

Wyoming Highway Safety Behavioral Grants Program FY2026 Annual Grant Application



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Annual Grant Application §1300.12

Updates to the FFY2024-2026 Triennial Highway Safety Plan §1300.12(b)(1)(i)(A)

Wyoming's 2024 - 2026 Triennial Highway Safety Plan was submitted to the National Highway Traffic Safety Administration (NHTSA) on June 30, 2023. The State of Wyoming has made the following updates to the plan.

- The following adjustments were made to the countermeasure strategy for programming funds §1300.12(b)(1)(i):

- **Strategy. Sustained High Visibility Enforcement (HVE)**
Estimated 3-year funding allocation

- \$3,510,000.00 (402)
 - \$500,000.00 (405b)
 - \$800,000.00 (405d)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able to increase funds available to local entities for HVE.

- **Strategy. Multidisciplinary Drug and Alcohol Detection and Analysis Training/Education**
Estimated 3-year funding allocation.

- \$475,000.00 (402)
 - \$1,425,000.00 (405d)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able to increase funds available for training and bring on a Judicial Outreach Liaison.

- **Strategy. Traffic Safety Outreach and Education**

- Estimated 3-year funding allocation.**

- \$2,900,000.00 (402)
 - \$90,000.00 (405h)
 - \$0.00 (405e)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able to increase funds available to local entities for community education. Wyoming does not qualify for 405e funding.

- **Strategy. Mass Media Campaigns**

- Estimated 3-year funding allocation.**

- \$2,800,000.00 (402)
 - \$2,100,000.00 (405d)
 - \$77,042.01 (154AL)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able to increase funds available for a larger media presence.

- **Strategy.** Public traffic safety awareness campaigns for motorcyclists
Estimated 3-year funding allocation.
 - \$175,000.00 (405f)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able to increase funds available to focus on motorcyclist awareness.
- **Strategy.** Court Monitoring
Estimated 3-year funding allocation.
 - \$265,000.00 (402)
 - \$520,000.00 (405d)
 - \$130,000.00 (405d247)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able to increase funds available to local communities to expand education, monitoring and expand the 24/7 sobriety program.
- **Strategy.** Surveys
Estimated 3-year funding allocation.
 - \$375,000.00 (405b)

Due to inflation, the cost to conduct the seat belt survey has increase above the original estimated amount.
- **Strategy.** Child Passenger Safety Technician Training and Inspection Stations
Estimated 3-year funding allocation.
 - \$300,000.00 (405b)

Due to the increase in federal funding from IIJA the Wyoming Highway Safety Office was able expand our CPS program.
- **Strategy.** Traffic Records Projects
Estimated 3-year funding allocation.
 - \$600,000.00 (402)
 - \$1,800,000.00 (405c)

Procurement bids for the new crash reporting came in higher than original estimates by the Wyoming Highway Safety Office.

- No changes to the Performance Plan in the 2024 - 2026 Triennial Highway Safety Plan and no amendments to any common performance targets developed under §1300.11(b)(3)(ii)(C).
- The following projects were adjusted midyear of FY2025 or are being added into the FY2026 AGA to address performance measures that are not currently meeting the identified performance measure targets.
 - Judicial Outreach Liaison (JOL) expansion
 - Traffic Incident Management System (TIMS) expansion
 - Drug Recognition Expert (DRE) Program expansion
 - Public Participation and Engagement Request for Proposal for next Triennial HSP
 - High Visibility Enforcement Task Forces expansion into additional counties

- 24/7 Sobriety Program expansion
- Injury Prevention Resource expansion into Lincoln County
- Youth Program strategy realignment
- Child Passenger Safety strategy realignment

Countermeasure Strategy §1300.12(b)(1)(i)

The following strategies and supporting projects will assist in Wyoming's goal of "Towards Zero Deaths" as identified in the FY2024-2026 Triennial Highway Safety Plan. The projects are listed under the strategy in which they have been identified:

- Traffic Safety Outreach and Education (Deterrence & Prevention)
- Youth Programs
- Mass Media Campaigns
- Public Traffic Safety Awareness Campaigns for Motorcyclists
- Child Passenger Safety Technician Training and Inspection Stations
- Sustained High Visibility Enforcement
- Support for Law Enforcement to Enforce Wyoming Traffic Laws
- Multi-disciplinary Drug and Alcohol Detection and Analysis Training/Education
- Court Monitoring
- Coalition and Task Forces
- Traffic Records Projects
- Surveys

Project Information §1300.12(b)(2)

Planning and Administration

Planned Activity: Planning & Administration

Planned Activity Number: PA-2026-IJ-PA-01

Subrecipient: Highway Safety Office (HSO)

Organization Type: State Government

Planning and Administration costs (if applicable): Yes

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Outreach and Education

Funding Source: NHTSA 402

Total Project: \$111,000.00 **Local Expenditure:** \$0.00

Federal Share: \$84,604.20 **State Share:** \$26,395.80

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

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

Traffic Safety Outreach and Education (Deterrence & Prevention)

Planned Activity: Fremont County SafeRide

Planned Activity Number: AL-2026-IJ-AL-03

Subrecipient: Fremont County Association of Governments

Organization Type: Local Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Education and Outreach

Funding Source: NHTSA 402

Total Project: \$18,356.63

Local Expenditure: \$16,610.91

Federal Share: \$16,610.91

State Share: \$1,745.72

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

Planned Activity: Roadway Safety Education & Virtual Roadway Safety Sessions

Planned Activity Number: CP-2026-IJ-CP-04/CP-2026-SI-CP-04

Subrecipient: Injury Prevention Resources (IPR)

Organization Type: Non-profit

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Outreach and Education

Funding Source: NHTSA 402

Total Project: \$312,292.56

Local Expenditure: \$132,593.54/\$150,000.00

Federal Share: \$132,593.54/\$150,000.00

State Share: \$13,934.85/\$15,764.17

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

Planned Activity: WHP Safety Education

Planned Activity Number: RS-2026-IJ-RS-04

Subrecipient: Wyoming Highway Patrol (WHP)

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Outreach and Education

Funding Source: NHTSA 402

Total Project: \$215,568.66 **Local Expenditure:** \$0.00

Federal Share: \$195,068.08 **State Share:** \$20,500.58

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

Planned Activity: Sheridan Traffic Safety Education

Planned Activity Number: CP-2026-IJ-CP-01

Subrecipient: Sheridan Police Department

Organization Type: Local Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Education and Outreach

Funding Source: NHTSA 402

Total Project: \$15,614.37 **Local Expenditure:** \$14,129.44

Federal Share: \$14,129.44 **State Share:** \$1,484.93

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

Planned Activity: Comprehensive Traffic Safety

Planned Activity Number: RS-2026-IJ-RS-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Education and Outreach

Funding Source: NHTSA 402

Total Project: \$88,800.00

Local Expenditure: \$0.00

Federal Share: \$80,355.12

State Share: \$8,444.88

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

Planned Activity: Child Passenger Safety and Safe Routes to School

Planned Activity Number: CR-2026-IJ-CR-01

Subrecipient: Memorial Hospital of Laramie County

dba Cheyenne Regional Medical Center (CRMC)

Organization Type: Local Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Education and Outreach

Funding Source: NHTSA 402

Total Project: \$126,677.31

Local Expenditure: \$114,630.30

Federal Share: \$114,630.30

State Share: \$12,047.01

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

Planned Activity: Traffic Incident Management Facilitator

Planned Activity Number: RS-2026-IJ-RS-02

Subrecipient: WYDOT Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Safety Outreach and Education

Funding Source: NHTSA 402

Total Project: \$88,8000.00

Local Expenditure: \$0.00

Federal Share: \$80,355.12

State Share: \$8,444.88

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

Youth Programs

Planned Activity Number: CP-2026-IJ-CP-03

Subrecipient: WYDOT Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Youth Programs

Funding Source: NHTSA 402

Total Project: \$55,500.00 **Local Expenditure:** \$0.00

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

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

Planned Activity: Wyoming ThinkFirst: Driver Safety

Planned Activity Number: CP-2026-IJ-CP-02

Subrecipient: Wyoming Department of Health

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Youth Programs

Funding Source: NHTSA 402

Total Project: \$105,810.06 **Local Expenditure:** \$95,747.53

Federal Share: \$95,747.53 **State Share:** \$10,062.54

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

Mass Media

Planned Activity: Governor's Council on Impaired Driving Media

Planned Activity Number: B5PEM-2026-IJ-PM-01

Subrecipient: WYDOT Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Mass Media

Funding Source: NHTSA 405(d) Impaired Driving

Total Project: \$555,000.00

Local Expenditure: \$0

Federal Share: \$502,219.50

State Share: \$52,780.50

Eligible use of funds: The Governor's Council on Impaired Driving will work to educate the public on highway safety issues related to impaired driving through multi-media communication and outreach. The project activities include retaining a consultant to use data to develop, produce, and distribute impaired driving media messaging that will modify the behaviors of targeted demographics. Expenditures include contractor salaries, travel, and supplies needed for project success.

Planned Activity: Statewide Media - General

Planned Activity Number: PM-2026-IJ-PM-02

Subrecipient: WYDOT Public Affairs Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Mass Media

Funding Source: NHTSA 402

Total Project: \$555,000

Local Expenditure: \$0.00

Federal Share: \$502,219.50

State Share: \$52,780

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

Planned Activity: Native American Outreach

Planned Activity Number: PM-2026-IJ-PM-01

Subrecipient: WYDOT District 5

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Mass Media

Funding Source: NHTSA 402

Total Project: \$166,500.00

Local Expenditure: \$150,665.85

Federal Share: \$150,655.85

State Share: \$15,834.15

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

Public Traffic Safety Awareness for Motorcyclists

Planned Activity: Motorcycle Awareness Media

Planned Activity Number: M11MA-2026-IJ-MA-01/M11MA-2026-SI-MA-01

Subrecipient: WYDOT Public Affairs

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Public Traffic Safety Awareness for Motorcyclists

Funding Source: NHTSA 405f

Total Project: \$66,600.00

Local Expenditure: \$0.00

Federal Share: \$57,523.20/\$2,743.14

State Share: \$6,045.37/\$288.29

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

Child Passenger Safety Technician Training and Inspection Stations

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

Planned Activity Number: B2CPS-US-2026-IJ-CS-01/B2CPS-US-2026-SI-CS-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Child Passenger Safety Technician Training and Inspection Stations

Funding Source: NHTSA 405(b) Occupant Protection

Total Project: \$88,800

Local Expenditure: \$0.00

Federal Share: \$58,241.72/\$22,113.40

State Share: \$6,120.88/\$2,324

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

Sustained High Visibility Enforcement

Planned Activity: Occupant Protection High Visibility Overtime Enforcement

Planned Activity Number: OP-2026-IJ-OP-02

Subrecipient: Local Law Enforcement Agencies

Organization Type: Local Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Sustained High Visibility Enforcement

Funding Source: NHTSA 402

Total Project: \$499,500.00

Local Expenditure: \$451,997.55

Federal Share: \$451,997.55

State Share: \$47,502.45

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

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

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

Planned Activity: Impaired Driving High Visibility Overtime Enforcement

Planned Activity Number: AL-2026-IJ-AL-04/AL-2026-IJ-AL-02

Subrecipient: Local Law Enforcement Agencies

Organization Type: Local Government

Primary Countermeasure Strategy: Sustained High Visibility Enforcement

Funding Source: NHTSA 402

Total Project: \$194,250.00/\$632,700 **Local Expenditure:** \$175,776.83/\$572,530.23

Federal Share: \$175,776.83/\$572,530.23 **State Share:** \$18,473.18/\$60,169.77

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

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

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

Planned Activity: Occupant Protection High Visibility Overtime Enforcement

Planned Activity Number: M2HVE-2026-IJ-HV-01

Subrecipient: Wyoming Highway Patrol (WHP)

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Sustained High Visibility Enforcement

Funding Source: NHTSA 405(b) Occupant Protection

Total Project: \$162,756.80 **Local Expenditure:** \$0.00

Federal Share: \$147,278.63 **State Share:** \$15,478.17

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

Planned Activity: Impaired Driving Overtime

Planned Activity Number: M5HVE-2026-IJ-HV-02/M5HVE-2026-SI-HV-02

Subrecipient: Wyoming Highway Patrol (WHP)

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Sustained High Visibility Enforcement

Funding Source: NHTSA 405(d) Impaired Driving

Total Project: \$275,579.70 **Local Expenditure:** \$0.00

Federal Share: \$158,022.08/\$91,349.99 **State Share:** \$16,607.25/\$9,600.38

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

Support for Law Enforcement to Enforce Wyoming Traffic Laws

Planned Activity: DUI Mobile Command Vehicle

Planned Activity Number: M5HVE-2026-IJ-HV-01

Subrecipient: Cheyenne Police Department

Organization Type: Local Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Support for Law Enforcement to Enforce Wyoming Traffic Laws

Funding Source: NHTSA 405(d) Impaired Driving

Total Project: \$48,840.00 **Local Expenditure:** \$0.00

Federal Share: \$44,195.32 **State Share:** \$4,644.68

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

Planned Activity: Law Enforcement Liaison

Planned Activity Number: PT-2026-IJ-PT-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Support for Law Enforcement to Enforce Wyoming Traffic Laws

Funding Source: NHTSA 402

Total Project: \$133,200.00 **Local Expenditure:** \$0.00

Federal Share: \$120,532.68 **State Share:** \$12,667.32

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

The LEL will work with the HSO to monitor local law enforcement high visibility overtime enforcement for compliance with federal regulations. In addition, the LEL will attend meetings on behalf of the Highway Safety Behavioral Grants Program as requested by the Governor's Representative for Highway Safety and will travel to traffic safety conferences to represent

Wyoming, strengthen knowledge base, and leverage networking opportunities. Expenditures include LEL salary, travel, and supplies needed for project success.

Planned Activity: Impaired Driving Program

Planned Activity Number: M5IDC-2026-IJ-ID-01

Subrecipient: Laramie County Sheriff's Office

Organization Type: County Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Support for Law Enforcement to Enforce Wyoming Traffic Laws

Funding Source: NHTSA 405(d) Impaired Driving

Total Project: \$420,724.49 **Local Expenditure:** \$0.00

Federal Share: \$380,713.59 **State Share:** \$40,010.90

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

Planned Activity: WHP Taskforce Support

Planned Activity Number: PT-2025-BI-PT-04

Subrecipient: Wyoming Highway Patrol

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Support for Law Enforcement to Enforce Wyoming Traffic Laws

Funding Source: NHTSA 402

Total Project: \$56,804.25 **Local Expenditure:** \$0.00

Federal Share: \$51,402.17 **State Share:** \$5,402.08

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

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

Planned Activity: DCI Toxicology Training

Planned Activity Number: B5BAC-IJ-BA-01

Subrecipient: Wyoming Attorney General, Division of Criminal Investigation

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Multi-disciplinary Drug and Alcohol Detection and Analysis Training/Education

Funding Source: NHTSA 405(d) Impaired Driving

Total Project: \$38,242.12 **Local Expenditure:** \$0.00

Federal Share: \$34,605.29 **State Share:** \$3,636.83

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

Planned Activity: Traffic Safety Resource Prosecutor

Planned Activity Number: B5CS-2026-IJ-CS-02

Subrecipient: City of Laramie

Organization Type: Local Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Multi-disciplinary Drug and Alcohol Detection and Analysis Training/Education

Funding Source: NHTSA 402

Total Project: \$286,408.19 **Local Expenditure:** \$0

Federal Share: \$259,170.77 **State Share:** \$27,237.42

Eligible use of funds: The TSRP project will address the needs of stakeholders who contend with impaired driving problems in Wyoming. The TSRP program will provide prosecutors, local law enforcement and the community with a veteran prosecutor specializing in traffic safety issues with an emphasis in impaired driving to support their efforts through local outreach, training, education, legal research, and technical assistance. The TSRP program will develop strategies and tactics aimed at reducing impaired driving and to improve the quality of the investigations and prosecutions around the state. This project will pay for the salary of the TSRP, travel, venue costs, and fees for prosecutor/law enforcement training.

Court Monitoring

Planned Activity: Judicial Outreach Liaison

Planned Activity Number: B5CS-2026-IJ-CS-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Court Monitoring

Funding Source: NHTSA 405(d) Impaired Driving

Total Project: \$111,000.00 **Local Expenditure:** \$0.00

Federal Share: \$100,443.90 **State Share:** \$10,556.10

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

Planned Activity: DUI Supervised Probation & DUI Monitoring

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

Subrecipient: Injury Prevention Resources

Organization Type: Non-profit

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Court Monitoring

Funding Source: NHTSA 402

Total Project: \$256,711.91 **Local Expenditure:** 0

Federal Share: \$232,298.61 **State Share:** \$24,413.30

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

Planned Activity: 24/7 Program

Planned Activity Number: F24SP-2026-IJ-SP-01/F24SP-2026-SI-SP-01

Wyoming Highway Safety – Updates, Strategies, and Projects

Subrecipient: Attorney General of Wyoming

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Court Monitoring

Funding Source: NHTSA 405(d) Impaired Driving 24/7

Total Project: \$49,395.00

Local Expenditure: \$0.00

Federal Share: \$42,020.50/\$2,677.04

State Share: \$4,416.12/\$281.34

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

Coalitions and Task Forces

Planned Activity: GCID Facilitator

Planned Activity Number: AL-2026-IJ-AL-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Coalitions and Task Forces

Funding Source: NHTSA 402

Total Project: \$144,300.00

Local Expenditure: \$0.00

Federal Share: \$130,577.07

State Share: \$13,722.93

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

Planned Activity: WYSBC Facilitator

Planned Activity Number: OP-2026-IJ-OP-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Coalitions and Task Forces

Funding Source: NHTSA 402

Total Project: \$277,500.00

Local Expenditure: \$0.00

Federal Share: \$251,109.75

State Share: \$26,390.25

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

Traffic Records Projects

Planned Activity: Traffic Record Project Manager

Planned Activity Number: TR-2026-IJ-TR-01

Subrecipient: WYDOT Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Records Projects

Funding Source: NHTSA 402

Total Project: \$277,500.00

Local Expenditure: \$0.00

Federal Share: \$251,109.75

State Share: \$26,390.25

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

Planned Activity: Traffic Records Data Improvements

Planned Activity Number: M3DA-2026-IJ-DA-01/M3DA-2026-SI-DA-01

Subrecipient: WYDOT Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Traffic Records Projects

Funding Source: NHTSA 402 & 405(c) State Traffic Safety Information System Improvements

Total Project: \$666,000.00

Local Expenditure: \$0.00

Federal Share: \$578,921.97/\$23,741.43

State Share: \$63,336.60/\$2,495.09

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

Surveys

Planned Activity: Observed Seat Belt Survey

Planned Activity Number: M2OP-2026-IJ-OP-01

Subrecipient: Highway Safety Office

Organization Type: State Government

Planning and Administration costs (if applicable): No

Is this a promised project: No

Primary Countermeasure Strategy: Surveys

Funding Source: NHTSA 405(b) Occupant Protection

Total Project: \$144,300.00 **Local Expenditure:** \$0.00

Federal Share: \$130,577.07 **State Share:** \$13,722.93

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

FFY2026 **Occupant Protection Plan**

The State of Wyoming was guided by the Uniform Guidelines for State Highway Safety Programs of Occupant Protection in developing Wyoming's Occupant Protection Plan for FFY 2026. The projects listed below are planned for FFY 2026 and can be found detailed in Wyoming's FFY 2026 Strategies and Projects.

- Safety Education with Wyoming Highway Patrol (Page 3)
- Occupant Protection HVE with Wyoming Highway Patrol (Page 13)
- Wind River Reservation - Occupant Protection with WYDOT District 5 Public Relations (Page 8)
- Statewide Media with WYDOT Public Affairs Office (Page 8)
- Seat Belt Observational Survey (Page 10)
- CPS Instructor Training & Education (Page 9)
- Wyoming Seat Belt Coalition Facilitator (Page 19)
- Comprehensive Occupant Protection Support through Wyoming Highway Safety Office (Page 5)
- Occupant Protection HVE with Local Law Enforcement Agencies (Page 11)
- Law Enforcement Liaison (Page 15)
- IPR (Injury Prevention Resources) Traffic Safety Events (Page 3)
- Sheridan Traffic Safety Education (Page 4)
- Peer-to-Peer Prevention – Students Against Destructive Decisions (Page 7)
- Wyoming Think First: Driver Safety – Wyoming Department of Health (Page 4)
- Child Passenger Safety Education – Cheyenne Regional Medical Center (Page 5)

FFY2026
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, 2026. 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 timeline for FFY 2026 CIOT Campaign will be similar to that of FFY 2025 listed below.

- May 12, 2025 – June 1, 2025: Paid advertising will run;
- May 12, 2025 – June 1, 2025: Occupant Protection High Visibility Enforcement;
- June 2, 2025 – June 8, 2025: Statewide Seat Belt Observation Survey; and
- September, 2025: 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 fourteen (14) sheriff offices, twenty-eight (28) 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, Campbell 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, Cody PD, Cokeville PD, Douglas PD, Evanston PD, Evansville PD, Gillette PD, Glenrock PD, Jackson PD, Lander PD, Laramie PD, Lusk PD, Lyman PD, Mills PD, Moorcroft PD, Pine Bluffs PD, Powell PD, Rawlins PD, Riverton PD, Rock Springs PD, Saratoga 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 will be the families and youth drivers under the age of 18 to buckle their seat belts 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

Medium	Placement Period
Television	May 12–June 01
Radio	May 12–June 01
Billboard	May 12–June 01
Web Banner	May 12–June 01

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.

FFY2026

Wyoming Car Seat Inspection Stations Inspection Stations

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Urban

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

Urban

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

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

Rural - High Risk

Organization:	Teelynn D. Littleshield, CNA - Eastern Shoshone Tribal Health – Community Health Educator
Address:	15230 HWY 287
City, State Zip:	Fort Washakie, WY 82514
Phone No:	(307) 332-6805
Times:	By Appointment

Urban - High Risk

Organization:	Hope Sonnesyn – Casper Fire-EMS
Address:	67 S Badger Rd
City, State Zip:	Rolling Hills, WY 82637
Phone No:	(720) 326-3244
Times:	By Appointment

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.

FFY 2026
Wyoming Child Passenger Safety Technician Classes

CPS Class Type	Location	Anticipated Student Attendance
Standardized Child Passenger Safety Technician Training	Hybrid (5)	5 per session
Standardized Child Passenger Safety Technician Training	Natrona County	20
Standardized Child Passenger Safety Technician Training	Hybrid (5)	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 Update Training	Natrona County	15
Standardized Child Passenger Safety Technician Update Training	Fremont County	15

FFY2026

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 accounts 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 a 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 with seat belt enforcement.

Campaign	Focus	Month
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 th of July	Impaired Driving	July
National Crack Down	Impaired Driving	August

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

Agency Name (2024 Unrestrained Fatalities)	Population Covered	Agency Name (2024 Unrestrained Fatalities)	Population Covered
Afton PD (0)	Covered by Lincoln County SO	Lincoln County SO (0)	19,581
Albany County SO (2)	37,066	Lusk PD (0)	1,541
Campbell County SO (3)	47,026	Lyman PD (0)	Covered by Uinta County SO
Carbon County SO (3)	14,537	Mills PD (0)	Covered by Natrona County SO
Casper PD (0)	Covered by Natrona County SO	Moorcroft PD (0)	1,084
Cheyenne PD (0)	Covered by Laramie County SO	Natrona County SO (5)	79,955
Cody PD (1)	10,391	Pine Bluffs PD (0)	Covered by Laramie County SO
Cokeville PD (0)	Covered by Lincoln County SO	Platte County SO (2)	8,605
Converse County SO (5)	13,751	Powell PD (1)	6,419
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
Evansville PD (0)	Covered by Natrona County SO	Rock Springs PD (4)	23,526
Fremont County SO (5)	39,234	Saratoga PD (0)	Covered by Carbon County SO
Gillette PD (0)	Covered by Campbell County SO	Sheridan PD (1)	18,737
Glenrock PD (0)	Covered by Converse County SO	Shoshoni PD (0)	Covered by Fremont County SO
Goshen County SO (1)	12,498	Teton County SO (3)	23,331
Hot Springs County SO (0)	4,621	Thermopolis PD (0)	Covered by Hot Springs County SO
Jackson PD (0)	Covered by Teton County SO	Torrington PD (0)	Covered by Goshen County SO
Lander PD (0)	Covered by Fremont County SO	Uinta County SO (2)	20,450
Laramie County SO (4)	100,512	Washakie County SO (0)	7,685
Laramie PD (0)	Covered by Albany County SO	Wheatland PD (0)	Covered by Platte County SO

Population coverage by County Sheriff Offices and Police Departments – 490,550 (85%).

In 2024, the State had forty-five (45) unrestrained fatalities; in 2026, 85% 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.

FFY2025
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 spends 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 administered by the Wyoming Department of Health 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. Additionally, the "Sheridan Traffic Safety Education" project administered by the Sheridan Police Department will help educate teen drivers on traffic safety. Also, a Teen Driving Education Program will focus on teen drivers throughout the state.

Fatalities by Safety Equipment Use 2024

County	Total Fatalities in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
ALBANY	7	5	0	2	0
BIG HORN	1	0	0	1	0
CAMPBELL	6	2	0	3	1
CARBON	7	2	0	3	2
CONVERSE	7	2	0	5	0
CROOK	1	0	0	0	1
FREMONT	7	1	0	5	1
GOSHEN	1	0	0	1	0
HOT SPRINGS	0	0	0	0	0
JOHNSON	3	2	0	1	0
LARAMIE	10	5	0	4	1
LINCOLN	0	0	0	0	0
NATRONA	5	0	0	5	0
NIOBRARA	0	0	0	0	0
PARK	4	2	0	2	0
PLATTE	2	0	0	2	0
SHERIDAN	3	2	0	1	0
SUBLETTE	0	0	0	0	0
SWEETWATER	4	0	0	4	0
TETON	4	1	0	3	0
UINTA	2	0	0	2	0
WASHAKIE	1	1	0	0	0
WESTON	1	0	0	1	0
TOTAL	76	25	0	45	6



Wyoming Highway Safety Behavioral Grants Program

Occupant Protection Strategic Plan

2026-2028

Mark Gordon, Governor

**Keri Bohlmann
State Highway Safety Engineer
Governor's Representative for Highway Safety**

**Karson James
Highway Safety Behavioral Grants Manager**

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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 criterion 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 3, 2025.

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 2024, the observed seat belt use for vehicle occupants in the state was 73.4%; a decrease from 2023 when seat belt use was observed to be 82.5%.¹ In 2024 Wyoming crash data reports that 59% of motor vehicle fatalities were not wearing a seat belt at the time of the crash. This level is consistent with Wyoming crash data from the previous five (5) years of 56%.

Fatalities by Safety Equipment Use 2020 – 2024

Year	Total Fatalities in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2020	98	45	3	46	4
2021	77	26	2	46	3
2022	102	27	2	65	8
2023	110	45	1	59	5
2024	76	25	0	45	6
Total	463	168	8	261	26

Data from 2020-2024 also reports that nearly 35% percent of serious injury crashes involved a person not wearing a seat belt at the time of the crash.

Suspected Serious Injuries by Safety Equipment Use 2020 – 2024

Year	Serious Injuries in Vehicles	Restraint Properly Used	Restraint Misused	Restraint Not Used	Restraint Unknown
2020	323	189	5	106	23
2021	259	211	0	128	20
2022	346	200	6	120	20
2023	347	209	6	113	19
2024	329	191	1	122	15
Total	1,704	1,000	18	589	97

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%.²

Data regarding seat belt usage only includes drivers and passengers of motor vehicles normally equipped with seat belts. It excludes the following vehicle types where seatbelts are not usually available: motorcycles, farm equipment, construction vehicles, snowmobiles, all-terrain vehicles, multipurpose vehicles, and low speed vehicles. "Not Used" also includes "Not Available" which may apply for older vehicle models.

1 2024 Wyoming Statewide Seatbelt Survey Data Analysis. Accessed 05/27/2025 at https://www.dot.state.wy.us/home/dot_safety/behavioral-grants.html

2 National Highway Traffic Safety Administration. Accessed 05/27/2025 at <https://www.nhtsa.gov/vehicle-safety/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 ten (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 Triennial Highway Safety Plan. For FY2024- 2026 see below:

Core Performance Measures (FARS Data used when available unless marked as State Data)		Target 2024 -2026
C-1	Number of Traffic Fatalities (FARS)	134
C-2	Number of Serious Injuries in Traffic Crashes (State)	481
C-3	Fatalities / VMT (FARS, FHWA)	1.46
C-4	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	61
B1	Observed seat belt use rate for passenger vehicles, front seat outboard occupants	81.1

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 and allows funding resources to be allocated to the most prevalent locations and 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.

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 applications 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 Annual Grant Application 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 FY2024 – FY2026 Triennial Highway Safety Plan, FY2024 Annual Grant Application and FY2025 Annual Grant Application for a comprehensive list of projects funded at 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 for maximum technician availability. 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.

- I. Observed Seat Belt Survey** - Conduct an annual Observed Seat Belt Surveys to gauge 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 Behavioral Grants Office 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, strategizing efforts to reduce the incidence of unbelted vehicle occupants, while identifying priority issues and prevention strategies related to occupant protection. The membership consists of:

- Keri Bohlmann - State Highway Safety Engineer, Governor's Representative for Highway Safety
- Karson James – Manager, WYDOT Highway Safety Behavioral Grants Program and Wyoming Occupant Protection Coordinator
- Sara DiRienzo – Governor's Policy Analyst for WYDOT
- Noel Cooper – Injury Prevention Resources Executive Director
- Megan O'Toole – Ladder Ranch
- Janet Dunn - SADD
- Jeremy Beck - Wyoming Highway Patrol
- Alex Farkas - Public Information Officer, Cheyenne Police Department
- Jeff Grant – Wyoming Department of Health
- Kevin Hawley - Managing Director, Wyoming Trucking Association
- Vacant - Public Involvement Specialist, WYDOT Public Affairs
- Pete Abrams – Wyoming Law Enforcement Liaison

- Victoria Ingerle - Safe Kids Coordinator, Cheyenne Regional Medical Center
- Rachel Nuss - Community Prevention Unit Manager, Wyoming Department of Health Public Health Division
- Allen Thompson- Executive Director, Wyoming Association of Sheriffs and Chiefs of Police
- Sgt. Travis Bingham, Sublette County Sheriff's Office
- Cody Beers - Public Relations Specialist, WYDOT

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 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.

WYOMING

Traffic Records Strategic Plan

For the Federal Fiscal Year 2025

November 08, 2024



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Approval Signatures



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



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

Revision History

Date	Revision By	Status
20241108	JGM	Consolidated feedback from document review
202410	JGM	Consolidated the results of the TRSP Review Meetings for the FY26 version.

Introduction

Wyoming continues to make large strides in the Traffic Records System and is on par with many other states across the nation. Several areas have received significant investments that are already starting to pay off, such as in Injury Surveillance. Other areas – like Crash, Driver, and Vehicle – are in the process of rebuilding with major changes in the system software used in those areas.

However, the need for improvement effort continues. There are areas where data sharing and integration improvements are desired, where the data quality can be improved, and where accessibility is not yet as easy as it should be. 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.

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

Statutory Requirements for a Traffic Records Strategic Plan

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

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

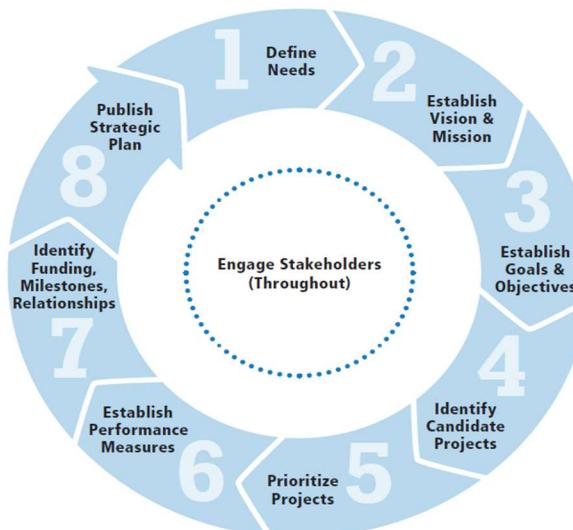
identified, prioritize activities, identify performance-based measures, and describe how grant funds are going to be used to address the needs and goals identified in the strategic plan.

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

Background of the Traffic Records Strategic Plan

Each cycle of update to the Traffic Records Strategic Plan has involved the process shown below, generally following the recommendations provided by NHTSA. The steps involved include:

- 1) Defining how the traffic safety needs have evolved since the previous published plan
- 2) Establishing how those Wyoming traffic safety needs can best be met by strategic traffic records improvements,
- 3) Establishing goals and objectives for traffic records improvements that would be desired,
- 4) Identifying candidate traffic records projects or initiatives that would help contribute to achieving those desired improvements,
- 5) Prioritizing the candidate projects, based on the desired outcomes, the feasibility, and outside factors (including alignment with other operational priorities of the TRCC participants),
- 6) Identifying potential performance measures to track how well the projects contribute to the desired traffic records improvements, and
- 7) Consolidating the results into the overall Traffic Records Strategic Plan which is then reviewed and approved by the TRCC.



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 membership and governance as well as a brief description of the system in Wyoming.

Traffic Records System Overviews

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

For each traffic records system area, there are the following points:

- The recommendations from the most recent Traffic Records Assessment, along with the State's response,
- The summary considerations of the most recent Traffic Records Assessment, along with the State's response,
- A brief overview of the dependencies the system has on other traffic records systems,
- The strategic goals that were identified going forward for the system,
- The potential initiatives and projects that would help the State achieve the desired goals, and
- The potential performance measures that could help track the level to which the desired improvements are being achieved.

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.

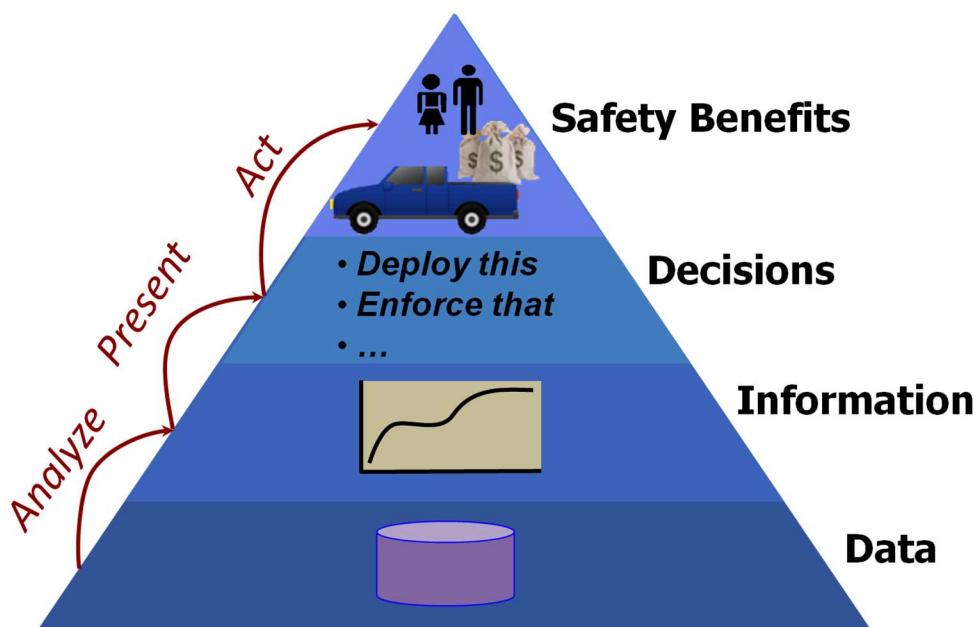


Figure 1. Traffic Records Data Pyramid

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 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.

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 & Roles 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.
- **Traffic Records Project Manager** — that coordinates efforts with the WyTRCC agencies involved in executing cross-agency projects.
- **Statewide Law Enforcement Liaison** — that coordinates efforts with the law enforcement agencies that enforce traffic laws and regulations at the local level.
- **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.
- **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.
- **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.

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	Wes Roberts	Judicial Outreach Liaison	WYDOT	Citation
Program	Tom Pritchard	Highway Patrol	WYDOT	Citation
Technical	Pete Abrams	Law Enforcement Liaison	WYDOT	Crash, Citation
Program	Misty Zimmerman	Driver Services	WYDOT	Driver
Technical	Renee Kocina	Driver Services	WYDOT	Driver
Program	Deborah Lopez	Motor Vehicle	WYDOT	Vehicle

Level	Name	Program	Agency	System
Program	Aaron Koehler	Office of Emergency Medical Services	WDH	Injury
Technical	Jay Ostby	Office of Emergency Medical Services	WDH	Injury
Technical	Elaine Volin	Office of Emergency Medical Services, Trauma Program	WDH	Injury
Program	Jeffery Mellor	Traffic Operations	WYDOT	Crash, Roadway
Technical	Andrew Bartell	Traffic Operations	WYDOT	Roadway
Program	Keri Bohlmann	Highway Safety	WYDOT	Crash
Technical	Stacey Gierisch (WYTRCC Secretary)	Highway Safety	WYDOT	Crash
Technical	Lori Davis	Highway Safety	WYDOT	Crash
Technical	Rachael Pivik	Planning	WYDOT	Roadway
Program	Dan Tolman	IT	WYDOT	Various
Program	Karson James	Highway Safety	WYDOT	Various
Technical	Stephanie Lucero	Highway Safety	WYDOT	Crash
Technical	Joe McCarthy	Traffic Records Project Manager	WYDOT	Various

The various Wyoming traffic records systems are described in the traffic records system sections below. A few auxiliary datasets are also maintained by WYDOT HWS including: Some additional records related to traffic safety analysis also exist and are managed by WYDOT HWS, including:

- Crash factors,
- Crash Involved factors,
- Crash geo-locations,
- School locations and education levels,
- Holidays, and
- Alcohol Establishment locations and type.

Assessment Recommendations and Considerations

The recommendations and considerations listed under each traffic records systems were given to Wyoming in the most recent assessment (dated December 12, 2019).

Along with each recommendation and consideration, Wyoming's response regarding how the State intends to address them 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.

Wyoming Traffic Records Systems

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.
 - State Response: The State continues to encourage participation in the WyTRCC. In fact, Wyoming has recently hired a Judicial Outreach Liaison, who is active in representing the judicial area at the WyTRCC and for this Traffic Records Strategic Plan.
- 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.
 - State Response: Several performance measures have been identified in this plan for consideration in each core data system.

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.
 - State Response: Potential performance measures have been identified for all systems, and will be considered for implementation based on which initiatives can be undertaken given program and department priorities, funding, etc.

Crash

System Overview

The primary source of crash data is the WECRS Shadow database, consolidated from the crashes reported by law enforcement via the statewide electronic crash reporting system (known as "Report Beam"). This database is instantiated on WYDOT Oracle servers, and is kept synchronized with the vendor's database via daily updates.

The custodian for this data is the Highway Safety (HWS) program at WYDOT.

This system is currently undergoing a major upgrade with the procurement of a new statewide crash reporting system. At this time, the final contract has been signed, and the project kickoff is scheduled.

TRA Recommendations

Recommendation(s)	State position
Crash-1: 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 high priority as it affects so many departments and programs. The State has made major efforts in this direction previously, and the State will continue building on that foundation.
Crash-2: Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Wyoming considers this high 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.
 - State Response: This is a goal of the new crash reporting system, to eventually link with the driver and vehicle systems to reduce manual data entry of the related fields.
- 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.
 - State Response: Already, several crash performance measures have been developed and presented to the TRCC on a regular basis.
- Continue to integrate the crash data system with the emergency medical systems data. This will enhance injury data quality and support the crash system.
 - State Response: This is being done on the injury surveillance side of the integration. A further integration (through location and date, and perhaps more directly) is being pursued.

Dependencies on other Traffic Record areas

The Crash Data System depends on other Traffic Records areas, and these dependencies and needs. It will be important to prioritize and coordinate these dependencies with the other areas:

- Roadway Data System for ALRS updates (timeliness, completion, integration)
- Roadway Data System for roadway features evolution (completion, timeliness, integration)

- Driver Data System for driver characteristics (integration)
- Vehicle Data System for vehicle characteristics (integration)

Strategic Goals

1. Overall
 - 2025: Complete the overall transition of the crash data and analysis system to the ALRS to ensure consistency throughout the crash data system, and indeed throughout the roadway network data.
 - 2025: Deploy the new crash reporting system, which will address several specific goals below.
 - 2026: Expand the linkage between crash data collect and crash data QC to the new RIS replacement.
 - 2026: Pursue enhancements to the QA/QC capabilities for improved coverage, better reporting of issues, and quicker resolution of issues.
 - 2027: Improve crash location, updating to the new system, the new LRS, and to further streamline officer crash location.
 - 2026: Improve toxicology results linkage, in conjunction with the State's DSFR initiative.
 - 2027: Identify accessibility needs experienced by safety analysts, safety partners, and the public to the crash data, the crash analysis capabilities, and the crash reporting capabilities.
2. Timeliness
 - 2026: Reduce the time needed to release each year's worth of crash data to a maximum of four months (complete by April 30 of the following year).
 - 2027: Reduce the number of submit/rejection/resubmit cycles by officers.
3. Completeness
 - 2025: Add the alcohol and drug test results to the crash data.
 - 2026: Get better data regarding the level of distracted driving.
 - 2026: Ensure that the State has received reports for all reportable crashes.
4. Accuracy
 - 2026: Reduce count of empty/unknown fields, especially for critical elements.
 - 2026: Address compatibility across the crash data system relative to the underlying Linear Reference System, intersection inventory, roadway names, and other department conventions.
 - 2027: Improve location accuracy as captured by the officer.
 - 2027: Improve accurate capture of direction of travel / vehicle maneuver (and consistent with location).
 - 2028: Improve accuracy of the captured data regarding restraint and distraction.
 - 2028: Improve consistency between data fields, the narrative, and the diagram regarding the crash.
5. Uniformity
 - 2025: Where applicable, update MMUCC compliance.
6. Integration
 - 2026: Improved vehicle and driver data when completing crash reports.

- 2027: Consistency between crash and other traffic records systems (Roadway, Driver, Vehicle, Citation, Injury Surveillance).
- 2027: Be able to perform crash/citation integrated studies (e.g., vehicle safety related citations).
- 2027: Improve integration between crash and injury surveillance.

7. Accessibility

- 2026: Improve ability of partners to access crash data. Partners include Driver Services, EMS, DOH, Law enforcement, and LTAP, traffic engineers.
- 2027: Improve the public's access to crash data.

Potential Initiatives/Projects

1. Timeliness

- Continue to track and communicate regarding the officer/supervisor time to submit.
- Create additional measurement points along the overall crash data submittal process.
- Improve efficiency / timeliness of the Crash QC/QA process & tools for vetting the crash data.
- Add the ability to check the agency crash database for crash reports that are “stuck” and not yet submitted to the State.
- Obtain and apply drug/alcohol results quicker.

2. Completeness

- Provide officer training and support regarding reportable crashes.
- Collect report feedback to identify challenges to reporting crashes.
- Work with DCI and other labs to obtain test results directly by the State.
- Integrate with the DSFR (statewide reporting on impaired driver arrests and citations) which is moving towards electronic test results.
- Integrate with Injury Surveillance (to identify possible missing crash reports corresponding to crash-related injuries reported by the hospitals).
- Prepare for possible future state legislative changes to the definition of reportable crash.

3. Accuracy

- Upgrade the map-based crash location data collection capability to better guide officer location entry.
- Ensure consistency of LRS through the crash system (from map-based crash location entry through crash location analysis).
- Improve the QC capability regarding crash locations.
- Provide and adapt officer and staff training.
- Reporting back to agency/officer of accuracy concerns.
- Possibly have “unofficial” suspected distracted (and possibly other fields) that allow the officer to capture suspected contributing factors without being put *on the record*.
- Pursue tools that could help the officer generate consistent narrative and diagram relative to the data fields (to spot and correct inconsistencies)
- Pursue tools to QC check the consistency between the data fields, narrative, and diagram.

4. Uniformity

- Obtain current measure of MMUCC (6) compliance to get an up-to-date baseline
- Obtain a measure of MMUCC (6) compliance after new crash reporting system goes live.
- Document any incremental changes made over time that improve MMUCC compliance.

5. Integration

- Expand use of map-based incident location.
- Expand linkages between crash and the different traffic record systems.
- Expand linkage at the crash reporting level to (national) vehicle and driver data.
- Converge on key data elements such as VIN, Driver names, citation charges, etc.

6. Accessibility

- Expand the capabilities of the crash data dashboard.
- Expand the generated report capabilities.
- Expand access to the safety portal capabilities (based on need/role).
- Expand data linkage available to partners.
- Survey of crash data user needs / satisfaction.

Data System Performance Measures of Interest

Over time, Wyoming will adapt the most important (and most practical) performance measures to put in place over time. Having performance measures helps to drive improvement, and allows WY to report the improvements to NHTSA for credit.

Those measures with TBD in the target column are identified as “for consideration, if and when appropriate.”

Attribute	Measure	Model	Target #
Timeliness	% reports in DB within 10 days of crash	C-T-2	80%
Timeliness	Days past Jan 1 for the vetting of the annual crash data	C-T-1	Apr 30 of following year
Timeliness	The number of submit/reject/resubmit cycles	TBD	TBD
Accuracy	% reports consistent locations; lat/long and Route/milepost are consistent. (Ensure non-off-road, crashes are located near to the roadway or where the vehicle left the road; not where it ended up.)	C-A-1	TBD
Accuracy	% reports without inconsistency in direction of travel, vehicle maneuver (and perhaps roadway alignment)	C-A-1	TBD
Accuracy	% reports with inconsistent data in critical elements	C-A-1	TBD
Accuracy	% reports with inconsistent information in data fields, narrative, diagram)	C-A-1	TBD
Accuracy	% WY (national?) License plate #'s that match vehicle record	C-A-2	TBD
Accuracy	% WY (national?) Drivers that link to driver record (through DL#, Name, DOB)	C-A-2	TBD
Completeness	% reports with no missing critical elements	C-C-1	TBD

Attribute	Measure	Model	Target #
Completeness	% of reports with alcohol/drug test that include the results (within a time period)	TBD	TBD
Completeness	Percent of crash reports that are fatal (This helps measure indirectly whether non-fatal crashes, especially PDO are being reported)	TBD	TBD
Uniformity	# MMUCC Rev 6 compliant data elements in or linked to the crash database	C-U-1	TBD
Integration	% of crash reports with driver data auto-populated	TBD	TBD
Integration	% of crash reports with vehicle data auto-populated	TBD	TBD
Integration	Number of MIRE / Non-MIRE elements linked with crash data by location	C-I-1	TBD
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

Vehicle

System Overview

The custodian of the Motor Vehicle data system is the Motor Vehicle Services program at WYDOT.

The primary source of Vehicle data has historically the RIS application, but that outdated mainframe application is being replaced with a new, much more flexible and maintainable system MAX.

The transition to MAX will take place in two steps, with the first step being a temporary WYDOT internal Oracle APEX stop-gap system starting in summer 2025.

NOTE: It is not certain that funding for moving titles and registration to the new MAX system, so that may be delayed past 2025.

TRA Recommendations

<p>Vehicle-1: Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>The State has given this high priority.</p> <p>The new Oracle APEX will provide much more support for quality control, both through the implementation of the various procedure workflows as well as QC queries.</p>
<p>Vehicle-2: Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>The State has given this high priority.</p> <p>An interface had already been put in place between the crash data and the Oracle copy of the vehicle data. With the Oracle APEX – and the new Crash system – both currently being implemented by WYDOT, these two systems will be more tightly integrated.</p>
<p>Vehicle-3: Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>The State has given this high priority.</p> <p>In the context of the implementation of the Oracle APEX (to replace the outdated RIS system), significant emphasis was placed on documenting and developing streamlined process flows to serve as the foundation for the new system.</p>

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.
 - State response: A number of potential performance measures have been identified in

- 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.
 - State response: In the context of the new Oracle APEX system, much effort is being made to determine and optimize the process flows. Once the system implementation is completed, a review can be done to find further optimizations.
- 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
 - State response: The State will continue to encourage the counties (who have autonomy on this topic) to adopt a standard format, including a scannable barcode on the registration.

Dependencies on other Traffic Record areas

There is a key dependency between Driver and Vehicle Data Systems is the ability to share a common record for the owner of a vehicle when the owner is an individual. Typically the individual will be in both the driver and vehicle system.

A critical dependency for the Vehicle data is on the counties, where efforts are underway in two key areas of improvement: A) for them to collect a driver's license number for the driver/owner, and B) to add scannable barcodes to the vehicle registrations.

The Vehicle Data System depends on Crash for indication of vehicles being involved in crashes

Strategic Goals

1. Overall
 - Wyoming would like to see overall improved workflow and data flow for the Vehicle data system, along with some improvements in the interconnection with the counties.
2. Timeliness
 - Improve the timeliness of updates to Vehicle records following a change of status of the vehicle (involvement in a crash, transfer of title, etc..)
3. Completeness & Accuracy
 - Reduce missing *critical elements* and errors in *critical elements* in general
 - Reduce missing *critical elements* and errors in *critical elements* in commercial motor vehicles in particular.
 - Convince counties to implement bar codes on vehicle registrations
4. Uniformity
 - Generally, follow the applicable NMVTIS and AAMVA standards.
 - Standardize as much as possible the way title and registrations print to consistency across the state (and to facilitate optical character recognition of the documents).
5. Integration
 - Improve the completeness and accuracy (and efficiency) of vehicle data collection in crash reports.
 - Support integrated crash/vehicle studies, including vehicle data for "exposure."
6. Accessibility
 - Ensure that valid users have access to the appropriate Vehicle records.

Ensure that users have access to appropriate Vehicle summary data

Potential Initiatives/Projects

1. Overall
 - Work with the counties to collect a driver's license number when they process titles and/or registrations.
 - Complete the transition of the vehicle system from the outdated RIS application to the stop-gap APEX application, and through to the new MAX system.
 - Create the linkage between Driver and Vehicle data (through common elements such as driver and owner personal identifiers).
2. Timeliness
 - Link to the crash system for notification of a crash involving a vehicle.
 - Improve the data flow from the counties to the state.
3. Completeness & Accuracy
 - Work with the counties to include standard, consistent edit checks at data entry, especially for the most important elements.
 - Continue working to convince counties to implement bar codes on vehicle registrations.
 - With the completion of the new Oracle APEX, continue to improve appropriate QC checks to monitor trends, especially regarding apportioned motor vehicles and *critical elements*.
4. Uniformity
 - The State is working with the County Clerks to standardize the font, and fields that are printed on the title.
 - The State is also working to get the County Treasurers to standardize how they print the plate number on the registration paperwork.
5. Integration
 - Support WACRS links to vehicle data systems for populating / validating crash data elements.
 - Allow Crash analysis access to non-identifiable vehicle data for comparative studies (like % of crashes resulting in injuries or fatalities involving different kinds of vehicles).
6. Accessibility
 - Implement a system to provide query access to appropriate users to appropriate data records.
 - Implement a dashboard access to appropriate general summary data.

Data System Performance Measures of Interest

Attribute	Measure	Model	Target #
Timeliness	The median or mean number of days from (a) the date of a critical status change in a vehicle status (e.g., a vehicle sold to a different owner) to (b) the date the status change is entered into the database (e.g., the owner data updated).	V-T-1	TBD

Attribute	Measure	Model	Target #
Accuracy	The percentage of records with no errors in <i>critical</i> data elements.	V-A-1	TBD
Completeness	The percentage of records with no missing <i>critical</i> data elements.	V-C-1	TBD
Uniformity	TBD		
Integration	TBD		
Accessibility	TBD		

Driver

System Overview

The custodian of the Driver Data System, including the driver history record, is the Driver Services program at WYDOT.

The primary source of Driver data has historically been the RIS application, but that outdated mainframe application is being replaced with a new, much more flexible and maintainable system MAX. (The anticipated completion date is summer 2025.)

In the meantime, a synchronized shadow database is maintained at WYDOT for use with linking with other data (e.g., the crash data system), and for ad-hoc reporting.

TRA Recommendations

Recommendation(s)	State position
Driver-1: Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The State has given this high priority. In the context of the implementation of the MAX platform (to replace the outdated RIS system), significant emphasis was placed on developing a comprehensive Data Dictionary to serve as the foundation for the new system.
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.	The State has given this high priority. The new MAX platform provides much more support for quality control, both through the implementation of the various procedure workflows as well as QC queries.
Driver-3: Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The State has given this high priority. An interface had already been put in place between the crash data and the Oracle copy of the driver data. With the new MAX system (and with the new Crash system also being implemented by WYDOT) the intent is for the two systems to be more tightly integrated.

TRA Considerations

- Improve effectiveness of facial recognition program by increasing 1:1 match to 1: many match.
 - State response: Legislative changes would be needed to allow this to be implemented. 1:Many facial recognition will not be included in the Go-Live of the MAX system.
- Work with the courts to increase electronic submission of all convictions. This would increase the timeliness, completeness and accuracy of data on diver record.
 - State response: This is receiving high priority.
- Work towards linkage to crash data system which would allow for all crash data to post to driver record.

- State response: The linkage between the new crash system (WACRS) and the new Driver system (MAX) will be pursued with high priority once the two systems are in place.
- Establish performance measures for timeliness, accuracy, completeness, uniformity, integration and accessibility
 - State response: The State is giving increased emphasis to not only having performance measures for many of the data quality aspects, but also in providing regular reports out to the data collectors, including law enforcement.

Dependencies on other Traffic Record areas

There is a key dependency between Driver and Vehicle Data Systems is the ability to share a common record for the owner of a vehicle when the owner is an individual. Typically the individual will be in both the driver and vehicle systems, and the person validation capabilities of the driver data system will help ensure proper identification and elimination of redundant records.

The Driver Data System depends highly on Citation & Adjudication for updating driver records, on Crash for indication of crash occurring, and for insurance check results, and other states for checking driver registrations in more than one state.

Strategic Goals

1. Overall
 - Wyoming would like to see overall improved workflow and data flow for the Driver data system.
 - Wyoming would like to see major improvements in the work flow and quality of driver-related records (DSFR, citations, and crashes) going to Driver Services.
2. Timeliness
 - Improve the timeliness of updates to Driver records following a crash, DSFR, or driving related citation.
3. Completeness & Accuracy
 - Reduce errors and missing data in *critical elements* in general.
 - Reduce errors and missing data in CDL drivers in particular.
4. Uniformity
 - Generally, follow best practices regarding AAMVA and the National Driver Register Driver Pointer System.
5. Integration
 - Improve the completeness and accuracy (and efficiency) of driver data collection in crash reports.
 - Ensure Driver Services has DSFR (including test results) data needed to update driver records.
 - Ensure Driver Services has citation & adjudication data needed to update driver records.
 - Support integrated crash/driver studies, including driver data for “exposure.”
6. Accessibility
 - Ensure that valid users have access to the appropriate Driver records.

- Ensure that users have access to appropriate Driver summary data.

Potential Initiatives/Projects

1. Overall
 - Complete the implementation of the MAX system (replacing the outdated RIS), including the linkage between Driver and Vehicle data (through common elements such as driver and owner personal identifiers).
 - Wyoming would like to see both the DSFR and citations to go electronic end-to-end.
2. Timeliness
 - Link to the crash system for notification of a crash involving the driver.
 - Implement the electronic DSFR system that is currently being pursued.
 - Link to electronic citation systems being implemented by law enforcement agencies
3. Completeness
 - With the completion of the new MAX system, continue to improve the edit checks for data entry, and especially for CDL Drivers.
 - Develop as appropriate QC checks to monitor trends, especially regarding CDL drivers *critical elements*.
4. Uniformity
 - No specific action identified.
5. Integration
 - Support WACRS links to driver data systems for populating / validating crash data elements
 - Provide validated Driver Services users access to DSFR data (including test results)
 - Provide validated Driver Services users access to original citation data and adjudication data (either a centralized warehouse, or through law enforcement agencies).
 - Allow Crash analysis access to non-identifiable Driver data for comparative studies (like % of drivers of certain age group involved in crashes).
6. Accessibility
 - Implement a system to provide query access to appropriate users to appropriate data records.
 - Implement a dashboard access to appropriate general summary data.

Data System Performance Measures of Interest

Attribute	Measure	Model	Target #
Timeliness	The mean number of days from (a) the completion by an officer of a DSFR to (b) the entry of the data into the Driver database.	D-T-1	TBD
Timeliness	The mean number of days from (a) the test results being available for a DSFR to (b) the update of the data into the Driver database.	D-T-1	TBD
Timeliness	The mean number of days from (a) the adjudication of a traffic related citation to (b) the update of the data into the Driver database.	D-T-2	TBD

Attribute	Measure	Model	Target #
Accuracy	The percentage of records with no errors in <i>critical</i> data elements.	D-A-1	TBD
Completeness	The percentage of records with no missing <i>critical</i> data elements.	D-C-1	TBD
Uniformity	TBD		TBD
Integration	The percentage of records in the driver database for which the test results are updated through linkage to the DSFR system.	D-I-1	TBD
Accessibility	TBD		TBD

Roadway

Overview

The State has just completed a major update of the Linear Referencing System, from the previous ELRS (“Enterprise LRS”) to a new ALRS (“Advanced LRS”). The ALRS addresses a number of challenges associated with the previous implementation, and has been available and maintained for a couple of years already.

Various programs at WYDOT, including Planning, Traffic Operations, Highway Safety, and Materials are the custodians for various elements of the Roadway Data System. Most, but not all owners/managers of linear data, have transitioned to the new ALS, and many of roadway features are now housed – along with the ALRS – in Roads & Highways, which presents a number of advantages for WYDOT.

The biggest challenge at this point is to help all the LRS users transition from the ELRS to the new ALRS. Some roadway data elements reside in the following systems, not all of which have transitioned to the ALRS:

- Agile Assets
- Safety Portal
- Various applications (e.g., approaches)

Another challenge is that some roadway feature data comes from sources outside of WYDOT, for example from counties and other agencies. The collaboration with the local agencies is a mixed bag, with some agencies being much more cooperative and collaborative than others.

Independent of where the data elements are managed, most of the roadway datasets are also accessible in the SPOD Oracle schema at WYDOT, to facilitate access for database access use (integrated queries, etc.). Many of the data elements are also accessible through the SPOD application, which also includes some metadata about each element.

Dependencies

WYDOT is not responsible for the construction and maintenance of **all** public roadways, as that is shared with other agencies – counties, cities, reservations, parks, etc. However, WYDOT is responsible for reporting some data to the national level (through HPMS, for example).

The main features that depend on local entities are Functional Class and Ownership.

TRA Recommendations

Recommendation(s)	State position
Roadway-1: Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	State Priority to meeting this recommendation: High Work continues to ensure that roadway data elements are MIRE compliant and the FDE requirements are met.
Roadway-2: Improve the data quality control program for the Roadway data system to reflect	State Priority to meeting this recommendation: High

Recommendation(s)	State position
best practices identified in the Traffic Records Program Assessment Advisory.	Several quality projects have been initiated, planned, or considered to address various aspects of the roadway data system. Transitioning all roadway data elements to the ALRS is the most important goal for WYDOT
Roadway-3: Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory	State Priority to meeting this recommendation: Medium Improve information regarding when the data was collected / when it was changed (how old the data is)

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.

Strategic Goals

1. Overall
 - NOTE: The ALRS is the strategic platform for linear location based integration.
 - Transition all WYDOT roadway data users to the ALRS.
2. Timeliness
 - Meet consistently the January date for ALRS line work.
 - Meet constantly the June 15 submittal date for HPMS data.
 - Address issues with the ALRS in a timely manner to meet the needs of the users.
3. Completeness
 - Meet user needs regarding which roadway data are available.
 - Meet user needs regarding the network coverage of the roadway data that are available.
 - Meet the federal MIRE FDE Requirements in terms of elements and network coverage.
4. Accuracy
 - Improve the accuracy (consistency, correctness) of the roadway data elements, with emphasis on those that are most important to the users.
5. Uniformity
 - Address the MIRE compliance of the roadway data elements, with emphasis on those that are most important to the users.
6. Integration
 - Ensure that the various users have ready access to the up-to-date ALRS.

- Transition all data sets to be ALRS compliant for easier integration.
- 7. Accessibility
 - Provide easy access to the ALRS foundation.
 - Provide easy access to the various roadway data elements
 - Provide transparent access to the data, so that users know who to go to for what data, and what they have.

Potential Initiatives/Projects

1. Overall
 - Identify which roadway data elements are most important for the various users.
 - Provide the tools, mechanisms, and support to roadway data users to transition to the ALRS
 - Specifically, support the Milepost LRM to meet the needs of the various users.
 - Consider having a mechanism to provide periodic quality reports to the counties for the data needed from them.
2. Timeliness
 - Put in place a timely and efficient work order system to manage the corrections and enhancements to the ALRS needed by the users.
3. Completeness
 - Identify and prioritize the missing roadway data elements that are most valuable to the users.
 - Identify and prioritize the missing network coverage of the roadway data elements that are most valuable to the users.
 - Clarify what data exists (and calculations are done) for the most important elements; identify and address any gaps with user needs. The initial element to address is AADT.
4. Accuracy
 - Expand the number of roadway data checks in Roads & Highways – especially for those most important data elements – to ensure that user needs are being met; reduce the number of records that fail the checks.
 - Improve the system to allow users to submit issues related to the ALRS or to data sets for correction.
5. Uniformity
 - Update the Functional Classification data set to manage both old and new classifications.
6. Integration
 - Have a mechanism to provide regular annual updates (and ad-hoc for urgent exceptions) of the ALRS to the various users.
 - Transition all data sets to be ALRS compliant for easier integration.
7. Accessibility
 - Release the Intranet Viewer for WYDOT access to the roadway data elements in Roads & Highways.
 - Release the ALRS version of the Maintenance Section Book that is a reference used by many users within WYDOT.

- Put in place a comprehensive metadata system that helps data users can easily find what data exists, where that data can be obtained, and who to contact regarding questions or concerns.,
- Ensure that users can understand the data in each of the roadway data elements (this is often referred to as a *data dictionary*).

Data System Performance Measures of Interest

Attribute	Measure	Model	Target #
Timeliness	TBD	TBD	TBD
Accuracy	Number of Roads & Highways Data Checks in place	R-A-?	TBD
Accuracy	Number of Data Elements with <= 10% of records failing Roads & Highways Data Checks	R-A-?	TBD
Completeness	% of roadway miles with Collected or calculated AADT	R-C-1	85%
Uniformity	Number of Roadway Data Elements that are ALRS compliant	R-U-1	TBD
Integration	Number of Roadway Data Elements (MIRE or Non-MIRE) linked with crash data	C-I-?	TBD
Accessibility	# of roadway data elements available in the SPOD (for WYDOT accessibility)	R-X-1	TBD
Accessibility	# of roadway data elements available on the Web (for external to WYDOT accessibility)	R-X-1	TBD

Citation and Adjudication

System Overview

For traffic records purposes, the citation and adjudication systems covers all the information relevant to traffic records-related citations. In the NHTSA ideal, this data would be collected in a central, statewide repository (and linked to appropriate Federal data systems) so the information can be analyzed by authorized users to improve and promote traffic safety.

In practice, the situation in Wyoming is similar to what is found in other states. The circuit courts operate in conjunction with the state supreme court. They have many things in common, such as supporting electronic citation submittal, having a unique identifier (the docket number).

The municipal courts operate independently, with different charges, though often very heavily leveraged from the state statutes and quite similar between municipalities. Rather few of the municipal courts are equipped to handle electronic citations, and not all of the municipal police departments are equipped to generate electronic citations.

At the Statewide level, the citation number is also a unique number, but is not always used or usable for tracking a citation all the way through the citation and adjudication system.

The DSFR (the generally used name referring to the impaired-driver related form used to capture information regarding implied consent, substance testing requested, and noting the BAC. This specific form is a critical document related to the application of penalties related to impaired driving, and thus is being addressed in addition to the citation and adjudication.

Together both the DSFR and the citation and adjudication systems are important to support traffic safety analysis that identifies trends in citation issuance, prosecution, and case disposition.

Furthermore, linking citation and adjudication data with other systems (e.g., crash and driver) can provide valuable insights into over-representation or variations in effectiveness.

NOTE: The overall citation & adjudication system covers much, much more than traffic-related offenses. For the purposes of the Traffic Records Strategic Plan, the emphasis is on the traffic-related offenses.

TRA Recommendations

Recommendation(s)	State position
Citation-1: Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	High priority for three main points of interest in Wyoming: 1) a comprehensive repository of citations and their adjudication, 2) transitioning to electronic citations, and 3) clarifying and improving the workflow of both citations and DSFR.
Citation-2: Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	High priority: This is fundamental to being able to collect, consolidate, and analyze the data consistently.

Citation-3: Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	High priority, since the quality of the analyses to drive decisions depends on the quality of the underlying data.
Citation-4: Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	High priority, in order to automate the flow of data within the overall citation and adjudication system, as well as to link with other data systems for analysis.

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.

Dependencies on other record systems

The Citation, Adjudication, and DSFR systems depend primarily on the following systems:

- Citation generation by law enforcement officers and agencies. Ideally, citations would be generated electronically.
- Docket management systems used by the various courts
- Driver Services system for handling citations, the DSFR, and the application of penalties, such as interlock, 24-7, suspension, or revocation.

It will be important to prioritize and coordinate between these systems especially regarding the linkages and data flow between them.

Strategic Goals

1. Overall
 - There is high interest in having a comprehensive central repository for “all the data” regarding citations and adjudication (from all jurisdictions, including municipal courts).
 - Improve and automate the workflow of citations from the officer through the agency to Driver Services and the judicial system (various destinations).
 - Improve and automate the workflow of DSFR from the officer through the agency to the labs to Driver Services and other destinations.
 - Ensure Driver Services receives all the DSFR, citation and adjudication for traffic-related offenses.
 - Ensure that law enforcement are able to obtain the final adjudication results for the citations that they submitted, to drive improvements in effectiveness and efficiency.
 - Ensure that the most critical citations and DSFR are processed with the most attention.
2. Timeliness
 - DSFR: Reduce the time before the DSFR is received by Driver Services, especially so that it is in time for them to take the appropriate action.

- DSFR: Reduce the time for the drug/alcohol test results to be delivered to Driver Services and Highway Safety.
- Citation: Reduce the time for a citation to be delivered to Driver Services and to the judicial system, ensuring that any deadlines are met.
- Adjudication: Reduce the time for adjudication results to be delivered to Driver Services, ensuring that any deadlines are met.

3. Completeness

- DSFR: Ensure that Driver Services receives all DSFR and Citations that are relevant to motor vehicle drivers.
- DSFR: Ensure that the test results are complete - obtained and added to the record - (for all appropriate substances).
- Adjudication: Ensure that the adjudication (dismissed, deferred, plead, innocent, guilty, charge change, “pocket 301”, or decision not to prosecute) for every traffic-related citation written and submitted gets filed and delivered to the necessary parties, however they exit the work flow.
- All: Ensure that the electronic system entry has sufficient edit-checks / validation rules to support data completeness.
- All: Ensure every record that is approved and submitted is logged, to serve as the point of comparison for complete transfer to interested parties.

4. Accuracy

- Citations: Ensure that the locations of moving violation is captured accurately for use in comparative studies with crash data.
- Citations: Ensure that the correct workflow is followed given the situation (e.g., repeat offenders, high BAC, etc.)
- DSFR: Ensure that the correct test results are used by Driver services and available for crash studies.
- All: Ensure that the electronic system entry has sufficient edit-checks / validation rules to support data accuracy.

5. Uniformity

- DSFR: Ensure that the standard form is used by all parties.
- Adjudication Ensure that charges for CDL drivers are not downgraded when should not be.

6. Integration

- DSFR: Ensure that Highway Safety is able to link the test results related to crashes to the to crash report (used to determine “alcohol related” and/or “drug related”).

7. Accessibility

- DSFR: Authorized personnel can access the DSFR status, and track summary status for their needs.
- Adjudication: Authorized personnel can access the status of a citation, and track summary status for their needs.

Potential Initiatives/Projects

1. Overall

- Clarify, document and streamline the workflow of citations from the officer through the agency to Driver Services and the judicial system (various destinations).
- Using the workflow documentation, ensure that every outcome path can be checked and tracked.
- Implement a comprehensive set of electronic citation systems, starting at the law enforcement end, and connected through to the judicial system, the Driver Services System, and the other recipients (prosecutors, courts, etc.)
- Clarify and document the DSFR work flow through the system.
- Implement an electronic DSFR system that connects to law enforcement, the applicable labs, Driver Services, and Highway Safety.
- Making sure that the technical capabilities match from the beginning to the end, to address uniformity, completeness, and timeliness.
- Ensure that there is a single shared identifier for a citation to track through process of writing, transfer to Judicial and Driver Services, if charge changed, and resulting adjudication
- Use criteria to identify the most critical citations and DSFR (e.g., high BAC results, CMV drivers, repeat offenders, high-risk offenders); ensure that criteria can be used to trigger the appropriate treatment of the critical citations.
- Provide proper training and documentation of the systems.
- Consider reporting trends and quality issues to the courts; especially the municipal courts.
- Apply overall Quality Assurance approach: identify issues, and then determine the best actions (training, tools, linkage, and automation) to address the issues.

2. Timeliness

- DSFR: Using the electronic system (if/when implemented), implement appropriate mechanism to track timeliness and flag delays.
- Adjudication: Implement a mechanism to track the time from adjudication to when Driver Services receives the adjudication results.

3. Completeness

- DSFR: Using the electronic system (if/when implemented), implement appropriate mechanism to ensure that all records get through the workflow.
- Adjudication: Implement a mechanism to ensure that Driver Services receives the adjudication results of all driver-related citations that are applicable.
- DSFR and Citations: Track historic trends of counts, to be able to quickly detect if the counts suddenly drop off.
- Citations: Have checks that all citations get a disposition filed.

4. Accuracy

- DSFR: Automate the connection between the lab results systems and the DSFR system to reduce potential errors.

5. Uniformity

- DSFR: Encourage all parties to use the electronic system (when/if implemented).

6. Integration

- General: Using the unique identifier, implement a mechanism to ensure that Driver Services receives all DSFR (and citations?) as per the Crash Report.
- Ensure that Driver Services can compare the original charge with the adjudication to check for improper CDL driver changes.
- Citation & Adjudication: Linkage between the agency system, the lab system, the judicial system(s), driver services for operation
- DSFR: Linkage with crash for test results
- Citation & Adjudication and DSFR: Linkage between them (based on citation number and possibly docket number).
- Address the link (if needed) between citation number and docket number.
- Use the citation number (perhaps with docket number) as the Unique ID.

7. Accessibility

- DSFR: Ensure that authorized users are able to access the appropriate records in the central repository (and/or in the various systems).

Data System Performance Measures of Interest

Attribute	Measure	Model	Target #
Timeliness	Mean time between Citation issued and the citation applied to the statewide citation database	C/A-T-1	TBD
Timeliness	Mean time between Citation adjudicated and results applied to the statewide citation database	C/A-T-2	TBD
Accuracy	The percentage of charge disposition records with no errors in critical data elements.	C/A-A-2	TBD
Completeness	The percentage of DSFR records with no missing critical data elements.	C/A-C-1	TBD
Uniformity	% of DSFR records submitted via the electronic system (that have the built-in edit checks for uniformity)	C/A-U	TBD
Integration	The number of agencies whose citations are available in a central location.	C/A-I-?	TBD
Accessibility	TBD		TBD

Injury Surveillance

System Overview

The Wyoming Injury Surveillance system includes connections within the Department of Health between the EMS and Trauma, along with available hospital discharge data. There is also a linkage with lab test results regarding driver impairment, and with crash data from the Department of Transportation.

The EMS records by law are uniform, NEMSIS compliant and the Trauma Registry records follow National Trauma Data Standard from the American College of Surgeons.

TRA Recommendations

Recommendation(s)	State position
ISS-1: Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The state already uses edit checks & validation rules extensively for EMS reports. The EMS run reports data is derived directly from a medical record thus not having errors from dual entry systems.
ISS-2: Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	Wyoming Ambulance Trip Reporting System (WATRS) and trauma registry integration use the nationally recognized UUID linkage system. Additional aspects of data linkage regarding crash and injury, will have further evaluation.

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).
 - State response: Wyoming will identify performance measures for the key improvements that are being pursued.
- 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.
 - State response: Wyoming is planning to introduce a NHTSA sponsored crash dashboard that can then be used as a basis on which to collect feedback.
- Incorporate a means for hospital discharge and emergency department patient severity (Abbreviated Injury Score, Injury Severity Scale) computation and use.
 - State response: In the short term, the injury scoring is solidly addressed between EMS and Trauma Center data. The potential for using Hospital Discharge data can be addressed with further integration with the EMS and when more hospitals are on board with the Wyoming Health Information Exchange (WyHIE).

Potential Dependencies on other Traffic Record areas

The Injury Surveillance Data System depends on other Traffic Records areas, and these dependencies and needs. It will be important to prioritize and coordinate these dependencies with the other areas. The integration of EMS records with the Health Information Exchange is ongoing, though limited in nature.

Wyoming gives high importance to the linkage between EMS/Trauma data with crash reports. This can improve the quality of the injury severity data that is used in analyses and decision-making.

Strategic Goals

1. Overall
 - Wyoming would like to continue to encourage agencies to get on board with the Wyoming Health Information Exchange.
 - The planned information dashboard is intended to meet user needs regarding access to injury- and health-related information.
2. Timeliness
 - Wyoming would like to improve the EMS record timeliness by addressing the outliers (especially for reports that are entered into the system more than 12 hours after the ambulance has returned to service).
3. Completeness
 - Ensure consistency between elements of the EMS report and other interventions.
4. Accuracy
 - Improve the accuracy of incident location of EMS calls in general (and with emphasis for calls related to crashes). This is highly valuable for linking EMS data to other data elements, such as crashes.
 - Improve the completion of the required elements in the EMS reports.
5. Uniformity
 - Reduce the number of outlier data elements being provided by agencies that are not currently compliant with the uniform dataset.
6. Integration
 - Improve linkage to Wyoming's Hospital Information Exchange; bring more hospitals and ambulance services on board.
 - Be able to link any involved person in a crash with corresponding injury information.
7. Accessibility
 - Provide key dashboard information, e.g., average times to respond based on location, and outcomes based on transportation and treatment.
 - Deploy a Crash Dashboard.

Potential Initiatives/Projects

1. Overall
 - Regular reports regarding performance measures and participation will be considered in various areas.
 - A dashboard is planned and will provide both a first stab at providing injury and health data, as well as provide a basis for collecting feedback.

2. Timeliness
 - Develop a report for EMS agencies including timeliness.
 - Track compliance to the rules and regulations regarding EMS data entry.
3. Completeness
 - Identify specific inconsistencies to address and communicate back to the agencies (close the loop, get to fix).
4. Accuracy
 - Pursue a map-based service (such as WIGLS, which is used for crash locations) for collecting accurate information regarding where ambulances have been dispatched.
 - Perform ongoing review of the EMS records for issues, and identify and apply appropriate corrective actions.
5. Uniformity
 - Continue to encourage all agencies to use the state-provided EMS reporting system.
 - Identify mismatches in the validation rules that transform the non-NEMSIS data, and adjust accordingly.
6. Integration
 - Implement UUID linkage between the crash and injury systems.
 - Since participation in the Wyoming Health Information Exchange is voluntary, strive to improve and point out the potential efficiency gains.
7. Accessibility
 - Pursue the network security that would be necessary to deploy a dashboard.
 - Develop and provide targeted training to the data users
 - Leverage the NHTSA crash dashboard concept (as presented at San Diego TRF).

Data System Performance Measures of Interest

Attribute	Measure	Model	Target #
Timeliness	Reduce the percentage of EMS reports that take longer than 12 hours to be entered in the system	I-T-2	TBD
Completeness	Increase the percentage of EMS reports with no missing critical data elements.	I-C-1	TBD
Accuracy	Increase the percentage of EMS reports with accurate locations.	I-A-1	TBD
Uniformity	Decrease percentage of records that have values that are not National Emergency Medical Service Information System (NEMSIS)-compliant.	I-U-1	TBD
Integration	Increase the percentage of applicable EMS records that are linked to crash data (crash & involved person).	I-I-1	TBD
Accessibility	TBD	I-X-1	TBD

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
 - State Response: The diverse nature of the programs and State departments involved makes it difficult to identify a data governance process that applies to all systems and is acceptable to all the different entities involved. Nonetheless, the WyTRCC continues to emphasize data access and integration, and has made significant inroads in these areas.

Next Projects & Actions

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

These “Next Actions & Projects” are selected from the overall list of improvement actions listed in each traffic records system sections.

Each year, the goals in those lists will be reviewed 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** in each traffic records section 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.

State of Wyoming

Traffic Records Systems Performance Measures

*Updated With FY 2025 Results
(in support of the FY 2026 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

1. Crash / Timeliness - Reporting

Active Status: Active

Status of Improvement: Demonstrates 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
2024	1-Apr-23 - 31-Mar-24	9.45	77.1
2025	1-Apr-24 - 31-Mar-25	8.06	80.2

NOTE: Since in 2013, Wyoming has been able to reduce the **average** time between when a crash occurred and when the data was received to a much more acceptable level. Thus, the focus is starting to shift to pay more attention to the "stragglers", and Wyoming has been tracking a different performance measure to get a better indication as to how bad the outliers are.

Performance measure definition

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:

-- Annual timeliness summary (fix dates)

-- RUN IN wecrs_ro

SELECT

ROUND(avg_delay,2)AS avg_delay,

```

    ROUND(LTE_10_count/total_count*100,1) AS pct_under_10_days
FROM
(
    SELECT COUNT(*) AS total_count,
           SUM(lte_10) AS LTE_10_count,
           AVG(delay) AS avg_delay
    FROM(
        SELECT
            datinitialsubmission - crashdatetime AS delay,
            CASE WHEN datinitialsubmission - crashdatetime <=10 THEN 1 ELSE 0
            END AS lte_10
        FROM wecrs.vw_crash A INNER JOIN wecrs.crash_agency B
            ON A.intreportid = B.intreportid
        WHERE datinitialsubmission BETWEEN '01-APR-2024' AND '31-MAR-2025'
        AND chrcrashtype = 'G'
    )
)
;
    
```

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
8.06	80.2

Changes from previous measurement period

- Quarterly reporting to the law enforcement agencies on timeliness continued.



Governor Mark Gordon

State of Wyoming



WYOMING IMPAIRED DRIVING STRATEGIC PLAN

Governor's Council on Impaired Driving - Updated Plan 2024-2026

June 31, 2023

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About the Governor's Council on Impaired Driving

On September 16, 2011, on the anniversary of the tragic Wyoming 8 crash, former Governor Matt Mead signed Executive Order 2011-7 which created a new Council on Impaired Driving. At that time, a need existed for an advisory council to serve as a forum for research, discussion, and planning to reduce the incidence of impaired driving in Wyoming. The goal was to identify priority issues and prevention strategies related to impaired driving, develop plans to implement strategies, implementing the Multi-agency Strategic Plan to Reduce Impaired Driving in Wyoming while recommending content and timing of public awareness and education efforts related to impaired driving, and report to the Governor. The Council members are appointed by the Governor, and are representative of both government, and private sectors.

In 2019, upon taking office, Governor Mark Gordon decided the Council should continue to operate under Executive Order 2011- 7 as a part of his administration. A copy of the order is in appendix A of this plan.

Since the start of the GCID, members and agency liaisons have worked in partnership, making significant investments of time and effort, formulating a cohesive group, helping leverage resources, and promoting change. Established partnerships continue to function in ways that enable the members to broaden the perspectives of others and develop common views for addressing impaired driving issues. The GCID also acts as a multi-disciplinary resource group for the Governor's Office, legislature, local governments, law enforcement, public defenders, prosecutors, judges, and nonprofit groups whose missions include addressing impaired driving issues. The membership and their affiliations are also included in Appendix B. This resource promotes unified and effective strategies conducted through quarterly meetings and planned initiatives. GCID members and agency liaisons represent numerous stakeholders across all demographics and geographic areas of the state.

Executive Summary

Under the direction and contribution of the statewide Governor's Council on Impaired Driving, the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving in Wyoming. The IDSP supplies data on the impaired driving problem in Wyoming, documents ongoing initiatives to address various aspects of the problem and discusses potential new strategies. The critical components of Wyoming's Impaired Driving Strategic Plan follow NHTSA's Highway Safety Program Guideline No. 8 for Impaired Driving.

Despite impressive efforts to reduce traffic-related fatalities and serious injuries in Wyoming over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge. As alcohol related crashes significantly decline, alcohol related *fatalities* have not.

With neighboring states marijuana legalization, increased access to drugs has affected Wyoming. Drug impaired fatalities continue to rise. Polydrug use —the use of two or more substances at the same time— has increased significantly. Recently, the combination of methamphetamine/marijuana became more common than marijuana/alcohol in impaired driving blood tests, see Appendix C.

Data collected in Wyoming over the last ten years clearly shows that Driving Under the Influence (DUI) and Public Intoxication account for the greatest number of custodial arrests. Together these two crimes alone have accounted for an average of 45% of all custodial arrests in the last ten years. In 2021, DUI arrests were 33.4% of all arrests, with an average BAC of .164. Eighteen (18%) of the DUI arrests involved drugs. (WASCOP, 2021)

By any measure, Wyoming ranks statistically higher in the nation for alcohol-impaired driving every year. Analyzing National Census Data and statistics from National Highway Traffic Safety Administration for 2020 to determine the states with the highest rates of drunk driving problems (NHTSA, U.S. DUI Report, 2020):

- Wyoming ranked third in DUI arrests per 100,000 – 642.3
- Wyoming ranked second in in DUI death rate per 100,000 – 10.3, a 22% increase over 2019
- Wyoming ranked third for a DUI Severity Score of - 78.7

2019 Data shows that 100% of Wyoming's impaired fatal crashes had a driver over .15 BAC and had a prior offense (Responsibility.org). In 2021, 34% of DUI offenders had a prior arrest for DUI. These High-Risk Offenders: those with a BAC over .15 and/or a prior offense and/or polysubstance abuser, are a significant focus of this strategic plan.

The criminal justice system must do more to prevent fatalities that involve people who have already been in our legal system, a system that failed to identify them as a future major cause of mortality in Wyoming. Programs such as 24/7, the Impaired Driving Assessment, Interlock devices, treatment courts, and best practice policies can all impact this danger to Wyoming communities.

The new critical components of Wyoming's Impaired Driving Plan are listed below. Historical perspective is contained in the following pages and the GCID's 2021-2023 strategic plan (GCID, 2020).

WYOMING GCID 2024-2026 PRIORITY RECOMMENDATIONS

- I. Program Management and Strategic Planning
 - a. Continue GCID formed by executive order, quarterly meeting project review
 - b. Continue strategic planning conducted through surveys and in-person meetings
 - c. Continue utilizing data and expanding records management
- II. Prevention
 - a. Community-based programs for best practice policy, outreach to specific localities
 - b. Continued partnership with the Wyoming Prevention Action Alliance and county prevention
 - c. Implement and/or partner to provide prevention outreach to school age children.
- III. Criminal Justice System
 - a. Local County DUI Task Forces
 - b. Multi-jurisdictional Task Forces
 - c. Strategies concerning BAC Test refusals
 - d. Support state and local DDACTS implementation
 - e. Support DRE expansion and TSRP Training
 - f. Continued support for enhanced chemical testing and training
 - g. Support additional training for judges and prosecutors
 - h. Continued use of Alcohol and HVE grants
- IV. Communication Program
 - a. Traffic-related and DUI arrest-related data to identify and target specific audiences at specific times to maximize the state's marketing resources.
 - b. Third-party contractor for messaging, website, and social media
 - c. Support Rocky Mountain Prevention and Traffic Safety Summit
 - d. Continued policy maker forums, 24/7 presentations, and wet lab support
- V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
 - a. Statewide 24/7 program implementation
 - b. Support of Treatment/DUI Court expansion
 - c. Expanded use of the Impaired Driving Assessment
 - d. Committee concerning Judicial Training
 - e. Committee concerning Supervision of High-Risk Offenders
- VI. Program Evaluation and Data
 - a. Committee to support the enhancement of Wyoming's record and data systems
 - b. Improve data for managing strategies and personnel, enhance DDACTS use
 - c. Continuation of NGA's and TIRF's 2021 recommendations
 - d. Complete NHTSA's Drug-Impaired Driving Assessment, evaluate results & potential strategies

Program Management and Strategic Planning

Strategic Plan

Wyoming's Governor's Council on Impaired Driving is currently in its twelfth year of existence. The Council's strategic plan builds upon prior assessments and the Council's experience developed over a decade. The Council's Strategic Plan was developed by first assessing Wyoming's current efforts to address the critical components of an effective impaired driving plan and then developing a work plan which would address identified deficiencies and would maintain or enhance successful initiatives.

The development of this strategic plan included a detailed analysis of the following:

1. A review of the 2021 Traffic Injury Research Foundation DWI Dashboard Report on Wyoming.
2. A review of the National Governor's Association 2021 Learning Collaborative Project.
3. A status review and re-evaluation of the priority recommendations that were included in the Governor's Council on Impaired Driving Strategic Plans of 2010, 2014, 2017, and 2020.
4. A status review and re-evaluation of the priority recommendations included in the State of Wyoming – Impaired Driving Assessment that was conducted by NHTSA in 2008.
5. A review and analysis of all available impaired driving related data and statistics.
6. A review of council initiatives to date.
7. A review of contemporary issues or concerns that were not addressed previously.
8. Developing a work plan that included:
 - a. Effective Council initiatives already in progress worth continuation
 - b. A focused effort to develop strategies that will effectively address the concerns of the highest priority.

Program Management

The Governor's Council on Impaired Driving meets every three months to review and evaluate progress on Council initiatives, discuss emerging issues or concerns, and take official action if necessary. The research, discussion, and efforts necessary to implement Council initiatives are accomplished in-between scheduled Council meetings through staff efforts and subcommittee work.

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

Agendas for all Council meetings are set by the Council co-chairs - in collaboration with the Council facilitator, Governor's Policy Advisor, and Highway Safety Office support staff. Council members are also

afforded an opportunity to add items or issues to all meeting agendas. Governor Gordon is kept apprised of the status of all Council initiatives by the Governor's assigned Policy Advisor on Impaired Driving.

Resources

Funding for staff support, Council activities, and implementation of Council initiatives is provided by federal grant funds administered by the Wyoming Department of Transportation – Highway Safety Office. Member agencies or involved stakeholders bear many of the costs, especially administrative and ongoing project financial issues. Member agencies support the concept of financial obligation, with an example being the legislation establishing the 24/7 Sobriety Program in Wyoming mandates that the cost for the testing required to be borne by the convicted DUI offender. Some agencies bear additional costs for drug testing not supported by the dynamics of specific situations.

Data and Records

The Council utilizes several impaired driving-related databases and formulates strategies to address identified concerns. The records section of the Wyoming Department of Transportation provides an updated monthly report to the Council facilitator of the number of Alcohol/Drug/Impaired traffic crashes, as well as the number of injuries and fatalities in each category. The traffic crashes in each category are also tracked by individual counties in the state and graphs are developed to identify problem counties and any notable change in established trends. These crash statistics are reviewed during every scheduled Council quarterly meeting. The Division of Criminal Investigation Toxicology Lab provides quarterly updates on the results of blood search warrants including the amount and types of drugs that are in the results. Council support has been significant in obtaining the training and equipment needed for the lab to succeed.

The Highway Safety Office is continuing efforts to improve the data collection system to build a statewide database of meaningful DUI offender data, especially prior offenders. Efforts are underway to streamline the reporting requirements for processing DUI offenders by using a uniform electronic format for the DUI arrest report and associated documents.

Prevention

The members of the Council understand their goal is to save lives through prevention by finding ways to change the culture and to convey the message that impaired driving is not acceptable in Wyoming. The Council members consider the work to be a public safety concern.

The Council's focus has always been on implementing strategies and programs that are science-based and proven to be effective, using several resources including the NHTSA Countermeasures That Work Guide. The Council supports prevention efforts throughout the state and partners with local prevention specialists and the Wyoming Prevention Action Alliance to develop strategies and implement programs to prevent impaired driving, underage drinking, and binge drinking by adults and juveniles.

The Facilitator sits on the executive committee of the WPAA and was part of the development of their strategic plan. The WPAA supports 24/7 and Taskforce initiatives which provide a venue for additional local substance abuse prevention efforts. The WPAA's partnership has led to two county-based DUI Task Forces. Local initiatives include several SafeRide programs, the newest in Fremont County.

Criminal Justice System

The multidisciplinary nature of the Council's membership facilitates the involvement of key stakeholders in the criminal justice system. This provides close coordination among all components of the criminal justice system in a concerted effort to deter the public from driving while impaired and to reduce recidivism by convicted DUI offenders.

Laws

Wyoming DUI laws define impairment by alcohol and other drugs and treat both offenses similarly. The laws are in conformance with the checklist provided in Highway Safety Program Guideline No. 8.

The Council has worked with the Legislature to improve the Ignition Interlock Program Laws, to strengthen the effectiveness of the 24/7 Sobriety program, and improve blood search warrant issues. Alcohol interlock devise use will improve with the planned new records management system in WYDOT Driver's Services. Significant turnover in Wyoming's legislative body is a recent challenge and much time was dedicated to educating and informing new lawmakers of the history and need for existing DUI law. This effort will continue to be necessary, especially with increased drug-impaired driving issues and the push for marijuana legalization. A primary seat belt law and sobriety checkpoint provision remain a state constitutional challenge.

Enforcement

The Wyoming Highway Office provides grant funding for law enforcement agencies to conduct highly visible and well publicized impaired driving saturation patrols. This funding is critical to enhanced law enforcement efforts and the Impaired Driving and High Visibility Enforcement Grants will remain highly supported by the Council.

The new Fremont County DUI Task Force utilizes this grant funding for enhanced enforcement of local events and is investigating the use of a multi-jurisdictional unit to provide countywide enhanced enforcement in between events. The potential exists for this to be a unit operated daily.

Data-Driven Approaches to Crime and Traffic Safety initiatives are utilized. This training is offered to law enforcement agencies every year. Recently, administrative staff from the Wyoming Highway Patrol received training and utilized the methods during the 2022 Frontier Days event. The agency is looking to expand this use. Other agencies have received training and begun the use of DDACTS.

Law enforcement agencies in the state receive training in DUI enforcement techniques at the basic and advanced levels, Standardized Field Sobriety testing, as well as ongoing ARIDE and DRE training. Advanced training is offered at the annual Rocky Mountain Prevention and Traffic Safety Summit and through the police academy.

Prosecution

Wyoming's Traffic Safety Resource Prosecutor (TSRP) is a member of the Council, and she helps to deliver training and technical assistance to prosecutors and judges throughout the state. This grant-funded position is well established and trains local law enforcement at the police academy and advanced training for veteran officers. The TSRP is a significant contributor to the 'wet lab' and DRE presentations given to the judges.

The Council continues to support solutions to reduce the number of BAC test refusals. Wyoming law allows for a mandatory blood draw when a subject refuses a breath test. Although the law is very clear and limits liability, some barriers still exist within the legal system. About 40% of jurisdictions continue to have issues with blood draws. Many issues are solved through a discussion or minor procedural change as utilizing a contracted phlebotomist and/or room specifically for drawing blood. Agencies with a committed staff and process are successful. More education and outreach need to be done.

A strong partnership between Wyoming Public Health and the Department of Criminal Investigation has resulted in an improved ability for drug and alcohol testing. Equipment and personnel have been dedicated, allowing for superior accurate and timely test results. The large number and complexity of drugged driving incidents in the state have resulted in the purchase of Quadrupole Time of Flight equipment capable of expanding and speeding up drug testing. Plans to cross-train personnel from both agencies will allow uninterrupted testing and the effective use of taxpayer dollars. The Council is highly supportive of efforts to advance chemical testing to meet the current and future demand needed to combat the increase in drugged driving.

Adjudication

Wyoming was successful in enacting legislation governing the conditions of bonds to specifically allow courts to order evaluations necessary to begin substance abuse treatment. The 24/7 program is available as a bond option and is successful at monitoring high-risk offenders. The Impaired Driving Assessment is utilized by Wyoming Probation and Parole and is available to courts as a tool to better identify specific individuals who are most likely to re-offend. IDA training is available virtually and in person at little or no cost. Sheridan County personnel have been trained.

A Judicial training subcommittee was formed in 2021 and was instrumental in identifying the needs of judges and prioritizing items that could be implemented quickly. Presentations on 24/7, intoxication levels, prosecution, and wet labs were provided to the Circuit Court and Municipal Court Judge associations. Treatment Courts now participate in the Rocky Mountain Prevention and Traffic Safety Summit, which provides information for DUI Courts and their implementation. As a result of outreach and education, DUI Court opportunities continue to expand. Providing training opportunities for judges will continue to be part of the Council's strategic plan each year.

Administrative Sanctions and Driver Licensing Programs

Wyoming laws currently provide for administrative sanctions, including the suspension or revocation of an offender's driver's license, graduated driver licensing, zero tolerance, mandating the installation of ignition interlock devices, and participation in the state's 24/7 Sobriety Program. The administrator for Wyoming Department of Transportation Drivers Services, a member of the Council, actively monitors administrative hearings, graduated driver licensing, installation of ignition interlock devices for repeat offenders or first-time offenders with a BAC above .15, and/or institution of 24/7 licensing.

As a result of the complexity of managing the many forms and systems required by law, Drivers Services has implemented its 2020 Wyoming Traffic Records Strategic Plan which provides a framework to improve records management. The division is currently negotiating a contract to hire a vendor to change its reporting and management system.

Communication Program

The Council utilizes a strategic multi-faceted approach for communicating to the public, at-risk populations, and state and community stakeholders aimed at reducing impaired driving, binge drinking by adults and underage drinking. The Highway Safety Office contracts with a marketing firm to develop and deliver a communication plan each year. The Council reviews the plan and provides input on content and messaging, statewide. Campaign creative typically includes audio, digital banners, billboards, gas toppers, window displays, videos, a public website, and social media which are all utilized to target specific populations, based on injury and fatality data.

The Public Affairs division of the Wyoming Department of Transportation also provides impaired driving messaging. The person responsible for this effort, who is a member of the Council, works to ensure that

the state's messaging supports and enhances rather than duplicates the Council's statewide communication efforts, as well as NHTSA's communication efforts.

The Council conducts Policymaker Forums in conjunction with county prevention specialists working on substance abuse issues in their communities. These forums provide an excellent opportunity to provide current data and information about substance abuse, binge and underage drinking, and impaired driving to key community policymakers. The forums are key to implementing new Impaired Driving task forces, such as Fremont and Campbell Counties.

Like policy maker forums, presentations specific to key groups, such as the circuit, district, and municipal court judges, were conducted in the last two years. Some of these presentations included 'wet labs,' to allow new judges exposure to DUI field investigations, including DRE evaluations. Additional presentations were made to other vital partners, such as the Wyoming Association of Sheriffs and Chiefs of Police, the Wyoming Prevention Action Alliance, the Fremont County Association of Governments, the Wyoming County Commissioners Association, and others, to inform a larger stakeholder group of the Council's initiatives and resource capabilities. Programs such as 24/7 and DUI courts have received a positive boost from this outreach. Continuation of this outreach is a positive strategy moving forward.

The Council supports the Rocky Mountain Prevention and Traffic Safety Summit, which provides ongoing training for law enforcement, prosecutors and a partnership just added in 2022, treatment courts. Treatment professionals and Judges who are interested in beginning or receiving continued training for DUI courts now have a regular local avenue for information. The Supreme Court of Wyoming supervises the Circuit Court which handles a vast majority of all DUIs in Wyoming. The Chief Justice of the Supreme Court gave the welcoming message in 2022 and opened new partnerships with these three groups that have an avenue for more expansive collaboration.

Alcohol and Other Drug Misuse – Screening, Assessment, Treatment, and Rehabilitation

Screening and Assessment

By law, persons convicted of impaired driving in Wyoming are currently being administered the Addiction Severity Index assessment to determine whether they have an alcohol or drug abuse problem and whether they need treatment. Those assigned to Probation and Parole are also administered the Impaired Driving Assessment to identify the need for heightened supervision of high-risk reoffending individuals. Expanding the use of the IDA would improve outcomes and help identify individuals for the 24/7 program.

Treatment and Rehabilitation

As of the 2023 Legislative session, the Wyoming Supreme Court will now supervise and receive funding for treatment courts. The Chief Justice of the Supreme Court has made expansion of treatment courts a priority. This administrative improvement now puts the money where the implementation is. Wyoming looks forward to additional treatment options. A strong partnership with law enforcement, prevention and treatment courts continues to be enhanced at the Rocky Mountain Prevention, and Traffic Safety Summit each May.

Monitoring Impaired Drivers

In 2019, 100% of impaired driving fatalities involved a High-Risk Offender, a driver with a prior offense, and a BAC over .15%. The Council has created a subcommittee on the Supervision of High-Risk Offenders. This committee will research and explore all available opportunities for enhancing the supervision of pre- and post-adjudicated DUI offenders. Securing the funding for the level of supervision required has been and will continue to be a priority for the Council.

Wyoming does have a legislatively created Ignition Interlock Program for repeat DUI offenders and first-time offenders with a BAC above 0.15%. Wyoming has established the 24/7 Sobriety Program for persons arrested for impaired driving or any crime with a nexus to drugs or alcohol. The Council identified the statewide implementation of the 24/7 program as having the highest priority in the last strategic plan and continues in this one. COVID-19, a lawsuit initiated by the ACLU, and staffing issues have inhibited the expansion of this program. Changes in key personnel and the recent dismissal of the lawsuit will be fortuitous to this year's efforts. Three additional programs are in the 2024 budget process in their respective counties. A subcommittee has been established to find ways to remove existing barriers to implementation and to convince more counties to implement the program in their communities.

There are some successful DUI Courts in the state, and there have been some recent additions. Overall, the close supervision of most DUI offenders struggles to expand. This inadequacy exists during pre- and post-adjudication. Current staffing levels just do not allow for the close supervision that DUI offenders require. The current changes in treatment court supervision and funding provide a positive outlook. A partnership with the 24/7 program seems logical and is part of the Council initiatives in this plan.

Program Evaluation and Data

In 2021, both the *Traffic Injury Research Foundation DWI Dashboard* and the *National Governor's Association Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving* were utilized to evaluate the Council's plan and objectives. These examinations revealed that many improvements have been accomplished and progress has been made in reducing impaired driving. These efforts resulted in several important outcomes and the identification of new and prevailing opportunities.

- Alcohol Impaired Driving Fatal Crashes decreased 35% from 2015 to 2018
- Alcohol involved Injury Crashes decreased 16% from 2015 to 2018
- Alcohol Impaired Driving arrests decreased 12% from 2015 to 2018

The strengths identified are:

- Leadership of the Council
- Education and Prevention
- Communication and Information Sharing

Identified Opportunities:

- The decline in resources, especially in law enforcement
- Stand alone, legacy data collection
- Practitioner education/turnover primarily for drivers licensing, treatment, probation, education, and advocacy
- Ignition Interlock Program - lack of use, accountability, and loophole regulations
- Consistent enforcement of local alcohol laws and ordinances
- Expansion of the testing capabilities of the Crime Lab
- The 24/7 Sobriety Program Expansion
- Data driven allocation of resources
- Formal convenings of stakeholders to address impaired driving (Task Forces)

As these evaluations are two years old, a review of the list of currently identified planned and in progress strategies shows that the Council has acted on the listed opportunities through collaboration, outreach, and implementation.

To enhance the Council's strategies and improve our response to the continued increase in Drug Impaired Driving, the Council has elected to utilize *NHTSA's Drugged Driving Assessment* to evaluate and identify strategies to reduce impaired fatalities for the 2024-2026 strategic plan.

Appendix A – Governor’s Executive Order 2011-7

MATTHEW H. MEAD
GOVERNOR



STATE CAPITOL
CHEYENNE, WY 82002

Office of the Governor

STATE OF WYOMING EXECUTIVE DEPARTMENT EXECUTIVE ORDER

2011-7

Creating the Governor’s Council on Impaired Driving

WHEREAS, the primary role of government is to protect the health, safety, and welfare of its citizens; and

WHEREAS, impaired driving is a major cause of preventable deaths and injuries to Wyoming citizens; and

WHEREAS, more effective policies and programs to deal with impaired driving issues in order to reduce impaired driving can be developed through ongoing research by a dedicated team; and

WHEREAS, Wyoming’s citizens support and will benefit from a proactive approach to preventing deaths, injuries and costs associated with impaired driving; and

NOW THEREFORE, I, MATTHEW H. MEAD, Governor of the State of Wyoming, hereby order the following:

I. The establishment of the Governor’s Council on Impaired Driving.

II. The Council shall:

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

III. The Council shall include both government and private sector members, who may include representatives from the following entities appointed by the Governor: Department of Transportation (Highway Safety Office, Public Affairs, Support Services), Department of Health (Mental Health and Substance Abuse Services Division, Chemical Testing Laboratory), Department of Revenue (Liquor Division), Department of Family Services, Wyoming Judiciary,

Office of the Attorney General, Wyoming Association of Sheriffs and Chiefs of Police, Wyoming Highway Patrol, Wyoming County and Prosecuting Attorney Association, State Public Defenders Office, Victim Services Division, Safe Communities, Prevention Advocates, Private/Public Substance Abuse Treatment Providers, Peace Officers Standards and Training Commission, County Coroners, Local Government, and the Governor's Office.

IV. Council procedures and staffing shall be as follows:

- A. The Governor shall designate two co-chairs of the Council from the membership.
- B. The Governor shall name a facilitator(s) of the Council. The facilitator shall be responsible for managing the work of the Council, including facilitating meetings, coordinating with the Governor's Office, serving as a spokesperson, and reporting the work of the Council to the Governor.

V. General operations of the Council include:

- A. Necessary funding for the Council shall be provided through eligible federal highway safety grants administered by the Wyoming Department of Transportation, subject to the specific restrictions of said funds by federal law;
- B. Meeting times and places will be determined by the Council co-chairs and facilitator;
- C. Subcommittees may be created within the Council to serve for a specified purpose and period of time;
- D. All state agencies are directed to cooperate with the Council.
- E. The facilitator shall receive compensation or benefits for his or her service; the other Council members are entitled to standard reimbursement of costs such as per diem and mileage;
- F. Members, including the facilitator, shall abide by the specific lobbying restrictions imposed by the use of funds from the National Highway Traffic Safety Administration.

Given under my hand and the Executive Seal of the State of Wyoming on this 16 day of September, 2011.



A blue ink signature of Matthew H. Mead, Governor of Wyoming.

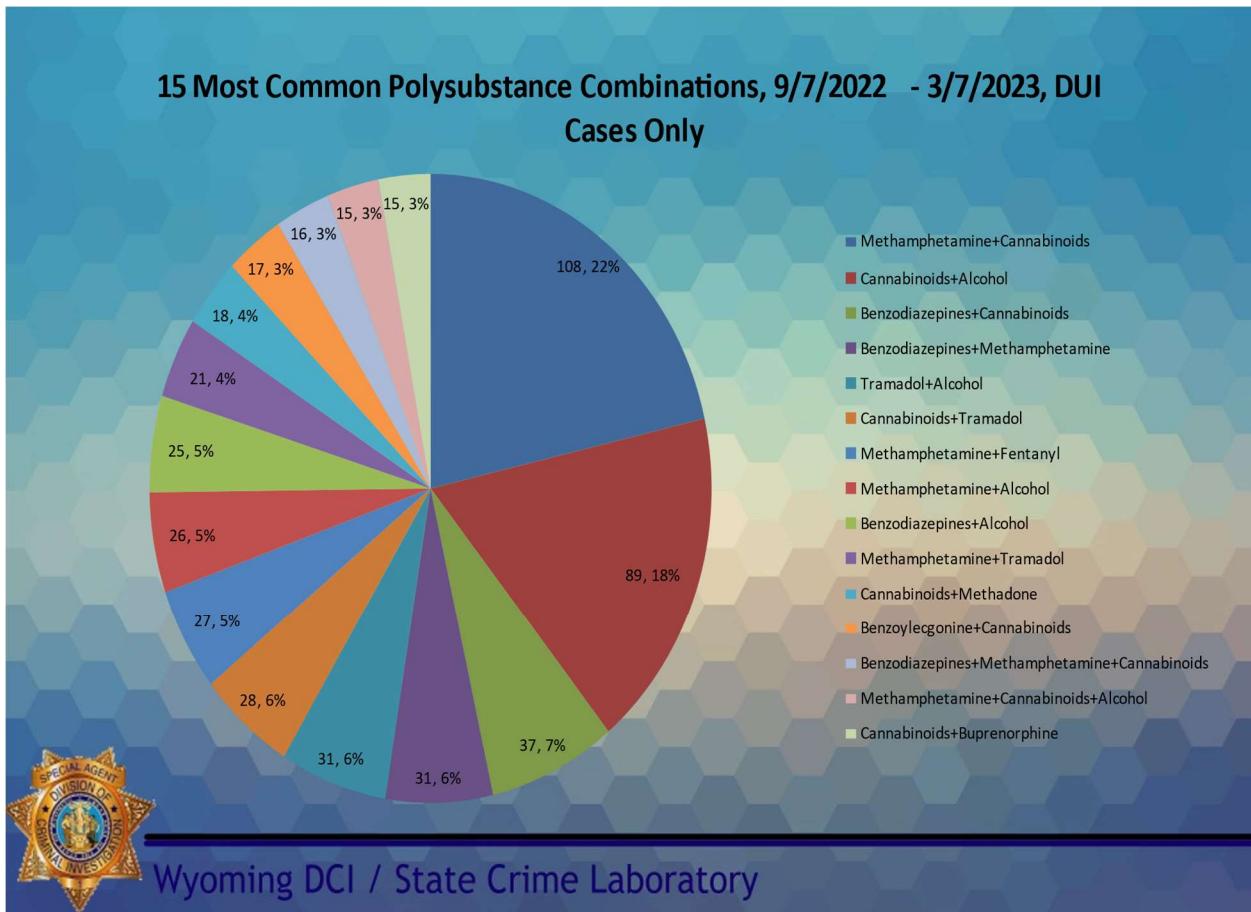
Matthew H. Mead
Governor

Appendix B – WYGCID Council Membership

Hill	Bridget	Attorney General (Co-Chair)	Wyoming
Allen	Jason	Chief of Enforcement	Dept. of Rev. Liquor Div.
Arneson	Kristie	Senior Administrator	DFS
Black	Rob	Education Consultant	WDE
Cameron	Tim	Colonel	WHP
Carlson	Matt	Highway Safety Engineer	WYDOT
Cooper	Noel	Executive Director	Injury Prevention Res.
Creager	Rob	Policy Analyst	Governor's Office
Ellis	Duane	Sergeant, DRE Coordinator	WHP
Groth	Matt	Public Affairs	WYDOT
Harrington	Coltan	Administrator—Field Services	WDOC
James	Karson	HS Behavioral Grants Manager	WYDOT
Kahler	Mike	24/7 Program Coordinator	Attorney General's Office
Thompson	Allen	Executive Director	WASCOP
Kozak	Brian	Laramie Co. Sheriff	Laramie County
Lanzer	Fran	Regional Executive Director	Mother Against Drunk Driving (MADD)
Lund	Cally	Municipal Judge	Casper
Nuss	Rachel	Communities Prevention	DOH-CTP
Perrotti	Kelli	Trauma Program Manager	Department of Health - Trauma
Reed	Joseph	Laboratory Administrator	Wyoming Department of Health
Robert	Wesley	Retired Judge	Judge
Roden	Ryan	Deputy State Public Defender	Defender
Rossetti	Taylor	Driver Services Administrator	WYDOT
Schluck	Ashley	Wyoming TSRP	Prosecuting and County Attorneys
Sharpe	Steven	District Court Judge	District Court
Shatto	Kerry	Citizen	Douglas
Walsh	Chris	Executive Director	Wyoming POST
Whipps	James	Natrona County Coroner	Wyoming Coroners
Williams	Antoinette	Circuit Court Judge	Wyoming Courts
Jones	Ronnie	Director	Wyoming DCI
Council Support Staff			
Adriaens	Rich	Council Facilitator	WYGCID
Shassetz	Jenifer	Scheduling/Planning	WYGCID

Appendix C – Impaired Driving Blood Tests Results

Division of Criminal Investigation Crime Lab presentation – March 8, 2023



Appendix D – Updated Media Campaign



BOTTOMS UP

DON'T RISK IT.
DRIVE SOBER.

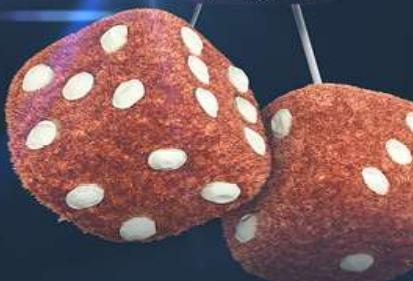
DON'T RISK IT. DRIVE SOBER.



KILLER COMBO

DON'T RISK IT. DRIVE SOBER.

DON'T RISK IT. DRIVE SOBER.



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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.



Mark Gordon
Governor

WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



Darin J. Westby, P.E.
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 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.

Keri Bohlmann

Keri Bohlmann, P.E.
Governor's Representative for Highway Safety

06/27/2025

Date

FFY2025 Motorcycle Registrations and Safety Classes by County

County	MTC Registrations	Safety Class
Albany	1,135	
Big Horn	514	
Campbell	2,801	x
Carbon	627	
Converse	752	
Crook	514	
Fremont	1,383	x
Goshen	591	
Hot Springs	221	x
Johnson	435	
Laramie	4,464	x
Lincoln	938	
Natrona	3,774	x
Niobrara	104	
Park	1,572	
Platte	566	
Sheridan	1,699	x
Sublette	432	
Sweetwater	2,027	x
Teton	1,008	
Uinta	837	
Washakie	381	
Weston	418	
Total Registrations	27,193	

Total Registered Motorcycles covered by a Motorcycle Safety Class: **16,369 (60.2%)**

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_FY26_405f

Final Audit Report

2025-06-27

Created:	2025-06-27
By:	Jamie Schwaiger (jamie.schwaiger1@wyo.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAALZTWtlfFzkAaGzndJWw59BkZjK9-C5tPx

"WY_FY26_405f" History

-  Document created by Jamie Schwaiger (jamie.schwaiger1@wyo.gov)
2025-06-27 - 6:12:57 PM GMT- IP address: 159.238.36.126
-  Document emailed to Keri Bohlmann (keri.bohlmann@wyo.gov) for signature
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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: 2026

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.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reportin_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - 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.

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) ^[1] 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. The NHTSA website (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.

Keri Bohlmann

6/30/25

Signature Governor's Representative for Highway Safety

Date

Keri Bohlmann, P.E.

Printed name of Governor's Representative for Highway Safety

Appendix A_Certifications and Assurances for Fiscal Year 2026 Highway Safety Grants

Final Audit Report

2025-06-30

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"Appendix A_Certifications and Assurances for Fiscal Year 2026 Highway Safety Grants" History

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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: 2026 _____

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 WY_FY26_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 WY_FY26_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 WY_FY26_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 WY_FY26_405b page 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.
○ *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.
○ *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
WY_FY26_405b pages 10-11 (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
WY_FY26_405b page 12 (location).

The State's comprehensive occupant protection program is provided as follows:
○ Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 02/06/23 (date);
○ Multi-year strategic plan: annual grant application or triennial HSP at
WY_FY26_405b pages 14-25 (location);
○ The name and title of the State's designated occupant protection coordinator is
Karson James, Wyoming Highway Safety Behavioral Grants Program Manager.
○ The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
WY_FY26_405b pages 22-23 (location).

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
WY_FY26_405c pages 45-47 (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 _____ (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.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 6/15/23 (date) and continues to use this plan.

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).

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 07/01/39 (date) and last amended on 07/01/15 (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_FY26_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 07/01/14 (date) and last amended on 07/01/14 (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_FY26_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 _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on texting while driving;
 - Definition of covered wireless communication devices;
 - Fine for an offense;
 - Exemptions from texting ban.

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.

- *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 WY_FY26_405f page 2 (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): See WY_FY26_405f page 3)

AND

The State's law appropriating funds for FY 26 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_FY26_405f page 3)

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 _____ (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.

Keri Bohlmann

6/30/25

Signature Governor's Representative for Highway Safety

Date

Keri Bohlmann, P.E.

Printed name of Governor's Representative for Highway Safety

Appendix B_Certifications and Assurances for Fiscal Year 2026 Highway Safety Grants

Final Audit Report

2025-06-30

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"Appendix B_Certifications and Assurances for Fiscal Year 2026 Highway Safety Grants" History

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