFETY
26	75			Terrain (mountainous, rolling, flat)	HS_SAFETYINDEX_SECTIONS_MV	SPOD
27	79	*		AADT	AA_PMS_TRAFFIC_SECTIONS_MV	SPOD
28	80	*		AADT Year	AA_PMS_TRAFFIC_SECTIONS_MV	SPOD
29	89			K-factor of vertical curve	HYFEATURE_VERTICAL_MV	SPOD
30	91	*		One/Two-Way Operations	ELRS_GROUNDTRUTH_FC_SDO_MV	GIS
31	92			Regulatory Speed Limits	SPEED_LIMIT_VW	SPOD
32	104			Centerline rumble strip type	RUMBLE_STRIPS	DEV.HIGHWAYSAFETY
33	108		1	In horizontal curve	HORIZONTAL_CURVES_TRIAL	DEV.HIGHWAYSAFETY
34	109			Horizontal curvature radius	HORIZONTAL_CURVES_TRIAL	DEV.HIGHWAYSAFETY
35	111		2	Superelevation	HORIZONTAL_CURVES_TRIAL	DEV.HIGHWAYSAFETY
36	116			Vertical curve Crest/Sag	HYFEATURE_VERTICAL_MV	SPOD
37	117			Vertical grade	HYFEATURE_VERTICAL_MV	SPOD
38	120			Public road intersection/junction ID	INTERSECTIONS	INTERSECTION_INVENTORY
39	121			Type of intersection/junction	INTERSECTIONS	INTERSECTION_INVENTORY
40	122	*		Route Identifier - Road 1	INTERSECTIONS	INTERSECTION_INVENTORY
41	123	*		Route Identifier - Road 2	INTERSECTIONS	INTERSECTION_INVENTORY
42	125			Number of Legs	INTERSECTIONS	INTERSECTION_INVENTORY
43	126	*		Intersection geometry	INTERSECTIONS	INTERSECTION_INVENTORY
44	129			Intersection angle	INTERSECTIONS	INTERSECTION_INVENTORY
45	130			Intersection offset distance	INTERSECTIONS	INTERSECTION_INVENTORY
46	131	*		Intersection traffic control	INTERSECTIONS	INTERSECTION_INVENTORY
47	139	*		Unique Approach Identifier	APPROACHES	APPROACHES
48	139	*		Intersection leg ID	INTERSECTION_LEGS	INTERSECTION_INVENTORY
49	140	*		Intersection leg AADT	INTERSECTION_LEGS	INTERSECTION_INVENTORY
50	141	*		Intersection leg AADT year	INTERSECTION_LEGS	INTERSECTION_INVENTORY

#	MIRE	*	Note	Roadway Feature	Found in Table	Oracle Table Space
51	143			Intersection leg direction flow	INTERSECTION_LEGS	INTERSECTION_INVENTORY
52	144			Intersection leg through lanes	INTERSECTION_LEGS	INTERSECTION_INVENTORY
53	146			Intersection leg left turn lanes (146)	INTERSECTION_LEGS	CAREOWNER
54	148			Intersection leg right turn channelization	INTERSECTION_LEGS	CAREOWNER
55	150			Intersection leg number right turn lanes	INTERSECTION_LEGS	CAREOWNER
56	153			Intersection leg median type	INTERSECTION_LEGS	CAREOWNER
57	187	*		Ramp length	RAMP_EVENTS	GIS
58	188			Ramp acceleration lane length	RAMP_EVENTS	GIS
59	189			Ramp deceleration lane length	RAMP_EVENTS	GIS
60	178	*		Unique Interchange ID	INTERCHANGES	ITIS
61	182	*		Interchange Type	INTERCHANGES	ITIS

Notes:

1. The horizontal curve attribute indicates the start/end of curve, but does not indicate the kind of curve (e.g. independent, compound, or reverse).

**Changes from previous measurement period (shown in bold italics in above table)**

- Added superelevation, using a new source for horizontal curve data

***Additions planned by September 30, 2026, to comply with 23 CFR Part 924 [Docket No. FHWA-2013-0019] (MIRE element #):***

- For local paved roads:
  - Begin Point Segment Descriptor (10) - DONE
  - End Point Segment Descriptor (11) - DONE
  - Segment Identifier (12) - DONE
  - Functional Class (19) - DONE
  - Surface Type (23) - DONE
  - Number of Through Lanes (31) - DONE
  - Type of Governmental Ownership (4) - DONE
  - Rural/Urban Designation (20) - DONE
  - **Average Annual Daily Traffic (79)**
- For local un-paved roads:
  - Begin Point Segment Descriptor (10) - DONE
  - End Point Segment Descriptor (11) - DONE
  - Segment Identifier (12) - DONE
  - Type of Governmental Ownership (4) - DONE

Other additions planned for the near-medium term (MIRE element #):

- Intersection features (partial, for on-system intersections):
  - Intersection lighting (133)
  - Intersection leg AADT (140\*)
  - Intersection leg AADT year (141\*)
  - Intersection leg left turn lane offset (147)

- Intersection leg crosswalk presence type (157)
- Roadside (Hazard) Rating (67)
- Speed-change lanes
  - Location Identifier for Roadway at Beginning Ramp Terminal (197)
  - Location Identifier for Roadway at Ending Ramp Terminal (201)
- Interchanges
  - Roadway Type at Beginning Ramp Terminal (195\*)
  - Roadway Type at Ending Ramp Terminal (199\*)
  - Ramp AADT (191\*)
  - Year of Ramp AADT (192\*)

## 8. Roadway Features/ Integration - Linkable Non-MIRE Features

**Active Status: On Hold**

**Status of Improvement:** No Quantitative Improvement

### Measurement History

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

Fiscal Year	Measurement Date	Count
2016	31-Mar-16	20
2017	31-Mar-17	21
2018	31-Mar-18	22
2019	31-Mar-19	22
2020	31-Mar-20	22
2021	31-Mar-21	22
2022	31-Mar-22	22
2023	31-Mar-23	22

### Performance measure definition

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

This performance measure is not based on the R-I-1 model.

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

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

### Performance measure method

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

#	Roadway Feature	Found in Table	Oracle Table Space
1	ROW Width	HF_ROW	HYFEATURE
2	Guardrail location	AA_GUARDRAIL_MV	SPOD
3	Guardrail type	AA_GUARDRAIL_MV	SPOD
4	Horizontal curve length, tangent	HYFEATURE_HORIZONTAL_MV	SPOD
5	Roadway Conditions	AA_NETWORK_MASTER_VW	SPOD
6	Carcasses	AA_CARCASS_MV	SPOD
7	Bridge and culvert locations	BRIDGE_VW	SPOD
8	Bridge and culvert conditions	BRIDGE_VW	SPOD
9	Facility Types (segments)	HS_SAFETYINDEX_SECTIONS_MV	SPOD
10	STIP Projects	STIP_MV	SPOD

#	Roadway Feature	Found in Table	Oracle Table Space
11	Facility Type definitions (segments)	HS_FACILITY_TYPES_MV	SPOD
12	LRS Route Equation specifications (tabular)	EQUATIONS_SDO	GIS
13	LRS geometries (geospatial)	ELRS_SDO, ELRS_ROUTE_VALIDATION_SDO	GIS
14	County boundaries (geospatial)	COUNTIES_FC	GIS
15	City Urban limits (geospatial)	URBAN_BOUNDARIES_FC	GIS
16	City Corporate limits (geospatial)	WY_CITY_BOUNDARIES_FC	GIS
17	Patrol division boundaries(geospatial)	PATROL_DIVISIONS_FC	GIS
18	Patrol district boundaries (geospatial)	PATROL_DISTRICTS_FC	GIS
19	WYDOT transportation district boundaries (geospatial)	WYDOT_DISTRICTS_FC	GIS
20	Commission district boundaries (geospatial)	COMMISSION_DISTRICTS_FC	GIS
21	Intersection Facility Type	Intersections	CAREOWNER
22	Maintenance Sections	AA_MAINTENANCE_TO_LRS_MV	SPOD

**Changes since prior measurement period**

- None

Planned for the near term:

- Updated hot spot data sets
- Rest stop locations
- Guardrail upgrade priority ranking
- Proposed bridge treatments
- Proposed pavement treatments
- Proposed safety treatments

## 9. Roadway Feature - Completeness / Roadway Names

**Active Status: On Hold**

**Status of Improvement:** Demonstrates Quantitative Improvement

### Measurement History

The number of routes that have roadway names, and the number of names applied to routes at the end of the measurement period.

Fiscal Year	Measurement Date	Named routes	Count of Names
	6-Mar-15	12484	16980
	31-Mar-15	12491	16983
2016	1-Apr-16	12550	17049
2017	1-Apr-17	12570	17065
2018	31-Mar-18	13564	18300
2019	6-Apr-19	17102	21890
2020	31-Mar-20	17089	21871
2021	31-Mar-21	17112	22107
2022	31-Mar-22	17089	18229
2023	31-Mar-22	<b>17105</b>	<b>27581</b>

### Performance measure definition

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

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

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

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

### Performance measure method

Count the number of unique routes that have active roadway names, and count the number of active name entries in VW\_ROADWAY\_NAMES view in the PRODUCTION area on Oracle.



Roadway Names  
Counts B.sql

### Measurement Results This Period

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

MEASURE_YEAR	NAMED_ROUTE_COUNT	ROADWAY_NAME_COUNT
2023	17089	18229

**Changes from previous measurement period**

- Some consolidation of name records was done; very few pending new road names were added

## 10. Crash Analysis Factors

**Active Status: Pending**

**Status of Improvement:** No Quantitative Improvement

### Measurement History

Number of crash factors available at the end of the measurement period.

Fiscal Year	Measurement Date	Crash Factors
	1-Oct-12	0
	24-Jan-13	102
2015	31-Mar-15	102
2016	31-Mar-16	102
2017	31-Mar-17	102
2018	31-Mar-18	102
2019	31-Mar-19	100
2020	31-Mar-20	100
2021	31-Mar-21	100
2022	31-Mar-22	100
2022	31-Mar-22	100

### Performance measure definition

This performance measure is based on the C-X-01 model.

Wyoming will improve the Accessibility of the Crash system as measured in terms of an increase in the number of crash analysis factors available for analyses/studies.

Crash factors are extracted from the crash reports to facilitate analysis. They are useful in the following ways:

- 1) Looking for locations where there are a given factor is over-represented and
- 2) looking at which factors might be over-represented at a given location.

NOTE: A crash factors is a specific values of specific element brought up to the crash level.

### Performance measure method

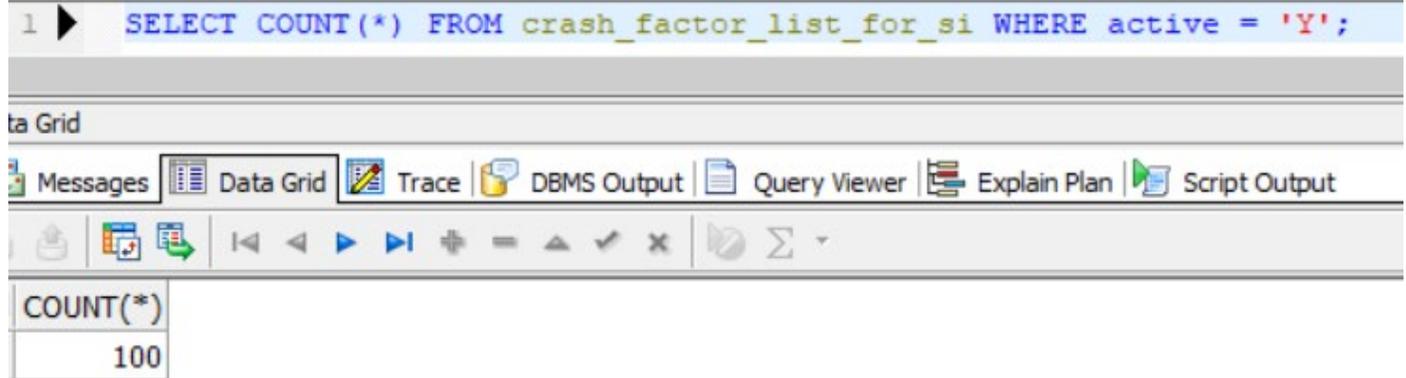
Count the number of crash factors that are available in Oracle. Currently, all crash analysis factors are identified in the Crash\_Factor\_list table, with active set to 'Y'.

NOTE: This is a change in the measure method, since previously there were some factors listed in this table that were NOT active, and therefore not available. In order to not count those inactive factors, the select statement has been enhanced.

### Measurement Result This Period

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

SELECT COUNT(\*) FROM crash\_factor\_list\_for\_si WHERE active = 'Y';



The screenshot shows a database query tool interface. At the top, a SQL query is entered: `SELECT COUNT(*) FROM crash_factor_list_for_si WHERE active = 'Y';`. Below the query, there is a toolbar with various icons for execution and navigation. The main area displays the result of the query in a table format:

COUNT(*)
100

### **Changes from previous measurement period**

- The Crash Factor list was reviewed in the context of the release of the Safety Portal, to implement only those factors that were most used.

NOTE: Further refinement is expected in the future.

## 11. Person Analysis Factors

**Active Status:** Pending

**Status of Improvement:** No Quantitative Improvement

### Measurement History

Number of crash factors available at the end of the measurement period.

Fiscal Year	Measurement Date	Person Factors
2017	31-Mar-17	0
2018	31-Mar-18	0
2019	31-Mar-19	31
2021	31-Mar-21	31
2022	31-Mar-22	31
2023	31-Mar-23	31

### Performance measure definition

This performance measure is based on the C-X-01 model.

Wyoming will improve the Accessibility of the Crash system as measured in terms of an increase in the number of person analysis factors available for analyses/studies.

Person factors are extracted from the crash reports to facilitate analysis; especially for behavioral concerns (e.g. for education, enforcement, etc.). They are useful in the following ways:

- 3) Looking for correlation between crashes occurring and citations written for various behaviors.
- 4) Looking at which driver behaviors or demographics might be over-represented for a given general location (city, county, etc.).

NOTE: A person factor is a specific values of specific element brought up to the involved person level.

### Performance measure method

Count the number of person factors that are available in Oracle. Eventually, all person analysis factors will be identified in the Person\_Factor\_list table, with active set to 'Y'. For now, the person factors are found in the TBL\_ETL\_PERSON\_FACTORS table.

The list of person factors currently implemented include:

2. DRIVER
3. PASSENGER
4. MOTORCYCLIST
5. PEDESTRIAN
6. BICYCLIST
7. FATALITY
8. SERIOUSINJURY
9. MINORINJURY
10. POSSIBLEINJURY
11. NOINJURY
12. CHILD8ORYOUNGER
13. DRIVER25ORYOUNGER
14. DRIVER24ORYOUNGER
15. DRIVER65OROLDER
16. ALCOHOLRELATED

17. DRUGSRELATED
18. DISTRACTION
19. SPEEDING
20. IMPROPERRESTRAINT
21. IMPROPERRESTRAINVEHICLE
22. CITED
23. MOTORCYCLISTHELMETUSED
24. WYOMINGLICENSED
25. CMVDRIVER
26. SEATBELTPROPERLYUSED
27. SEATBELTMISUSED
28. SEATBELTNOTUSED
29. SEATBELTUSEUNKNOWN
30. DATCRASHDATE
31. OTHER\_UNSAFE\_DRIVER\_ACTION

**Measurement Result This Period**

The list above was pro.

**Changes from previous measurement period**

- No change

## 12. Crash / Vehicle Integration

**Active Status:** Active

**Status of Improvement:** Demonstrates Quantitative Improvement

### Measurement History

Vehicle (crash\_vehicle) records in the crash database involving Wyoming registered vehicles that are linked to the vehicle registration data for the measurement period.

Fiscal Year	Measurement Period	WY Crash Vehicle records	Linked WY Vehicle Records	% Records Linked
2015	1-Apr-14 - 30-Mar-15	20659	0	0.0
2016	1-Apr-15 - 30-Mar-16	20033	17503	87.4
2017	1-Apr-16 - 30-Mar-17	18855	16821	89.2
2018	1-Apr-17 - 31-Mar-18	15286	13846	90.6
2019	1-Apr-18 - 31-Mar-19	46802	39449	84.3
2020	1-Apr-19 - 31-Mar-20	46074	38492	83.5
2021	1-Apr-20 - 31-Mar-21	47414	39687	83.7
2022	1-Apr-21 - 31-Mar-22	41815	34567	82.7
2023	1-Apr-22 - 31-Mar-21	42278	35031	82.9

### Performance measure definition

This performance measure is based on the model.

Wyoming will improve the Integration of the Vehicle Registration system as measured in terms of an increase in the % of records in the crash\_vehicle table, for vehicles registered in Wyoming, that link with the vehicle registration data

### Performance measure method

Count the number of crash\_vehicle records that successfully link with the motor vehicle registration data compare to the total number of crash vehicle records for a Wyoming licensed for each measurement period.



Crash - Vehicle  
Linked B.sql

### Measurement Result This Period

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

WY_CRASH_VEH_COUNT	VEH_MACH_COUNT	PERCENT_MATCH
47414	39687	83.7

### Changes from previous measurement period

- At this point, no corrections are being made to erroneous license plate numbers, so there are quite a few records that don't link properly.
- At this point, the link does NOT verify that the names match, and thus it's possible that there are false matches (due to improper license number entry but do happen to exist).



**31-5-233. Driving or having control of vehicle while under influence of intoxicating liquor or controlled substances; penalties.**

(a) As used in this section:

(i) "Alcohol concentration" means:

(A) The number of grams of alcohol per one hundred (100) milliliters of blood;

(B) The number of grams of alcohol per two hundred ten (210) liters of breath; or

(C) The number of grams of alcohol per seventy-five (75) milliliters of urine.

(ii) "Controlled substance" includes:

(A) Any drug or substance defined by W.S. 35-7-1002(a)(iv);

(B) Any glue, aerosol or other toxic vapor which when intentionally inhaled or sniffed results in impairment of an individual's ability to drive safely;

(C) Any drug or psychoactive substance, or any combination of these substances, capable of impairing a person's physical or mental faculties.

(iii) "Conviction" means as defined in W.S. 31-7-102(a)(xi);

(iv) "Driver's license" means as defined in W.S. 31-7-102(a)(xxv) and includes nonresident operating privileges as defined in W.S. 31-7-102(a)(xxx);

(v) "Other law prohibiting driving while under the influence" means a statute of another state, the United States or a territory or district of the United States or an ordinance of a governmental entity of this or another state or of an Indian tribe which prohibits driving while under the influence of intoxicating liquor, alcohol, controlled substances or drugs;

(vi) "Child passenger" means a person traveling in a vehicle who is under sixteen (16) years of age;

(vii) "Alcohol" means any substance or substances containing any form of alcohol;

(viii) "Chemical test" means a test which analyzes an individual's breath, blood, urine, saliva or other bodily fluids or tissues for evidence of drug or alcohol use.

(b) No person shall drive or have actual physical control of any vehicle within this state if the person:

(i) Has an alcohol concentration of eight one-hundredths of one percent (0.08%) or more;

(ii) Has an alcohol concentration of eight one-hundredths of one percent (0.08%) or more, as measured within two (2) hours after the time of driving or being in actual physical control of the vehicle following a lawful arrest resulting from a valid traffic stop; or

(iii) To a degree which renders him incapable of safely driving:

(A) Is under the influence of alcohol;

(B) Is under the influence of a controlled substance; or

(C) Is under the influence of a combination of any of the elements named in subparagraphs (A) and (B) of this paragraph.

(c) Upon the trial of any criminal action or proceeding arising out of acts alleged to have been committed by any person while driving or being in actual physical control of a vehicle while under the influence of alcohol, the amount of alcohol in the person's blood at the time alleged as shown by chemical analysis of the person's blood, urine, breath, or other bodily substance shall give rise to the following presumptions:

(i) If there was at that time an alcohol concentration of five one-hundredths of one percent (0.05%) or less, it shall be presumed that the person was not under the influence of alcohol;

(ii) If there was at that time an alcohol concentration of more than five one-hundredths of one percent (0.05%) and less than eight one-hundredths of one percent

(0.08%), that fact shall not give rise to any presumption that the person was or was not under the influence of alcohol, but it may be considered with other competent evidence in determining whether the person was under the influence of alcohol to a degree which renders him incapable of safely driving a motor vehicle.

(d) Subsection (c) of this section shall not be construed as limiting the introduction of any other competent evidence bearing upon the question of whether the person was under the influence of alcohol, including tests obtained more than two (2) hours after the alleged violation. The fact that any person charged with a violation of subsection (b) of this section is or has been entitled to use the controlled substance under the laws of this state shall not constitute a defense against any charge under subsection (b) of this section.

(e) Except as otherwise provided, a person convicted of violating this section shall be ordered to or shall receive a substance abuse assessment conducted by a substance abuse provider certified by the department of health pursuant to W.S. 9-2-2701(c) at or before sentencing. Notwithstanding any other provision of this subsection, a nonresident may receive a substance abuse assessment from a provider certified by that person's state of residence. The cost of the substance abuse assessment shall be assessed to and paid by the offender. Except as otherwise provided in this subsection or subsection (h) or (m) of this section, a person convicted of violating this section is guilty of a misdemeanor punishable by imprisonment for not more than six (6) months, a fine of not more than seven hundred fifty dollars (\$750.00), or both. On a second offense resulting in a conviction within ten (10) years after a conviction for a violation of this section or other law prohibiting driving while under the influence, he shall be punished by imprisonment for not less than seven (7) days nor more than six (6) months, he shall be ordered to or shall receive a substance abuse assessment conducted by a substance abuse provider certified by the department of health pursuant to W.S. 9-2-2701(c) before sentencing and shall not be eligible for probation or suspension of sentence or release on any other basis until he has served at least seven (7) days in jail. In addition, the person may be fined not less than two hundred dollars (\$200.00) nor more than seven hundred fifty dollars (\$750.00). On a third offense resulting in a conviction within ten (10) years after a conviction for a violation of this section or other law prohibiting driving while under the influence, he shall be punished by imprisonment for not less

than thirty (30) days nor more than six (6) months, shall receive a substance abuse assessment pursuant to W.S. 7-13-1302 and shall not be eligible for probation or suspension of sentence or release on any other basis until he has served at least thirty (30) days in jail except that the court shall consider the substance abuse assessment and may order the person to undergo outpatient alcohol or substance abuse treatment during any mandatory period of incarceration. The minimum period of imprisonment for a third violation shall be mandatory, but the court, having considered the substance abuse assessment and the availability of public and private resources, may suspend up to fifteen (15) days of the mandatory period of imprisonment if, subsequent to the date of the current violation, the offender completes an inpatient treatment program approved by the court. In addition, the person may be fined not less than seven hundred fifty dollars (\$750.00) nor more than three thousand dollars (\$3,000.00). The judge may suspend part or all of the discretionary portion of an imprisonment sentence under this subsection and place the defendant on probation on condition that the defendant pursues and completes an alcohol education or treatment program as prescribed by the judge. Notwithstanding any other provision of law, the term of probation imposed by a judge under this section may exceed the maximum term of imprisonment established for the offense under this subsection provided the term of probation together with any extension thereof, shall not exceed three (3) years for up to and including a third conviction. On a fourth offense resulting in a conviction or subsequent conviction within ten (10) years for a violation of this section or other law prohibiting driving while under the influence, he shall be guilty of a felony and fined not more than ten thousand dollars (\$10,000.00), punished by imprisonment for not more than seven (7) years, or both.

(f) Any person convicted under this section or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v) shall, in addition to the penalty imposed:

(i) Have his driver's license suspended or revoked pursuant to W.S. 31-7-127 or 31-7-128. The court shall forward to the department a copy of the record pertaining to disposition of the arrest or citation;

(ii) For a first conviction where the department's administrative action indicates the person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404,

for a period of six (6) months. For purposes of this paragraph, the department's administrative action shall be deemed to indicate a person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more only after the person is notified of and given the opportunity to pursue the administrative procedures provided by W.S. 31-7-105;

(iii) For a second conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of one (1) year;

(iv) For a third conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of two (2) years;

(v) For a fourth or subsequent conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for the remainder of the offender's life, except five (5) years from the date of conviction and every five (5) years thereafter, the offender may apply to the court for removal of the ignition interlock device required by this paragraph. The court may, for good cause shown, remove the ignition interlock device requirement if the offender has not been subsequently convicted of driving a motor vehicle in violation of this section or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v).

(g) The court may, upon pronouncement of any jail sentence under subsection (e) of this section, provide in the sentence that the defendant may be permitted, if he is employed or enrolled in school and can continue his employment or education, to continue such employment or education for not more than the time necessary as certified by his employer or school administrator, and the remaining day, days or parts of days shall be spent in jail until the sentence is served. He shall be allowed out of jail only long enough to complete his actual hours of employment or education and a reasonable time to travel to and from his place of employment or school. Unless the defendant is indigent, the court shall require him as a condition of special treatment under this subsection to pay a reasonable amount for room and board as determined by the sheriff.

(h) As used in this subsection, "serious bodily injury" means as defined in W.S. 6-1-104(a)(x). Whoever causes serious

bodily injury to another person resulting from the violation of this section shall be punished upon conviction as follows:

(i) If not subject to the penalty under paragraph (ii) of this subsection, by a fine of not less than two thousand dollars (\$2,000.00) nor more than five thousand dollars (\$5,000.00), imprisonment for not more than ten (10) years, or both;

(ii) If previously convicted and sentenced under this subsection, or any other law substantially conforming to the provisions of this subsection, by imprisonment for not more than twenty (20) years; and

(iii) Any person convicted under this subsection shall have his driver's license revoked as provided in W.S. 31-7-127.

(j) Any person charged under this section or a municipal ordinance which substantially conforms to the provisions of this section shall be prosecuted under this section or the ordinance and not under a reduced charge or dismissed unless the prosecuting attorney in open court moves or files a statement to reduce the charge or dismiss, with supporting facts, stating that there is insufficient evidence to sustain the charge.

(k) Chemical analysis of a person's blood, breath or urine to determine alcohol concentration or controlled substance content shall be performed in accordance with W.S. 31-6-105(a).

(m) Any person eighteen (18) years of age or older who has a child passenger in the vehicle during a violation of this section shall be punished upon conviction as follows:

(i) For a first conviction under this subsection, by imprisonment for not more than one (1) year, a fine of not more than seven hundred fifty dollars (\$750.00), or both;

(ii) If previously convicted and sentenced under this subsection, or any other law substantially conforming to the provisions of this subsection, by imprisonment for not more than five (5) years.

**31-5-234. Unlawful operation of vehicle by youthful driver with detectable alcohol concentration; penalty.**

(a) As used in this section:

(i) "Alcohol concentration" means:

(A) The number of grams of alcohol per one hundred (100) milliliters of blood;

(B) The number of grams of alcohol per two hundred ten (210) liters of breath; or

(C) The number of grams of alcohol per seventy-five (75) milliliters of urine.

(ii) "Driver's license" means as defined by W.S. 31-7-102(a)(xxv) and includes nonresident operating privileges as defined by W.S. 31-7-102(a)(xxx);

(iii) "Peace officer" means as defined by W.S. 7-2-101(a)(iv)(A), (B) and (G);

(iv) "Conviction" means as defined by W.S. 31-7-102(a)(xi).

(b) A person younger than twenty-one (21) years of age shall not operate or be in actual physical control of a vehicle in this state with an alcohol concentration of two one-hundredths of one percent (0.02%) or more nor operate or be in actual physical control of a vehicle in this state with an alcohol concentration of two one-hundredths of one percent (0.02%) or more as measured within two (2) hours after the time of driving or being in actual physical control following a lawful arrest resulting from a valid traffic stop.

(c) Repealed by Laws 2002, Ch. 93, § 2.

(d) When a peace officer has probable cause to believe that a person may be violating or has violated subsection (b) of this section, the peace officer may require that the person submit to a chemical test or tests to be administered in compliance with W.S. 31-6-108. Prosecution for a violation of this section is a bar to prosecution under W.S. 12-6-101(b) or any similar municipal ordinance.

(e) A person convicted of violating this section shall be guilty of a misdemeanor punishable by a fine of not more than seven hundred fifty dollars (\$750.00). A person convicted of violating this section a second time within one (1) year of the first conviction is guilty of a misdemeanor punishable by

imprisonment for not more than one (1) month, a fine of not more than seven hundred fifty dollars (\$750.00), or both. A person convicted of a third or subsequent conviction under this section within two (2) years shall be guilty of a misdemeanor punishable by imprisonment for not more than six (6) months, a fine of not more than seven hundred fifty dollars (\$750.00), or both. The court may order the person to undergo a substance abuse assessment and complete any recommended treatment for any conviction under this section as a condition of probation. Notwithstanding any other provision of law, the term of probation imposed by a judge under this section may exceed the maximum term of imprisonment established for the offense under this subsection provided the term of probation together with any extension thereof, shall in no case exceed three (3) years.

(f) A person convicted under this section or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v) shall, in addition to the penalty imposed in subsection (e) of this section:

(i) Have his driver's license denied or suspended pursuant to W.S. 31-7-128(h). The court shall forward a copy of the conviction to the department;

(ii) For a first conviction where the department's administrative action indicates the person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of six (6) months. For purposes of this paragraph, the department's administrative action shall be deemed to indicate a person had an alcohol concentration of fifteen one-hundredths of one percent (0.15%) or more only after the person is notified of and given the opportunity to pursue the administrative procedures provided by W.S. 31-7-105;

(iii) For a second conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of one (1) year;

(iv) For a third conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for a period of two (2) years;

(v) For a fourth or subsequent conviction, operate only vehicles equipped with an ignition interlock device, pursuant to W.S. 31-7-401 through 31-7-404, for the remainder of

the offender's life, except five (5) years from the date of conviction and every five (5) years thereafter, the offender may apply to the court for removal of the ignition interlock device required by this paragraph. The court may, for good cause shown, remove the ignition interlock device requirement if the offender has not been subsequently convicted of driving a motor vehicle in violation of this section, W.S. 31-5-233 or other law prohibiting driving while under the influence as defined in W.S. 31-5-233(a)(v).

(g) The court may, upon pronouncement of any jail sentence under subsection (e) of this section, provide in the sentence that the defendant may be permitted, if he is employed or enrolled in school and can continue his employment or education, to continue such employment or education for not more than the time necessary as certified by his employer or school administrator, and the remaining day, days or parts of days shall be spent in jail until the sentence is served. He shall be allowed out of jail only long enough to complete his actual hours of employment or education and a reasonable time to travel to and from his place of employment or school. Unless the defendant is indigent, the court shall require him as a condition of special treatment under this subsection to pay a reasonable amount for room and board as determined by the sheriff.

(h) Chemical analysis of a person's blood, breath or urine to determine alcohol concentration or controlled substance content shall be performed in accordance with W.S. 31-6-105(a).

**31-7-128. Mandatory suspension of license or nonresident operating privilege for certain violations; suspension of registration.**

(a) The division shall suspend the license or nonresident operating privilege of any driver upon receiving a record of the driver's conviction under W.S. 31-5-229, a similar local ordinance or a similar statute or ordinance in another jurisdiction for:

(i) Ninety (90) days, for the first conviction;

(ii) Six (6) months, if the person has been previously convicted once under W.S. 31-5-229, a similar ordinance or a similar statute or ordinance in another jurisdiction within the five (5) year period preceding:

(A) The date of the offense upon which the conviction is based; or

(B) The date of conviction at issue.

(b) Upon receiving a record of a driver's conviction under W.S. 31-5-233 or other law prohibiting driving while under the influence, the division shall suspend the license or nonresident operating privilege for:

(i) Ninety (90) days for the first conviction;

(ii) One (1) year, if the person has been previously convicted once under W.S. 31-5-233 or other law prohibiting driving while under the influence within the ten (10) year period preceding:

(A) The date of the offense upon which the conviction is based; or

(B) The date of the conviction at issue.

(c) If a person has been convicted under W.S. 31-5-233 or other law prohibiting driving while under the influence at least once within the two (2) year period preceding the date of the most recent offense upon which a conviction under W.S. 31-5-233 or other law prohibiting driving while under the influence is based, the registration of the vehicle being driven if registered in this state to the convicted individual shall be

suspended by the division for the period of the driver's license revocation or suspension. The division shall notify the county treasurer of the vehicle registration suspension. The county treasurer, during the period of registration suspension, shall not issue any new vehicle registrations to the convicted individual. Any peace officer may confiscate the license plate of a vehicle whose registration is solely in the name of the driver whose license has been suspended or revoked under state law.

(d) Repealed By Laws 2013, Ch. 102, § 3.

(e) Any person whose driver's license or nonresident operating privilege has been suspended shall, for a three (3) year period beginning on the date of suspension, file and maintain proof of financial responsibility as required in W.S. 31-9-401 through 31-9-414. The requirement for filing and maintaining proof of financial responsibility under this subsection does not apply to a suspension under subsection (f), (g) or (n) of this section.

(f) Upon receiving a record of the conviction of a driver who is under nineteen (19) years of age for violating any law regarding the possession, delivery, manufacture or use of a controlled substance or alcohol, the division shall suspend the license or nonresident operating privilege for:

(i) Ninety (90) days for the first conviction;

(ii) Six (6) months, if the person has been previously convicted within the preceding twelve (12) months for violating any law regarding the possession, delivery, manufacture or use of a controlled substance or alcohol.

(g) Upon receiving notice from the department of family services that a driver is in arrears in a child support obligation, the division shall withhold or suspend the license or any nonresident operating privileges of any driver as specified in the notice until the division receives notice from the department of family services that the driver has made full payment of his child support obligation in arrears or has entered into and is complying with a payment plan approved by the department of family services.

(h) Upon receiving a record of a driver's violation of W.S. 31-5-234, the department shall suspend or deny the license or nonresident driving privileges as follows:

(i) A person who has been issued a driver's license shall be suspended:

(A) For a period of ninety (90) days for a first offense;

(B) For a period of six (6) months if the person has previously violated W.S. 31-5-234 once, or has previously been convicted once under W.S. 31-5-233 or other law prohibiting driving while under the influence within two (2) years preceding:

(I) The date of the offense upon which the conviction is based; or

(II) The date of conviction.

(C) Repealed By Laws 2002, Ch. 93, § 2.

(ii) A person who has not been issued a driver's license shall not operate a vehicle and the department shall not issue the person a driver's license or learner's permit for the time specified in paragraph (h)(i) of this section.

(j) The provisions of subsection (e) of this section do not apply to a denial or suspension under W.S. 31-5-234 if the denial or suspension is based solely on a violation of W.S. 31-5-234.

(k) Records of convictions or license suspensions under subsection (h) of this section shall not be made a part of the abstracts or records kept by the department of transportation pursuant to W.S. 31-5-1214 or 31-7-120. Any records maintained by the department for suspensions under subsection (h) of this section shall be maintained separately and shall not be available for public inspection except for inspection by any law enforcement officer or agency to enforce the laws of Wyoming. Records under this subsection shall be maintained so that, upon inquiry by any member of the public who is not otherwise entitled to inspect a record maintained under this subsection, the records relating to the subject of the inquiry shall not display information with respect to a license suspension under subsection (h) of this section. Any driver's license suspension or related records under subsection (h) of this section shall not be the basis for any increase in insurance premiums or the

cancellation of any insurance policy for a person or his parents affected by subsection (h) of this section.

(m) Notwithstanding subsection (k) of this section, the department shall expunge the record relating to the suspension of a driver's license under subsection (h) of this section when the person under suspension attains twenty-one (21) years of age, unless the person's driver's license is under suspension at that time, in which case the record shall be expunged when the suspension terminates and the person has paid the reinstatement fee required under W.S. 31-7-113(e).

(n) The division shall suspend the license or nonresident operating privilege of any driver upon receiving a record of the driver's second or subsequent conviction under W.S. 6-3-412, a similar local ordinance or a similar statute or ordinance in another jurisdiction for:

(i) Thirty (30) days, for the second conviction;

(ii) Ninety (90) days for the third and each subsequent conviction.

**7-13-1701. Short title.**

This article shall be known and may be cited as the "24/7 Sobriety Program Act."

**7-13-1702. Definitions.**

(a) As used in this article:

(i) "Account" means the "24/7 sobriety program account" created by W.S. 7-13-1707;

(ii) "Court" means a district, circuit or municipal court;

(iii) "Participation" in a 24/7 sobriety program means that the person ordered to participate submits to and passes all required tests;

(iv) "Program" means the 24/7 sobriety program created under this article;

(v) "Rules" means the 24/7 sobriety program rules promulgated by the attorney general under this article.

**7-13-1703. 24/7 sobriety program created.**

(a) There is created a 24/7 sobriety program to be administered by the attorney general. The purpose of the program is to reduce the number of repeat crimes that are related to substance abuse by monitoring an offender's sobriety through intensive alcohol and drug testing and immediate and appropriate enforcement of violations.

(b) The program shall provide for frequent and certain testing for drug or alcohol use. The testing methods may include breath testing, drug patch testing, urinalysis, continuous or transdermal alcohol monitoring or other testing methods as provided by rule.

**7-13-1704. Inclusion in program.**

(a) Each county, through its sheriff, may take part in the program. A sheriff may designate an entity to provide the testing services or to take any other action authorized to be taken by the sheriff under this article with the exception of action taken to apprehend a violator under W.S. 7-13-1709.

(b) The sheriff shall establish the testing locations and times for his county but shall have at least one (1) testing location and two (2) daily testing times approximately twelve (12) hours apart.

**7-13-1705. Rulemaking authority.**

(a) The attorney general shall adopt rules to implement this article. The rules shall:

(i) Provide for the nature and manner of testing and the procedures and apparatuses to be used for testing;

(ii) Establish fees and provide for the collection of fees. The fees shall be set as low as possible, but shall be set so that the total of fees and other funds credited to the program account defray the entire expense of the program, including all costs to the state; and

(iii) Establish a data management program to manage program data, including testing results, fees and required reports. The data management program shall be used by all counties taking part in the program.

**7-13-1706. Distribution of testing fees.**

The sheriff shall collect and transmit testing fees to the state treasurer to be credited to the 24/7 sobriety program account created by W.S. 7-13-1707. The fees shall be distributed as provided by this article and the rules.

**7-13-1707. 24/7 sobriety program account.**

(a) There is created a 24/7 sobriety program account. The account shall be used by the attorney general to defray all the costs of the program to the state, including the costs of the attorney general in administering this article. Disbursements from the account shall not exceed the monies credited to it. All monies in the account are continuously appropriated to the attorney general to be used solely for the administration of the program and for no other purpose. Notwithstanding W.S. 9-2-1008 and 9-4-207 funds in the account shall not lapse at the end of the fiscal period. Interest earned on funds in the account shall be deposited to the account.

(b) The attorney general may accept, and shall deposit in the account, any gifts, contributions, donations, grants or federal funds specifically designated for the benefit of the program.

**7-13-1708. Authority of court to order participation in program.**

(a) Upon a second or subsequent charge or offense for conduct committed while intoxicated or under the influence of a controlled substance, a court may order participation in the program as a condition of pretrial release, bond, suspension of sentence, probation or other conditional release.

(b) Participation in the program may be imposed as a condition of release under the Wyoming Rules of Criminal Procedure, including rules 46.1 and 46.2.

(c) Before ordering participation in the program, a court may require the person to undergo a substance abuse assessment. The cost of the substance abuse assessment shall be paid by the offender.

(d) The state board of parole may require a parolee to participate in the program as a condition of parole.

**7-13-1709. Apprehension of violators.**

(a) Upon failure of a person to submit to or pass a test under the program, a peace officer or a probation and parole agent shall complete a written statement establishing the person, in the judgment of the officer or agent, violated a condition of release by failing to submit to or pass a test. A peace officer shall immediately arrest the person without warrant after completing or receiving the written statement.

(b) A person taken into custody under this section shall appear before a court within a reasonable time and shall not be released unless the person has made a personal appearance before a court.

**7-13-1710. 24/7 sobriety program director; appointment.**

The attorney general may appoint a director to administer the program. The appointment shall be subject to senate confirmation in the manner provided for in W.S. 28-12-101 and 28-12-102 for gubernatorial appointments. The director shall

receive an annual salary determined by the department of administration and information human resources division. No state funds shall be used to fund the salary or benefits of the director.

**7-13-1711. Sunset provision.**

W.S. 7-13-1701 through 7-13-1711 are repealed effective June 30, 2019.

**7-13-1701. Short title.**

This article shall be known and may be cited as the "24/7 Sobriety Program Act."

**7-13-1702. Definitions.**

(a) As used in this article:

(i) "Account" means the "24/7 sobriety program account" created by W.S. 7-13-1707;

(ii) "Court" means a district, circuit or municipal court;

(iii) "Participation" in a 24/7 sobriety program means that the person ordered to participate submits to and passes all required tests;

(iv) "Program" means the 24/7 sobriety program created under this article;

(v) "Rules" means the 24/7 sobriety program rules promulgated by the attorney general under this article.

**7-13-1703. 24/7 sobriety program created.**

(a) There is created a 24/7 sobriety program to be administered by the attorney general. The purpose of the program is to reduce the number of repeat crimes that are related to substance abuse by monitoring an offender's sobriety through intensive alcohol and drug testing and immediate and appropriate enforcement of violations.

(b) The program shall provide for frequent and certain testing for drug or alcohol use. The testing methods may include breath testing, drug patch testing, urinalysis, continuous or transdermal alcohol monitoring or other testing methods as provided by rule.

**7-13-1704. Inclusion in program.**

(a) Each county, through its sheriff, may take part in the program. A sheriff may designate an entity to provide the testing services or to take any other action authorized to be taken by the sheriff under this article with the exception of action taken to apprehend a violator under W.S. 7-13-1709.

(b) The sheriff shall establish the testing locations and times for his county but shall have at least one (1) testing location and two (2) daily testing times approximately twelve (12) hours apart.

**7-13-1705. Rulemaking authority.**

(a) The attorney general shall adopt rules to implement this article. The rules shall:

(i) Provide for the nature and manner of testing and the procedures and apparatuses to be used for testing;

(ii) Establish fees and provide for the collection of fees. The fees shall be set as low as possible, but shall be set so that the total of fees and other funds credited to the program account defray the entire expense of the program, including all costs to the state; and

(iii) Establish a data management program to manage program data, including testing results, fees and required reports. The data management program shall be used by all counties taking part in the program.

**7-13-1706. Distribution of testing fees.**

The sheriff shall collect and transmit testing fees to the state treasurer to be credited to the 24/7 sobriety program account created by W.S. 7-13-1707. The fees shall be distributed as provided by this article and the rules.

**7-13-1707. 24/7 sobriety program account.**

(a) There is created a 24/7 sobriety program account. The account shall be used by the attorney general to defray all the costs of the program to the state, including the costs of the attorney general in administering this article. Disbursements from the account shall not exceed the monies credited to it. All monies in the account are continuously appropriated to the attorney general to be used solely for the administration of the program and for no other purpose. Notwithstanding W.S. 9-2-1008 and 9-4-207 funds in the account shall not lapse at the end of the fiscal period. Interest earned on funds in the account shall be deposited to the account.

(b) The attorney general may accept, and shall deposit in the account, any gifts, contributions, donations, grants or federal funds specifically designated for the benefit of the program.

**7-13-1708. Authority of court to order participation in program.**

(a) Upon a second or subsequent charge or offense for conduct committed while intoxicated or under the influence of a controlled substance, a court may order participation in the program as a condition of pretrial release, bond, suspension of sentence, probation or other conditional release.

(b) Participation in the program may be imposed as a condition of release under the Wyoming Rules of Criminal Procedure, including rules 46.1 and 46.2.

(c) Before ordering participation in the program, a court may require the person to undergo a substance abuse assessment. The cost of the substance abuse assessment shall be paid by the offender.

(d) The state board of parole may require a parolee to participate in the program as a condition of parole.

**7-13-1709. Apprehension of violators.**

(a) Upon failure of a person to submit to or pass a test under the program, a peace officer or a probation and parole agent shall complete a written statement establishing the person, in the judgment of the officer or agent, violated a condition of release by failing to submit to or pass a test. A peace officer shall immediately arrest the person without warrant after completing or receiving the written statement.

(b) A person taken into custody under this section shall appear before a court within a reasonable time and shall not be released unless the person has made a personal appearance before a court.

**7-13-1710. 24/7 sobriety program director; appointment.**

The attorney general may appoint a director to administer the program. The appointment shall be subject to senate confirmation in the manner provided for in W.S. 28-12-101 and 28-12-102 for gubernatorial appointments. The director shall

receive an annual salary determined by the department of administration and information human resources division. No state funds shall be used to fund the salary or benefits of the director.

**7-13-1711. Sunset provision.**

W.S. 7-13-1701 through 7-13-1711 are repealed effective June 30, 2019.

(d) This section shall not apply to any passenger in the passenger area of a motor vehicle designed, maintained or used primarily for the transportation of passengers for compensation. The driver of any vehicle under this subsection is prohibited from consuming or having an alcoholic beverage within the driver's zone of control.

(e) This section shall not apply within the boundaries of any incorporated municipality that has adopted an ordinance prohibiting transportation or possession of any open container of an alcoholic beverage in a vehicle on a public street or public highway.

**31-5-236. Careless driving.**

Any person who drives any vehicle in a manner inconsistent with the exercise of due and diligent care normally exercised by a reasonably prudent person under similar circumstances and where such operation of a motor vehicle creates an unreasonable risk of harm to other persons or property is guilty of careless driving.

**31-5-237. Use of handheld electronic wireless communication devices for electronic messaging prohibited; exceptions; penalties.**

(a) No person shall operate a motor vehicle on a public street or highway while using a handheld electronic wireless communication device to write, send or read a text-based communication. This section shall not apply to a person who is using a handheld electronic wireless communication device:

(i) While the vehicle is lawfully parked;

(ii) To contact an emergency response vehicle;

(iii) To write, read, select or enter a telephone number or name in an electronic wireless communications device for the purpose of making or receiving a telephone call; or

(iv) When using voice operated or hands free technology.

(b) This section shall not apply to a person operating an emergency response vehicle while making communications necessary

to the performance of his official duties as an emergency responder.

(c) Any person who operates a motor vehicle in violation of this section is guilty of a misdemeanor punishable by a fine of not more than seventy-five dollars (\$75.00).

(d) As used in this section:

(i) "Electronic wireless communication device" means a mobile communication device that uses short-wave analog or digital radio transmissions or satellite transmissions between the device and a transmitter to permit wireless telephone communications to and from the user of the device within a specified area;

(ii) "Emergency response vehicle" means any ambulance, fire department, law enforcement or civil defense vehicle or other vehicle used primarily for emergency purposes;

(iii) "Voice operated or hands free technology" means technology that allows a user to write, send or read a text based communication without the use of either hand except to activate, deactivate or initiate a feature or function;

(iv) "Write, send or read a text-based communication" means using an electronic wireless communications device to manually communicate with any person using text-based communication including, but not limited to, communications referred to as a text message, instant message or electronic mail.

### ARTICLE 3 - SPEED REGULATIONS

#### **31-5-301. Maximum speed limits.**

(a) No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. Consistent with the foregoing, every person shall drive at a safe and appropriate speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching a hillcrest, when traveling upon any narrow or winding roadway and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.



Mark Gordon  
Governor

# WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



Darin J. Westby  
Interim Director

## Highway Safety Behavioral Grants Program

National Highway Safety Traffic Safety Administration;

The State of Wyoming certifies that the Governor's Representative for Highway Safety has delegated oversight and authority of the motorcycle awareness program to the Wyoming Motorcycle Coordinator, Jennifer Goodrich, who has jurisdiction over motorcyclist safety issues and is providing training based on the Motorcycle Safety Foundation Basic Rider Course.

Matt Carlson (Jun 26, 2023 10:39 MDT)

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

Jun 26, 2023

Date

## FFY2023 Motorcycle Registrations and Safety Classes by County

County	MTC Registrations	Safety Class
Albany	1,074	
Big Horn	485	
Campbell	2,629	x
Carbon	631	
Converse	726	
Crook	530	
Fremont	1,382	x
Goshen	579	
Hot Springs	231	x
Johnson	412	
Laramie	4,284	x
Lincoln	862	
Natrona	3,538	x
Niobrara	93	
Park	1,559	x
Platte	532	
Sheridan	1,604	x
Sublette	395	
Sweetwater	1,930	x
Teton	1,019	
Uinta	775	
Washakie	384	
Weston	408	
<b>Total Registrations</b>	<b>26,062</b>	

Total Registered Motorcycles covered by a Motorcycle Safety Class: **17,157 (65.80%)**

**31-5-1506. Motorcycle safety education program account.**

(a) The motorcycle safety education program account is created in the state highway fund and appropriated on a continual basis to the department which shall administer the account. Money in the account shall only be used for administration and implementation of the program, including defraying expenses in offering motorcycle rider training courses, either directly or by contract.

(b) At the end of each fiscal year, monies remaining in the account shall be retained in the account. The interest and income earned on money in the account, after deducting any applicable charges, shall be credited to the account.

(c) In addition to any fees collected under W.S. 31-5-1505, the following revenue shall be credited to the account:

(i) Seven dollars (\$7.00) of the annual registration fee for each registered motorcycle as provided in W.S. 31-3-101(a)(ii)(D);

(ii) The fee for each motorcycle driver's endorsement as provided in W.S. 31-7-113(a)(x), less the amount distributed under W.S. 31-7-133 (g).

# WY\_FY24\_405f

Final Audit Report

2023-06-26

Created:	2023-06-26
By:	Melissa Gribble (melissa.gribble5@wyo.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAxyAvzEBfePDNC-_-Tlq_rcAUKIXST2M4

## "WY\_FY24\_405f" History

-  Document created by Melissa Gribble (melissa.gribble5@wyo.gov)  
2023-06-26 - 4:36:33 PM GMT
-  Document emailed to Matt Carlson (matt.carlson@wyo.gov) for signature  
2023-06-26 - 4:37:10 PM GMT
-  Email viewed by Matt Carlson (matt.carlson@wyo.gov)  
2023-06-26 - 4:39:08 PM GMT
-  Document e-signed by Matt Carlson (matt.carlson@wyo.gov)  
Signature Date: 2023-06-26 - 4:39:43 PM GMT - Time Source: server
-  Agreement completed.  
2023-06-26 - 4:39:43 PM GMT



Powered by  
**Adobe**  
**Acrobat Sign**

**Strategy.** Preventing roadside deaths.

**Link to Strategy.** The strategy for preventing roadside deaths will focus on participation with traffic incident responders. The responders can include emergency medical service (EMS), departments of transportation, public works, fire and rescue, law enforcement, towing and recovery, as well as, other professionals that support traffic incidents management. It is imperative to have collaboration and coordination among the responders to ensure the safety of our roadway users and also the responders themselves.

Data for this type of crash is hard to quantify due to the nature of the event. For example, more than one event can occur at a crash. In a five (5) year period, 2018 to 2022 per the Wyoming Report on Traffic Crashes, there were a total of 2,734 first harmful crashes on the shoulder of Wyoming roadways. Of these crashes, 663 involved emergency response vehicles with 123 of these being parked motor vehicles and 24 of the 663 were critical crashes. (Critical crashes is defined as fatal and suspected serious injury crashes.)

**Targets.**

1. C-1 Number of traffic fatalities (FARS).
2. C-2 Number of serious injuries in traffic crashes (State crash data files).
3. C-6 Number of speeding-related fatalities (FARS).
4. S-1 Distracted Driving (State).

**Strategy to project considerations.** Wyoming Department of Transportation will educate the public through public information campaigns to reduce roadside deaths and injuries. The agency will also evaluate law enforcement costs for the purpose of potential reimbursement associated with enforcing Wyoming State Statute § 31-5-224, Operation of vehicles upon approach of authorized emergency vehicles and other parked or slow-moving vehicles, as well as collecting the data to report on crashes involving vehicles and/or individuals stopped along the roadside. The Wyoming Department of Transportation will help pilot and incentivize measures by working with traffic incident responders on holding and/or attending a TIM (Traffic Incident Management) class. Implementation of a Wyoming TIM forum will be important for the exchange of information pertaining to current practices, data collection, programs and technologies. Obtaining and/or utilizing optical visibility measures are also imperative in keeping roadway users and traffic incident responders safe.

**31-5-224. Operation of vehicles upon approach of authorized emergency vehicles and other parked or slow-moving vehicles.**

(a) Upon the immediate approach of an authorized emergency vehicle making use of audible or visual signals meeting the requirements of W.S. 31-5-928 and 31-5-952, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway clear of any intersection and shall stop and remain in that position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer. When an authorized emergency vehicle making use of any visual signals provided for in W.S. 31-5-928(d) is parked, the driver of every other vehicle, as soon as it is safe:

(i) When driving on an interstate highway or other highway with two (2) or more lanes traveling in the direction of the emergency vehicle, shall merge into the lane farthest from the emergency vehicle or at least one (1) lane of traffic apart from the emergency vehicle, except when otherwise directed by a police officer;

(ii) When driving on a two (2) lane road with a posted speed limit of forty-five (45) miles per hour or greater, shall slow to a speed that is twenty (20) miles per hour less than the posted speed limit, except when otherwise directed by a police officer.

(b) When an authorized municipal, public utility or highway construction or maintenance vehicle is stopped or is moving at less than twenty (20) miles per hour on or within three (3) feet of a roadway and is making use of any visual signals provided for in W.S. 31-5-928(d), (f)(ii), (h) or 31-5-930, the driver of every other vehicle, as soon as it is safe:

(i) When driving on an interstate highway or other highway with two (2) or more lanes traveling in the same direction of the municipal, public utility or highway construction or maintenance vehicle, shall merge into the lane farthest from the vehicle or at least one (1) lane of traffic apart from the vehicle except when otherwise directed by a police officer;

(ii) When driving on a two (2) lane road with a posted speed limit of forty-five (45) miles per hour or greater, shall slow to a speed that is twenty (20) miles per hour less than the posted speed limit, except when otherwise directed by a police officer.

(c) This section shall not operate to relieve the driver of an authorized emergency vehicle, municipal, public utility or highway construction or maintenance vehicle from the duty to drive with due regard for the safety of all persons using the highway.

(d) For purposes of this section, "public utility" means as defined in W.S. 37-1-101(a)(vi).

**Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

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

State: Wyoming

Fiscal Year: 2024

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

**GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

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

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

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

- Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
  - *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
  - *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
  - *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
  - *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

- Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

**INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

- erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
  5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
  6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
  7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
  8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
  9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
  10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

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

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

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

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

**POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

**Click here to validate form fields and permit signature**



7/18/23

Signature Governor's Representative for Highway Safety

Date

Matthew D. Carlson, P.E.

Printed name of Governor's Representative for Highway Safety

**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Wyoming

Fiscal Year: 2024

---

***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

---



**PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

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

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at See WY\_FY24\_405b page 1 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at See WY\_FY24\_405b pages 2-4 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at See WY\_FY24\_405b pages 5-8 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at See WY\_FY24\_405b pages 9 (location), that include estimates of the total number of classes and 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.

**LOWER SEAT BELT USE STATES ONLY**

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

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

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

o *Legal citation(s):*

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

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).  
See WY\_FY24\_405b pages 10-11

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).  
See WY\_FY24\_405b pages 12

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

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 2/6/23 (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);  
See WY\_FY24\_405b pages 14-25
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.  
Karson James, Wyoming Highway Safety Behavioral Grants Program Manager
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).  
See WY\_FY24\_405b pages 14-25

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 2/6/23 (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

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

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at See WY\_FY24\_405c pages 46-72 (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

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

**ALL STATES**

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**MID-RANGE STATES ONLY**

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/15/23 (date). Specifically:

- Annual grant application at  
See WY\_FY24\_405d pages 14-15 \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at  
See WY\_FY24\_405d page 16 \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at  
See WY\_FY24\_405d page 4 \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

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

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:

- Annual grant application at  
\_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at  
\_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at  
\_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at  
\_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at  
\_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

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

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

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
  - \_\_\_\_\_
  - Identify all alcohol-ignition interlock use exceptions.
  - \_\_\_\_\_

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
  - \_\_\_\_\_
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
  - \_\_\_\_\_
  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
  - \_\_\_\_\_

- Identify list of alcohol-ignition interlock program use violations;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

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

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 7/1/39 (date) and last amended on 7/1/15 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

W.S. 31-5-233 and W.S. 31-7-128 (See WY\_FY24\_405d\_24-7 pages 1-13)

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

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 7/1/14 (date) and last amended on 7/1/14 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

W.S. 7-13-1701 through W.S. 7-13-1711 (See WY\_FY24\_405d\_24-7 pages 14-17)

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;  
See WY\_FY24\_405e pages 1-2  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
See WY\_FY24\_405e page 2  
\_\_\_\_\_
    - Fine for an offense;  
See WY\_FY24\_405e page 2  
\_\_\_\_\_
    - Exemptions from texting ban.  
See WY\_FY24\_405e page 2  
\_\_\_\_\_

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
\_\_\_\_\_

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from youth cell phone use ban  
\_\_\_\_\_

**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

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

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

**Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Jennifer Goodrich, Motorcycle Coordinator
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at See WY\_FY24\_405f  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*  
\_\_\_\_\_

**Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
  - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

- Use of Fees Collected From Motorcyclists for Motorcycle Programs**  
[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.  
*Legal citation(s):*  
W.S. 31-5-1506 (See WY\_FY24\_405f) \_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.  
*Legal citation(s):*  
W.S. 31-5-1506 (See WY\_FY24\_405f) \_\_\_\_\_.

- Applying as a Data State—
- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at

\_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at

See WY\_24\_405h page 1

\_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

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

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

**Driver Education and Driving Safety Courses**

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

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.

▪ Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

\_\_\_\_\_ (location).

**Peace Officer Training Programs**

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

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—
  - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
  - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

- Applying as a qualifying State—
  - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

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

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

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

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

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

**Click here to validate form fields and permit signature**



Signature Governor's Representative for Highway Safety

7-20-23

Date

Matthew D. Carlson, P.E.

Printed name of Governor's Representative for Highway Safety