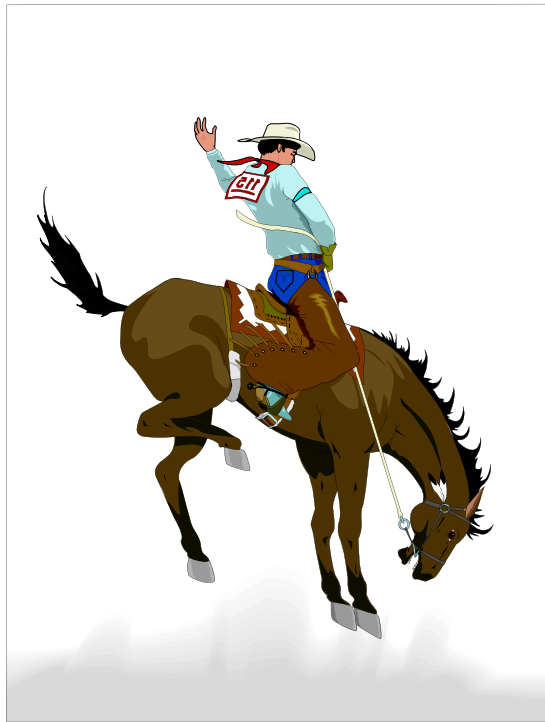


# WYOMING'S PERFORMANCE & HIGHWAY SAFETY PLAN



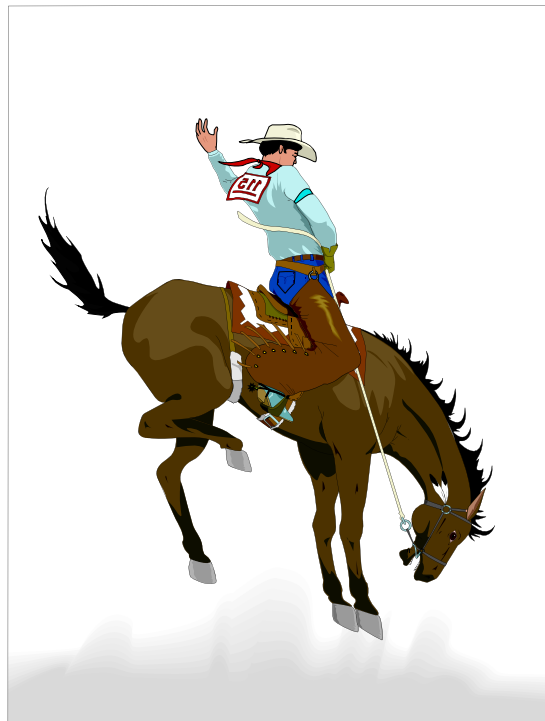
## FEDERAL FISCAL YEAR 2010

Highway Safety Program  
Wyoming Department of Transportation  
5300 Bishop Blvd. Cheyenne, Wyoming 82009-3340

DAVE FREUDENTHAL  
Governor

MATTHEW D. CARLSON, P.E.  
Governor's Representative for  
Highway Safety

# WYOMING'S PERFORMANCE PLAN



## FEDERAL FISCAL YEAR 2010

Highway Safety Program  
Wyoming Department of Transportation  
5300 Bishop Blvd. Cheyenne, Wyoming 82009-3340

DAVE FREUDENTHAL  
Governor

MATTHEW D. CARLSON, P.E.  
Governor's Representative for  
Highway Safety

## **I. Process for Identifying Wyoming's Highway Safety Problem Areas**

Wyoming's Highway Safety related problem identification process is done annually based on the most current calendar year data available. Data utilized for analysis of highway safety problem areas are primarily taken from two documents which involve information from many different highway safety related agencies or departments. Both documents are provided by the Wyoming Department of Transportation Highway Safety Program.

The "Wyoming's Comprehensive Report on Traffic Crashes" is compiled annually from traffic crash reports submitted by all levels of Wyoming law enforcement, ie: state highway patrol, sheriff's offices, municipal police departments, B.I.A., etc. Individual operator/owner crash reports are also utilized if the crash was not investigated. This document is the primary source of traffic crash information in Wyoming; provided to the general public, law enforcement, schools, lawyers, judges, insurance agencies, and interested local, county, and state government agencies. It is also available on the department website for these safety advocates and data users. Traffic crash information is in the form of tables and graphs, easy to read and provides data which can be utilized by the reader for answering questions related to Wyoming's present and past traffic crash experiences. Information provided addresses Wyoming's traffic crash general statistics in the following categories:

1. General Crash Information
2. Human Factors
3. Environmental Factors
4. Vehicle Type Information
5. Wyoming Cities and Towns
6. 14-20 Year Old Driver Involved Crashes
7. Alcohol Involved Traffic Crashes
8. Special Vehicle Crash Interests involving: Trucks, School Buses, and Motorcycles

Another annual document entitled "Wyoming Highway Safety Problem Identification" is compiled for a more in depth analysis of traffic safety program areas which are directly eligible for federal highway safety funding consideration. These funds are apportioned and obligated each year to the State of Wyoming by the federal government through the National Highway Traffic Safety Administration for distribution throughout the state. The Wyoming Department of Transportation Highway Safety Program has the assigned responsibility of managing the pass-through funds each year. This document is used to justify where and what highway safety program areas should be targeted in Wyoming's annual Highway Safety Plan (HSP). Specific analysis topics are subject to change but presently address the following concerns:

1. Occupant Protection Issues
2. Alcohol Crashes
3. Speed Related Crashes
4. Police Traffic Services
5. Traffic Records Data Improvements
6. Traffic Crashes involving motorcyclists

## **I. Process for Identifying Wyoming's Highway Safety Problem Areas - [Continued]**

7. General Statistics - Fatality Rates, Total Traffic Crash Histories and related Human Injury Severities.
8. Vehicle Registrations
9. Driver Registrations
10. Traffic Citations

This information is utilized to identify top traffic safety problem areas and verify the absences of a problem. This document helps determine the selection of highway safety projects placed in the annual Wyoming Highway Safety Plan for distribution of Wyoming's Federal Highway Safety Funds.

While the two documents previously described are the primary sources utilized in the statewide Problem I.D. processes, other special reports or publications may be used to determine specific traffic safety related problems. Individual grant proposals and other agency problem statements are always considered by the Highway Safety Program. They are evaluated against the above documents for available funding. There are occasionally opportunities to establish a traffic safety project even though it is not the greatest state problem identified.

## **II. How Programs/Projects which are included in the annual Highway Safety Plan are developed:**

Programs/projects that are included in Wyoming's Fiscal Year 2010 Highway Safety Planning Document are developed by analyzing the problem identification information described previously and final decisions and selections are determined by the Highway Safety Program.

Statewide programs/projects are developed by the staff of the Highway Safety Program who cooperate with all levels of highway safety related agencies and organizations throughout the state. Traffic Safety Program Area countermeasures are developed with the intent of positively impacting upon the identified problem(s) and reducing the negative effects upon Wyoming's men, women, and children when traveling.

Local/State level projects are developed by working with those agencies or organizations that have expressed an interest in implementing a highway safety project in their communities or areas of responsibilities. Outreach meetings are conducted annually *[prior to May 31 - if needed]*, with agencies and organizations statewide for solicitations of program and project interest each year. Negotiations are conducted, when needed, to develop measurable goals and objectives and to ensure that budgets are appropriate for the work that is to be done.

**II. How Program/projects which are included in the annual Highway Safety Plan are developed: - [Continued]**

All letters of interest should be received by the Highway Safety Program by May 31 each year for consideration in the following Fiscal Year's Highway Safety Plan. The following is the annual fiscal year time frame for Wyoming's Highway Safety Plan process:

- |                                    |    |  |
|------------------------------------|----|--|
| October 1 thru May 31              | -- | <p>New Grant Proposals Received</p> <ol style="list-style-type: none"> <li>1. March/April/May - Letters and Meetings used for communicating with Key Program Area participants for program discussions and soliciting ideas for possible submissions to the Highway Safety Program by May 31.</li> </ol>   |
| March-April-May                    | -- | <p>Annual Highway Safety Problem I.D. Completed</p> <ol style="list-style-type: none"> <li>1. Used for Benchmark Report Document, Planning Documents, and determining long and short range performance goals and time frames.</li> </ol>   |
| June                               | -- | <p>Review Federal Highway Safety Grant Proposals Received - Evaluate Problem I.D.</p> <ol style="list-style-type: none"> <li>1. Select HSP Program areas to be addressed &amp; apply grant proposals based on "estimated" new Federal Highway Safety Funds to be obligated in October and "estimated" unexpended carry-over Federal Highway Safety Funds from the current Fiscal Year's Highway Safety Plan - [HSP].</li> </ol>  |
| June/July                          | -- | <p>Organize and Complete Annual Performance Plan</p> <ol style="list-style-type: none"> <li>1. Provides Wyoming's annual Highway Safety Plan Process and indicates both short and long term performance goals for selected program areas to be implemented in Wyoming's upcoming fiscal year's highway safety plan. Performance goals are based on information and analysis provided in Wyoming's Annual Highway Safety Problem Identification Report completed by May 31 each year. HS Form 217 is provided.</li> </ol> |
| July                               | -- | <p>Organize and Complete Wyoming's Annual Highway Safety Plan</p> <ol style="list-style-type: none"> <li>1. Provides Wyoming's selected highway safety program areas, proposed projects to be implemented, certifications and assurances, estimated program area cost summaries and a HS Form 217.</li> </ol>  |
| August 15<br>{Wyoming Target Date} | -- | <p>The following documents should have been submitted to the National Highway Traffic Safety Administrations [NHTSA] for informational and program reference purposes:</p> <ol style="list-style-type: none"> <li>1. Annual Highway Safety Problem I.D. Report-May 31</li> <li>2. Annual Highway Safety Plan - August 15 (will change next year).</li> </ol>   |

**[no later than September 1 - NHTSA]**

**II. How Program/projects which are included in the annual Highway Safety Plan are developed: - [Continued]**

- |                                    |    |  |
|------------------------------------|----|--|
| August 15<br>{Wyoming Target Date} | -- | The following documents should have been submitted to the National Highway Traffic Safety Administration [NHTSA] for <b>information</b> and <b>approval</b> :<br>1. Annual Performance Plan - will be completed and submitted with the annual Highway Safety Plan - August 1. <b>[no later than September 1 - NHTSA]</b> |
| September 30                       | -- | Complete current fiscal year's highway safety plan activities.<br>1. End of current fiscal year.   |
| December 31                        | -- | Previous Fiscal Year's Highway Safety Plan Year End Program Evaluation Report completed and submitted to NHTSA.<br><br>Perform fiscal close out.   |

**III. How Proposed Performance Goals Were Developed:**

Wyoming's performance goals were developed by reviewing the information described in Section I. of this report. Key highway safety program area analysis highlights were utilized in the Annual Highway Safety Problem I.D.' "Wyoming Profile" section pages 2-5 as well as multi-year trends in the pages that follow.

Wyoming's Highway Safety Program is dedicated to providing the Highway Safety Plan each year which applies the annual obligation of Federal Highway Safety Funds to a positive and consistent process. Any goals which have been listed for the future are structured to provide a positive direction towards saving lives and reducing the high cost of injuries and property damage as a result of traffic crash occurrences on Wyoming's roadways. Projects and programs generated by the annual Highway Safety Plan are only part of what is required to reduce the annual traffic crashes, deaths, injuries and property damage to the public traveling on Wyoming's many miles of roadways. As citizens of Wyoming we all have a major role to play in improving the safety of our roadways and the Highway Safety Program is committed to being a major partner in these endeavors.

# Wyoming Information & Demographics

**Governor:** Dave Freudenthal (D) (Second Term)

**U.S. Congressional Delegation**

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

**Governor’s Representative:**

Matthew D. Carlson, P.E.  
Highway Safety Program  
Department of Transportation

**State Highway Safety Program Coordinator:**

Dee West Peterson  
Highway Safety Program  
Department of Transportation

**Status of Key Wyoming Traffic Safety Laws**

Safety Belt Law	Yes, secondary enforcement
Administrative license revocation	Yes
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Graduated licensing	Yes
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section 164)	Partial (Note: Not compliant with Section 164)
Child Safety Seat Law	Yes
Booster Seat Law	Yes

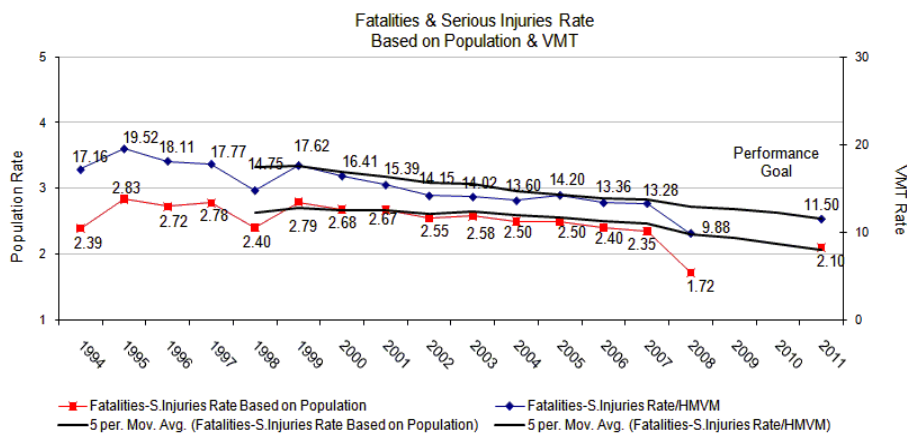
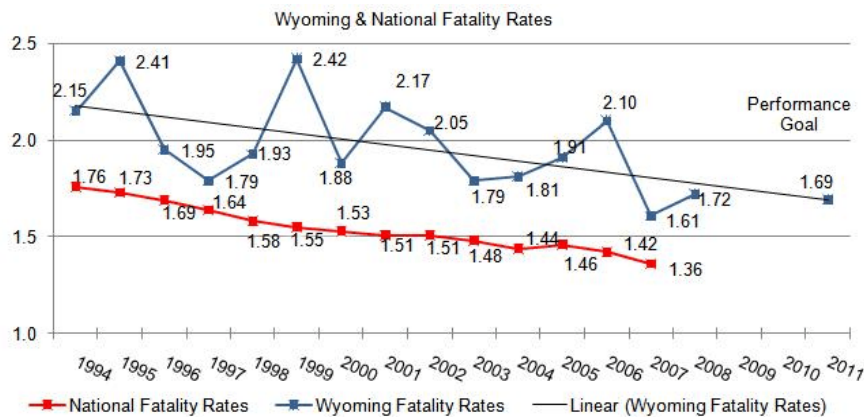
## Performance Goals, Measure of Success FY10 Action Plans

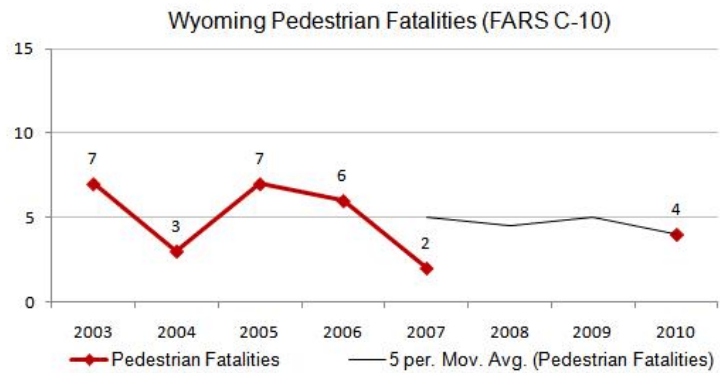
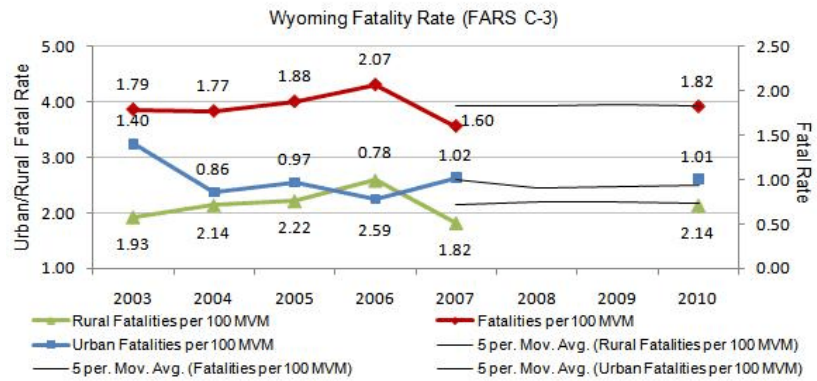
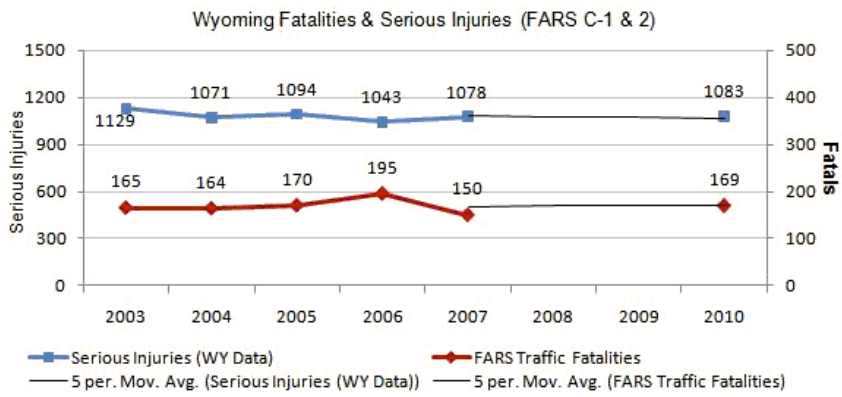
Planning & Administration
Performance Goal
<ul style="list-style-type: none"> <li>• Maintain an effective HSO staff through professional development and content training in administration of federal funds and the projects under its responsibility.</li> <li>• Monitor the activities of subgrantees regularly to ensure that: 1) funds are used for authorized purposes in compliance with laws and regulations, and 2) evaluate performance of grant agreements to determine if goals are achieved.</li> <li>• Conduct on-site visits with all sub-recipients with grants in excess of \$80,000.</li> <li>• Conduct desk monitoring of all activities and expenditures upon each reimbursement request.</li> </ul>
Performance Measures
<p>Through the proper placement of funding to project, affect the following performance measures.</p> <ol style="list-style-type: none"> <li>1. To decrease traffic fatalities 5 percent from the 2004-2008 calendar base year average of 168 to 159 by December 31, 2011. (C-1, FARS)</li> <li>2a. To decrease fatalities/VMT from 2003-2007 calendar base year average of 1.81 to 1.82 by December 31, 2011. ( C-3, FARS)</li> <li>2b. To reduce the Wyoming Fatality Rate/VMT from 1.72 in 2008 to 1.69 in CY2011. (State)</li> <li>2c. To decrease rural fatalities/VMT from the 2004-2008 calendar base year average of 122 to 113 by December 31, 2011. (State)</li> <li>2d. To decrease urban fatalities/VMT from the 2004-2008 calendar base year average of 24 to 13 by December 31, 2011. (State)</li> <li>3a. To decrease fatalities and serious injuries by 3 percent from 2003-2007 calendar base year average of 1,252 to 1,214 by December 31, 2011. (State).</li> <li>3b. To reduce the Wyoming Fatality and Serious Injury rate at 9.9 in 2007 instead of 10.3 projected by 2011.</li> <li>4. To decrease serious traffic injuries 3 percent from the 2003-2007 calendar base year average of 1,083 to 1,051 by December 31, 2011. (C-2, FARS)</li> <li>5. To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2004-2008 calendar base year average of 23 to 22 by December 31, 2011. (C-9, FARS)</li> <li>6. To reduce pedestrian fatalities 20 percent from the 2004-2008 calendar base year average of 5 to 4 by December 31, 2011. (C-10, FARS)</li> </ol>



## P&A Tasks

- Place highway safety projects with partners able to drive the fatality and injury rates in Wyoming down
- Obligate funds in GTS within 30 days of receipt
- Submit GTS vouchers prior to the 15<sup>th</sup> of each month
- Update outstanding Performance Enhancement Plan (PEP)
- Resolve FY2008 Management Review findings
- Annually review and update the HSO Policy & Procedures Manual. Place the original document in the central file as well as dated modifications
- Obtain and file updated indirect costs between each governmental unit and cognizant agency
- Offer up to two professional development opportunities to each Wyoming HSO staff member
- Submit required documents of the HSO: 1) Highway Safety Performance Plan and Highway Safety Plan (HSP) no later than September 1, 2010 and 2) Highway Safety Annual Report no later than December 31, 2010.





# Police Traffic Services

## Performance Goal

- Support law enforcement traffic safety activities through training, education, equipment or public awareness to reduce the traffic fatality and injury rate in Wyoming. **Note:** See project areas of Speed and Alcohol for HVE enforcement, equipment and training.

## Performance Measures

Through funding high visibility overtime enforcement, training and resources, affect the following performance measures.

- Maintain 80% population coverage in level of law enforcement participation for the May Seatbelt Mobilization.
- Maintain 80% population coverage in level of law enforcement participation for the August Alcohol Crackdown.

## Instrumental Projects Planned

- Maintain consultant assistance as Law Enforcement Coordinators in new law enforcement event-based campaigns.
- Support WHP in equipment, training, crash reconstruction software and overtime enforcement.
- Provide local High Visibility Enforcement (HVE) overtime grants for planned events and mobilizations/crackdowns.
- Provide local law enforcement equipment to heighten success in HVE efforts.
- Provide law enforcement assistance in innovative community efforts; e.g. STOPPED Program.

High Visibility Enforcement Counties - FY2010

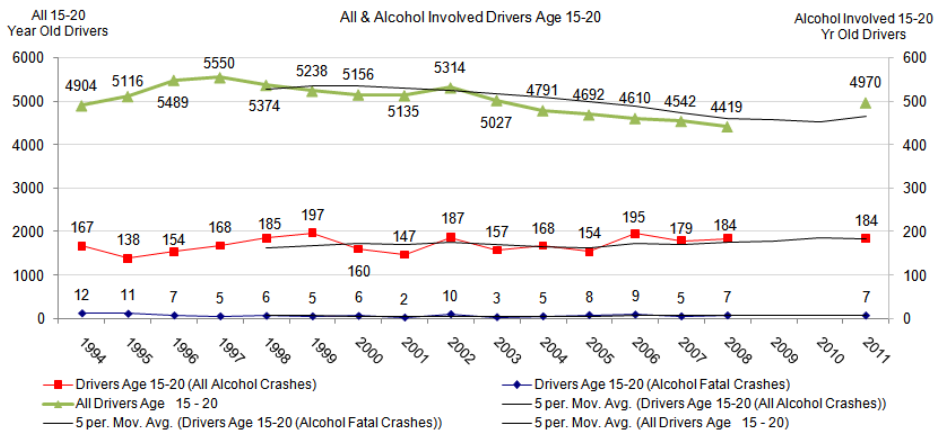
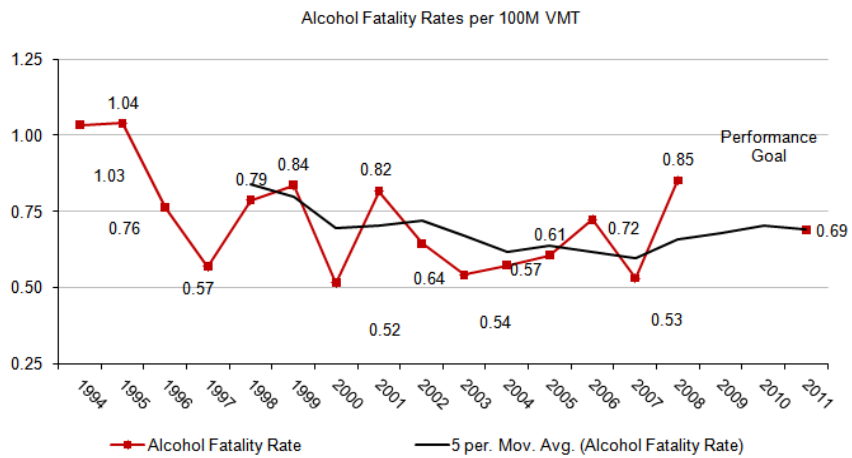
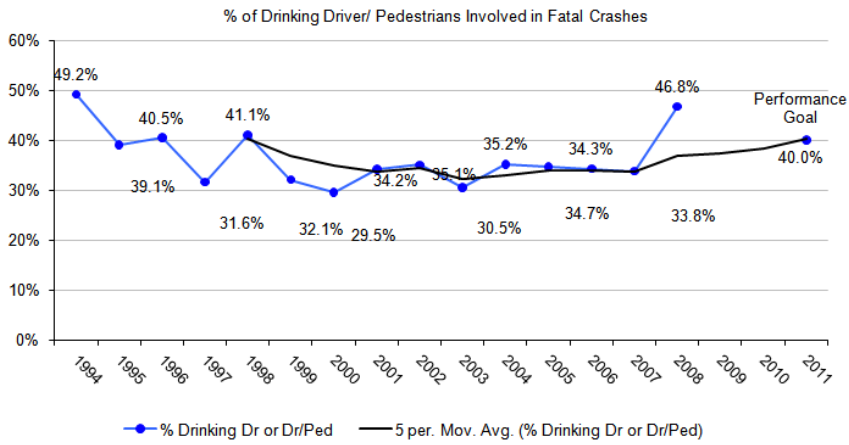


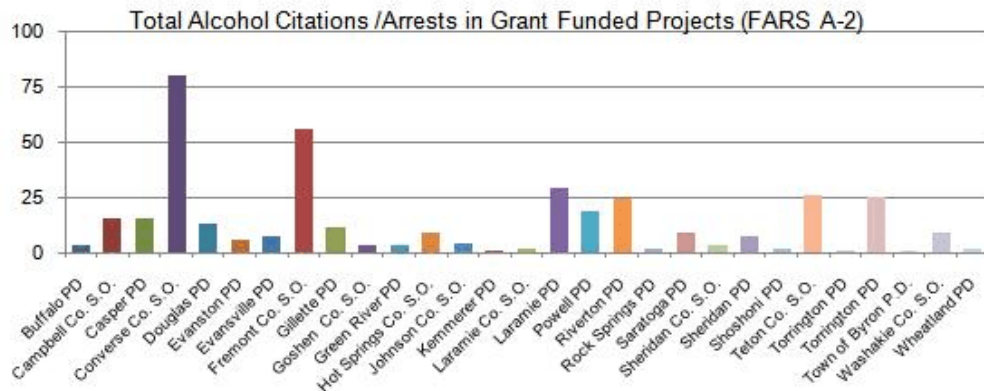
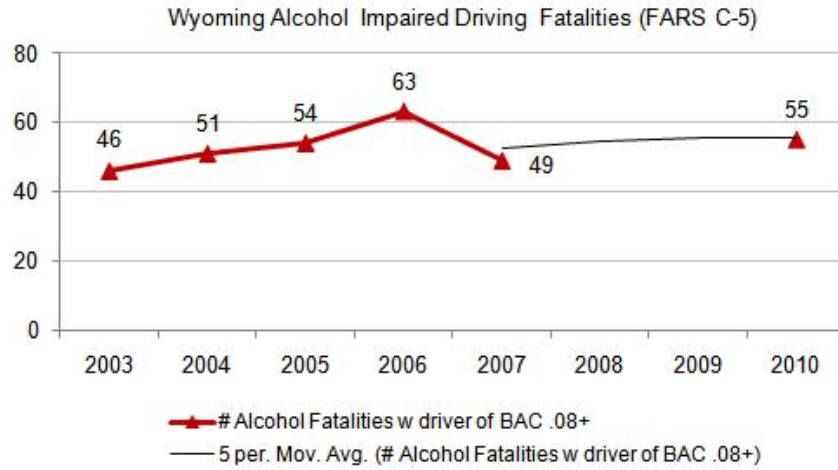
High Visibility Grants - DUI & Speed Enforcement  
 xxx-No grants implemented in Crook, Niobrara, Sublette or Weston Counties  
 WHP - All Counties/All Grants and Construction Zones

<b>Alcohol</b>
<b>Performance Goal</b>
<ul style="list-style-type: none"> <li>Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes. Note: Alcohol projects are funded by 410 and 154AL transfer funds.</li> </ul>
<b>Performance Measure</b>
<ol style="list-style-type: none"> <li>To decrease alcohol impaired driving fatalities 5 percent from the 2004-2008 base year average of 57 to 54 by December 31, 2011. (C-5 FARS). <b>Note:</b> Impaired driving is based off of BAC results = .08+.</li> <li>To decrease the percentage of alcohol involved drivers and pedestrians in fatal crashes from 46.8% in CY 2008 to 33.6% by December 31, 2011. (State). <b>Note:</b> The terminology, alcohol involved, utilizes drivers or pedestrians with a BAC = .02+, or officer suspected alcohol involvement.</li> <li>To decrease the alcohol involved fatality rate per 100M VMT from 0.85 in CY 2008 to .69 by December 31, 2011. (State)</li> <li>To decrease the number of alcohol involved drivers age 15-20 from 184 in CY 2008 to 175 by December 31, 2011. <b>Note:</b> This is lower than the number of projected drivers.</li> <li>To decrease the number of alcohol involved drivers age 15-20 in fatal crashes from 7 in CY 2008 to 6 by December 31, 2011. <b>Note:</b> This is lower than the number of projected drivers.</li> </ol>
<b>Activity Measure</b>
<ul style="list-style-type: none"> <li>The number of impaired driving arrests made during grant-funded enforcement activities was <u>799</u>. The WHP wrote 412 citations. (A-2 State)</li> </ul>

## Instrumental Projects Planned

- In the local high visibility enforcement (HVE) , DUI or otherwise, impaired drivers will be targeted. Supporting equipment will be provided.
- In the WHP speed, DUI and education grants will reduce impaired driving .
- The City of Laramie will conduct another round of DRE training to raise officer skills in the detection of alcohol impairment or drug impairment.
- Expansion of Safe Communities will address impaired driving since it is one of the top traffic safety priorities in the state.
- The Cheyenne Change Attitudes Now (CAN) program will reach school age groups to reduce youth impairment.
- A Safety Calendar will be developed again this year which identifies sustained impaired driving reduction campaigns.
- The Highway Safety Office (HSO) will partner with the WY County Prosecutor's Association to fund a traffic safety resource prosecutor (TSRP) .
- The HSO has planned training funds for the TSRP, judges, prosecutors, Governor's Leadership Team to Prevent Impaired Driving, DUI Court teams, etc.
- The state has a new ignition interlock law that the HSO will assist Driver Services in numerous eligible areas to help facilitate the device's use and evaluation.
- Equipment will be provided law enforcement agencies in the form of stationary breath testing devices, PBTs and video cameras.
- DUI courts will be provided equipment in the form of transdermal units.
- Tracking alcohol involvement in In-custody arrests will continue at a nominal amount.
- The Wyoming Law Enforcement Academy will conduct a SFST Assessment.
- DUI Supervised Probation (DSP) pilot projects will be funded in Sweetwater and Campbell counties based on the Fremont County design.
- As we continue to focus on officers working with officers and prosecutors working with prosecutors regarding impaired driving, we will seek a Judicial Education/Liaison to discuss alcohol related traffic safety topics with judges in the state.





\* WHP = 412 Alcohol Citations

\*\*Local Agencies combined less WHP = 387 Alcohol Citations

Total = 799

Source: FY2008 Annual Report

<b>Traffic Records</b>	
<b>Performance Goal</b>	
<ul style="list-style-type: none"> <li>Support efforts to improvement traffic records data by using the WYTRCC strategic plan to develop dynamic comprehensive traffic records systems that will be timely, accurate, complete, integrated, uniform and accessible.</li> </ul>	
<b>Performance Measure</b>	
<ol style="list-style-type: none"> <li>System - Crash</li> <li>System - Roadway</li> <li>System - Crash</li> <li>System - EMS</li> <li>System - Citation/Adjudication</li> <li>Update Wyoming Traffic Records Project site on TSIS website prior to 408 application deadline June 15, 2010.</li> </ol>	<p>To improve the timeliness of the crash system by decreasing the number of days, from incident to database, from 36.3 days in FY2009 to 20 days in FY2010.</p> <p>To increase accuracy of traffic counts. The measure is the percentage of roadway segments with corrected traffic counts. The baseline measure will not be complete until September 30, 2008.</p> <p>To increase integration ability by having crash locations automatically geo-located. Increase from 44% in CY2008 to 75% in FY2011.</p> <p>Obtain base and goals from EMS System in FY2009 and guide the performance measure progress.</p> <p>Obtain base and goals from Citation/Adjudication Systems in FY2009 and guide the performance measure progress.</p>
<b>Instrumental Projects Planned</b>	
<ul style="list-style-type: none"> <li>EMS equipment, data collection and training meetings.</li> <li>Supreme Court Citation Assessment and Report</li> <li>WYDOT Highway Safety Analysis System (HySAS) - Integration and analysis tools</li> <li>WHP Crash Data Retrieval Systems equipment</li> </ul>	



## Occupant Protection

### Performance Goal

- Increase proper restraint usage and reduce the associated number of persons injured and killed through collaborative partnerships on safety projects including elements of education, training, enforcement, public information, campaign planning and incentives.

### Performance Plan

1. To Increase the statewide seatbelt usage rate from the 68.6% 2008 observational level to 70.5% by August 31, 2011. (State)
2. To decrease unrestrained passenger vehicle occupant fatalities, in all seating positions, 5 percent from the 2004-2008 calendar base year average of 82 to 78 by December 31, 2011. (C-4, FARS)
3. To reduce the unrestrained fatalities from 71.9% in CY 2008 crashes to 66.5% in CY 2011. (State)
4. To increase the proper restraint use of children age 1-8 from 10.6% to 18.2%, as demonstrated by the CPS Check-Up Tracker, by December 31, 2011. (State)

### Behavior Measure

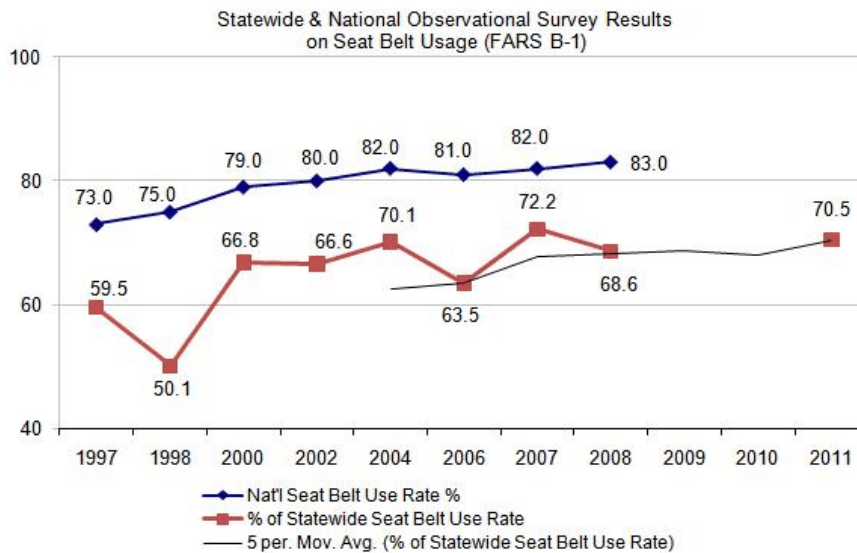
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 68.6 percentage points(s) from the 2008 calendar base year average usage rate of 5 percent to 73.6 percent by December 31, 2011. (B-1, State.)

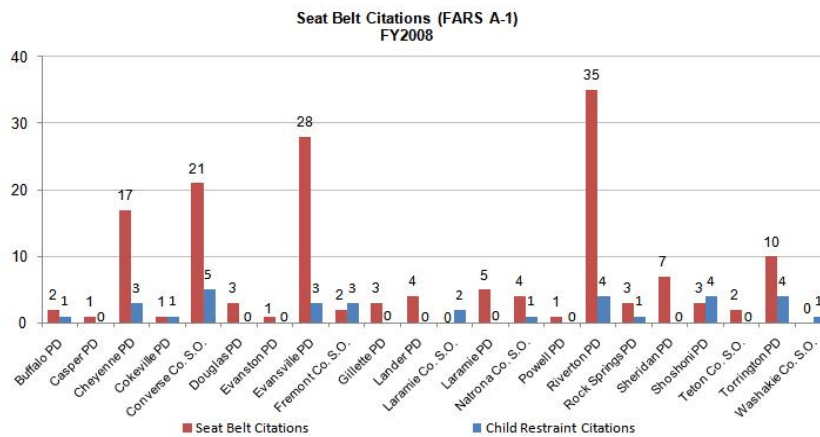
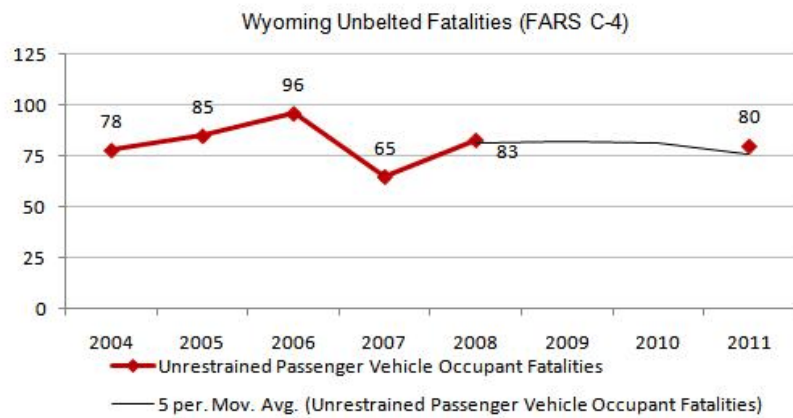
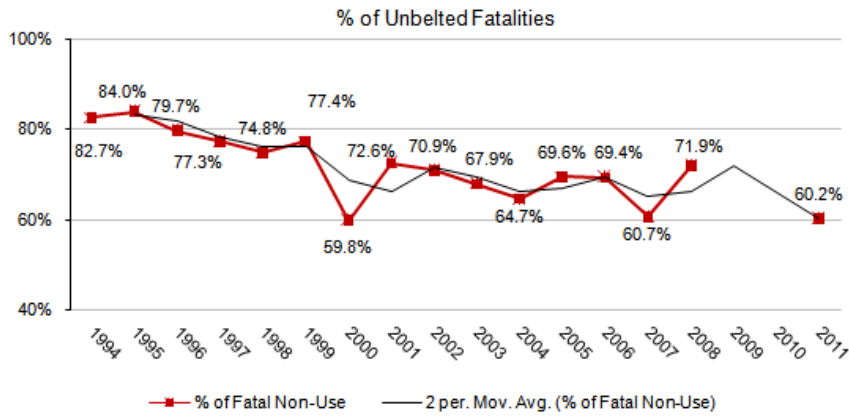
### Activity Measure

- The number of seat belt citations issued during the FY2008 grant funded enforcement activities was 308. The WHP issued 122 and local law enforcement agencies issued 186.

## Instrumental Projects Planned

- Perform a statewide observational seat belt survey to measure daytime usage.
- Utilize the Wyoming Seat Belt Coalition (WYSBC) to plan and implement activities to increase statewide restraint use. Projects include, media, Jr. High School project and evaluation, law enforcement incentive project, OP visibility through a dedicated website, and WYSBC marketing campaign.
- WYDOT WHP “Alive at 25” project to target young drivers.
- Buckle Up Kids is a CPS project that provides a coordinator responsible for planning and conducting training courses throughout the state.
- Training opportunities for CPS technicians and instructors will be provided.
- “Protect Our Future” is a CPS and Tween educational project located in the Wind River Indian Reservation and Laramie County. The project/program will be funded for expansion.
- Expanded Safe Community efforts will target restraint usage since it is a state priority.
- As a secondary seat belt law state, HVE grants and WHP traffic safety grants will target restraint use during traffic stops. Stops may be initiated based on the primary CPS law.





WHP = 122 Seat Belt Citations

Local Agencies combined less WHP = 186 Seat Belt Citations

Total = 308

Source - FY2008 Annual Report

# Speed

## Performance Goal

Utilize state and local partners to reduce the number of persons killed or seriously injured in speed related crashes.

## Performance Measure

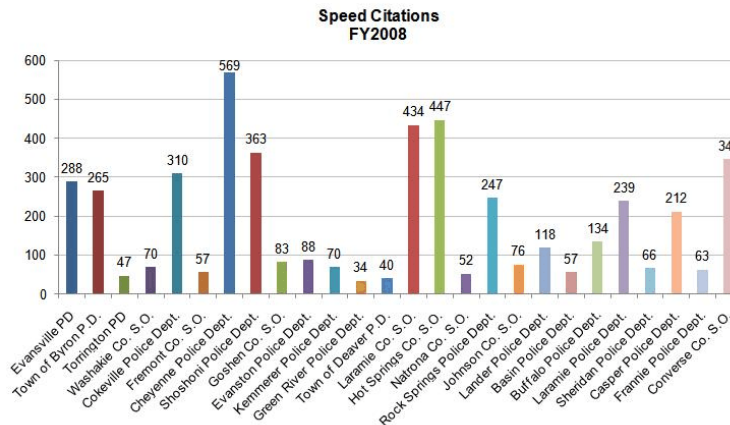
1. To decrease speed-related fatalities 5 percent from the 2004-2008 calendar base year average of 62 to 59 by December 31, 2011. (C6, FARS). **Note:** Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.
2. To reduce the percentage of speed related fatal crashes from 47.5% in calendar year CY 2008 to less than the projected 47.3% in CY 2011. (State)
3. To reduce the speed related fatality rate per 100M VMT from 0.83 in CY 2008 to less than the projected rate of 0.89 in CY 2011. (State)
4. To reduce the fatal and serious injury rate per 100M VMT from 5.24 in CY 2008 to 4.69 in CY 2011. (State)

## Activity Measures

- The number of speed citations issued during the FY2008 grant funded enforcement activities was 7,482. The WHP issued 2,707 citations and local law enforcement agencies issued 4,775.

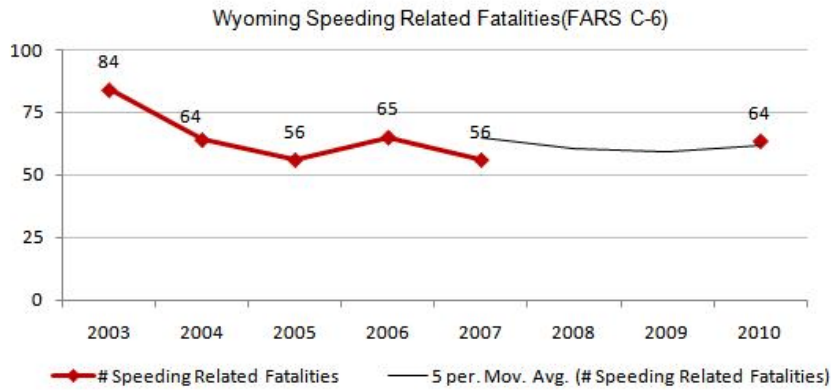
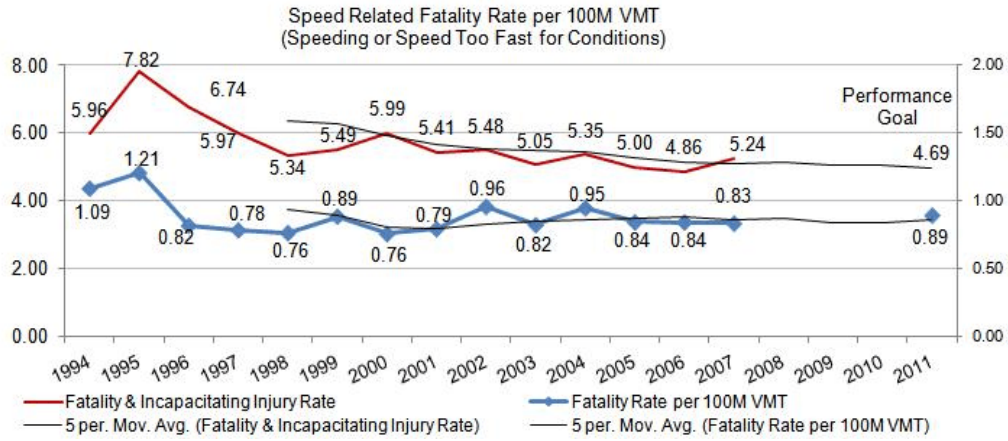
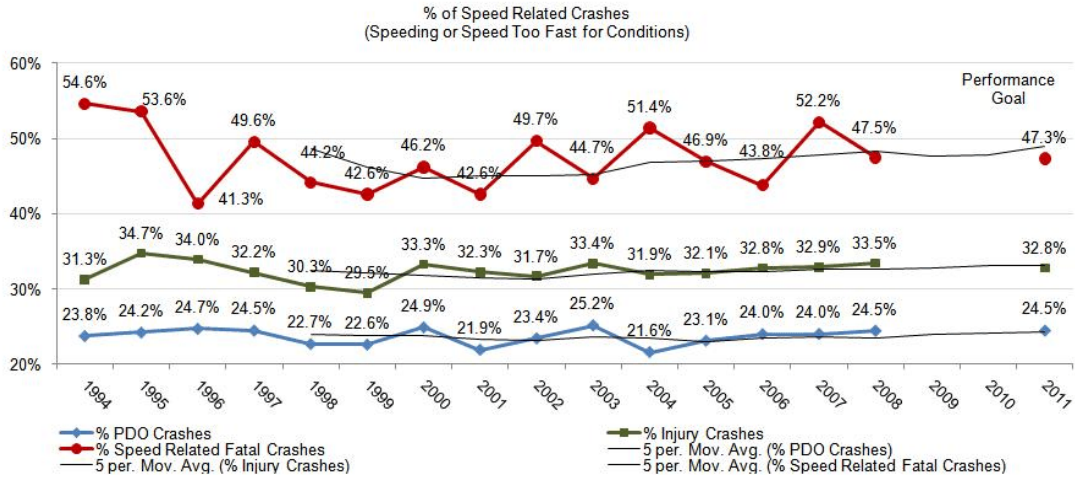
## Instrumental Projects Planned

- High Visibility Enforcement (HVE) grants will target speed as one of the primary reasons for enforcement stops. Equipment will be provided to support their speed reduction efforts.
- The Safety Management System team will review speed related projects such as Clear Roads, a winter driver safety campaign to help slow drivers on weather affected roadways.



\* WHP = 4,775 Speed Citations

\*\*Total Agencies combined less WHP = 2,707 Speed Citations



# Motorcycles

## Performance Goal

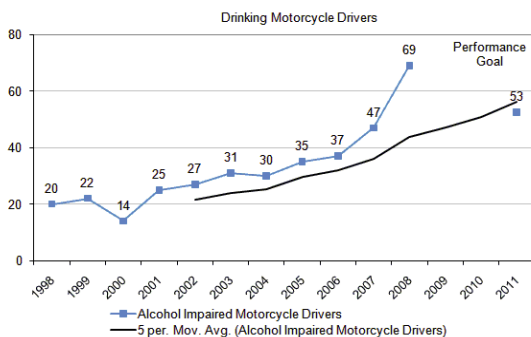
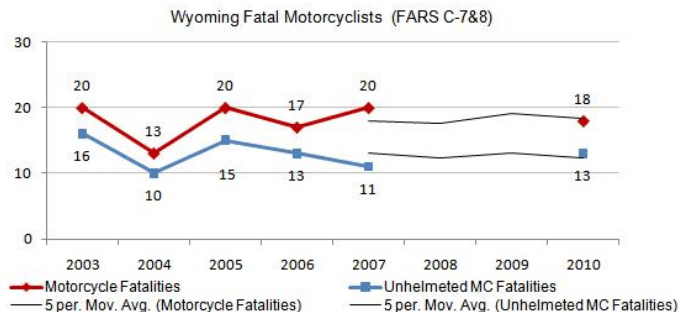
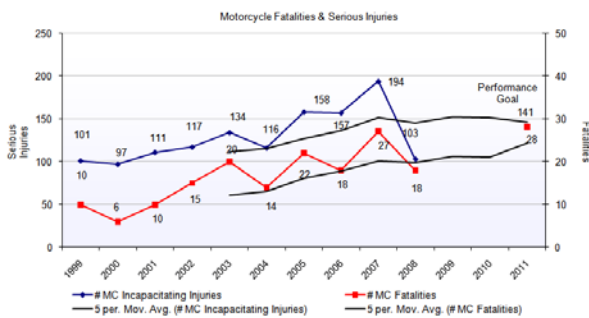
- Reduce the upward trend of persons killed or seriously injured in motorcycle crashes.

## Performance Measure

- To decrease motorcyclist fatalities 10 percent from the 2004-2008 calendar base year average of 18 to 16 by December 31, 2011. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. It is less inclusive.
- To decrease the number of motorcyclist killed or seriously injured by 10 percent from the 2004-2008 calendar base year average of 166 to 149 by December 31, 2011. (State). **Note:** Unlike FARS, the state includes the following vehicles in the motorcycle category: ATV's.
- To decrease unhelmeted motorcyclist fatalities 10 percent from the 2004-2008 calendar base year average of 13 to 12 by December 31, 2011. (C-8, FARS)
- To reduce the upward trend of alcohol impaired motorcycle drivers by 15 percent from 47 in CY 2007 to 40 in CY 2010. (State)

## Instrumental Projects Planned

- WYDOT Public Affairs Office will utilize S. 2010 funds to purchase motorcycle awareness television media time for Motorcycle Safety Month and throughout the summer. The media spot will be at the discretion of the Motorcycle Coordinator.
- The Motorcycle Coordinator will use S. 2010 funds to utilize strategically placed billboards to display a motorcycle awareness message.
- Posters, pamphlets and other project specific items mirroring the television spots will be purchased and distributed to the public.



## Core Outcome Measures (10)

### Traffic Fatalities (FARS)

C-1) To decrease traffic fatalities 5 percent from the 2004-2008 calendar base year average of 168 to 159 by December 31, 2011.

Planning & Administration Performance Measure 1

### Serious Traffic Injuries (State Crash Data Files)

C-2) To decrease serious traffic injuries 3 percent from the 2003-2007 calendar base year average of 1,083 to 1,051 by December 31, 2011.

Planning & Administration Performance Measure 4

### Fatalities/VMT (FARS/FHWA)

C-3a) To decrease fatalities/VMT from the 2004-2008 calendar base year average of 1.72 to 1.69 by December 31, 2011.

Planning & Administration Performance Measure 2b

### Rural Fatalities/VMT (FARS/FHWA)

C-3b) To decrease rural fatalities/VMT from the 2004-2008 calendar base year average of 122 to 113 by December 31, 2011.

Planning & Administration Performance Measure 2c

### Urban Fatalities/VMT (FARS/FHWA)

C-3c) To decrease urban fatalities/VMT from the 2004-2008 calendar base year average of 24 to 13 by December 31, 2011.

Planning & Administration Performance Measure 2d

### Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

#### Occupant Protection Performance Measure 2

C-4) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2004-2008 calendar base year average of 82 to 78 by December 31, 2011.

### Alcohol-Impaired Driving Fatalities (FARS)

C-5) To decrease alcohol impaired driving fatalities 5 percent from the 2004-2008 calendar base year average of 57 to 54 by December 31, 2011.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

Alcohol Performance Measure 1

### Speeding Related Fatalities (FARS)

C-6) To decrease speeding-related fatalities 5 percent from the 2004-2008 calendar base year average of 62 to 59 by December 31, 2011.

NOTE: Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions

Speed Performance Measure 1

### Motorcyclist Fatalities (FARS)

C-7) To decrease motorcyclist fatalities 10 percent from the 2004-2008 calendar base year average of 18 to 16 by December 31, 2011.

Motorcycle Performance Measure 1

### Unhelmeted Motorcyclist Fatalities (FARS)

C-8) To decrease unhelmeted motorcyclist fatalities 10 percent from the 2004-2008 calendar base year average of 13 to 12 by December 31, 2011.

Motorcycle Performance Measure 3

### Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

C-9) To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2004-2008 calendar base year average of 23 to 22 by December 31, 2011.

Planning & Administration Performance Measure 5

### Pedestrian Fatalities (FARS)

C-10) To reduce pedestrian fatalities 20 percent from the 2004-2008 calendar base year average of 5 to 4 by December 31, 2011.

Planning & Administration Performance Measure 6

## **Core Behavior Measure (1)**

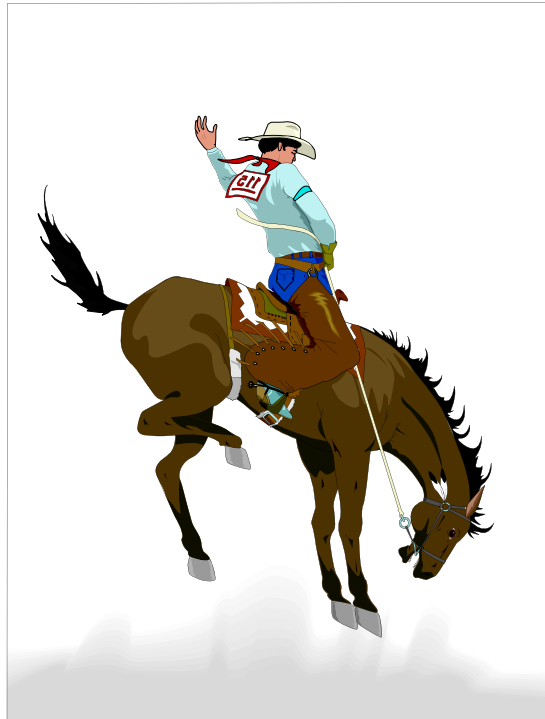
### Seat Belt Use Rate (Observed Seat Belt Use Survey)

B-1) To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 5.5 percentage point(s) from the 2008 calendar base year average usage rate of 68.6 percent to 70.5 percent by December 31, 2011.

Occupant Protection Performance Measure 1



# WYOMING'S HIGHWAY SAFETY PLAN



## FEDERAL FISCAL YEAR 2010

Highway Safety Program  
Wyoming Department of Transportation  
5300 Bishop Blvd. Cheyenne, Wyoming 82009-3340

DAVE FREUDENTHAL  
Governor

MATT CARLSON, P.E.  
Governor's Representative  
for Highway Safety

## **Data Executive Summary 2004 - 2008**

Wyoming's average statistics are as follows.

Average Crashes:

- 147 Fatal Crashes
- 4,085 Injury Crashes
- 12,496 Property Damage Only (PDO) Crashes

The average fatal crashes decreased 9.5% while injury crashes decreased 7.3% and PDO increased 9.8%.

Average Injuries:

- 167 fatalities
- 1,008 incapacitating injuries
- 2,523 non-incapacitating injuries
- 2,653 possible injuries

The 2008 fatalities were below the five-year average. The five year average for incapacitating injuries decreased 16.8% and non-incapacitating decreased 16.8% and possible injuries decreased slightly (3.6%).

Average Teen (age 15-20) driver involvement:

- 22 Fatal Crashes
- 1,126 Injury Crashes
- 3,005 Property Damage Only (PDO) Crashes

Teen statistics remain consistent over the five year average.

Safety Equipment Usage Self or Officer reported averaged 89.0% per year. However, as injury severities increased, the use of safety equipment decreased.

The usage by injury severity is:

- Fatal injury: 33.2% use
- Incapacitating injury: 60.5%
- Non-incapacitating injury: 72.2%
- Possible injury: 83.5%
- No injury: 92.0%

2007 Observed Usage: 72.2% (Normal activity and media)

2008 Observed Usage: 68.6% (Normal activity and media)

Alcohol Involvement for past 5 years 2004, 2005, 2006, 2007, 2008 respectively:

- Fatal crash percentages: 35.2%, 34.7%, 34.3%, 33.8%, 46.8%
- Injury crashes: 10.7%, 12.4%, 11.4%, 11.7%, 13.6%
- Property Damage Only (PDO) crashes: 4.1%, 4.9%, 4.3%, 4.3%, 4.7%

- Average Fatalities: 60
- Average Incapacitating injuries: 169
- Average Non-incapacitating: 337
- Average Possible injury: 217
- Average No injury: 1,325

Grant Applicants:

In FY 2009 the Highway Safety Office managed 191 grant applicants and 21 Hazard Elimination grants.

# WYOMING ROADWAY CRASH STATISTICS

Calendar Year	Crashes				Injuries			Alcohol	Speed*	No Belts**
	Fatal	Injury	Property Damage Only	Total Crashes	Persons Killed	ALL Persons Injured	Fatal & Serious Injuries	Fatal & Serious Injuries	Fatal & Serious Injuries	Fatal & Serious Injuries
1994	130	3,633	10,464	14,227	144	5,517	1,148	267	421	598
1995	138	3,819	10,468	14,425	170	6,061	1,375	291	590	703
1996	121	4,223	12,148	16,492	143	6,601	1,329	262	535	644
1997	117	4,130	12,388	16,635	137	6,390	1,359	256	496	650
1998	129	3,858	12,124	16,111	154	5,887	1,179	241	456	554
1999	162	4,071	11,203	15,436	189	6,280	1,374	261	460	610
2000	132	4,030	11,319	15,481	152	6,117	1,324	215	539	514
2001	155	3,779	11,269	15,203	186	5,759	1,320	241	487	561
2002	151	4,084	11,468	15,703	176	6,264	1,273	265	495	516
2003	141	4,107	12,062	16,310	165	6,239	1,294	237	498	432
2004	142	3,960	11,472	15,574	164	6,114	1,235	212	519	420
2005	147	3,977	11,758	15,882	170	6,112	1,260	212	466	395
2006	169	4,336	12,463	16,968	195	6,650	1,239	245	483	433
2007	136	4,366	12,927	17,429	149	6,620	1,227	240	510	381
2008	139	3,787	13,846	17,772	159	5,570	915	238	384	366

\*Speed = Speed too fast for conditions and exceeding the posted speed limit

\*\*Belts = Excludes pedestrians, bicyclists, motorcyclists.

Calendar Year	VMT	Population	Licensed Drivers	Vehicle Registrations	Crash Rate Per 100 M VMT	Injury Rate per 100 M VMT	Wyoming Fatality Rate Per 100 Mil. Veh. Miles	U.S. Fatality Rate Per 100 Mil. Veh. Miles
1994	6,691	480,283	-	-	212.61	82.42	2.15	1.73
1995	7,045	485,160	-	625,155	204.74	86.03	2.41	1.73
1996	7,339	488,167	-	634,970	224.70	89.94	1.95	1.69
1997	7,649	489,451	-	643,319	217.45	83.54	1.79	1.64
1998	7,991	490,787	-	652,490	201.58	73.67	1.93	1.58
1999	7,796	491,780	-	644,310	197.96	80.55	2.42	1.55
2000	8,067	493,782	407,520	610,473	191.88	75.83	1.88	1.53
2001	8,576	494,045	412,032	710,407	177.27	67.15	2.17	1.51
2002	8,576	499,045	405,209	714,155	174.56	73.04	2.05	1.51
2003	9,232	501,915	392,413	736,679	176.67	69.35	1.79	1.48
2004	9,081	505,887	404,178	758,891	171.48	67.33	1.81	1.44
2005	8,899	509,294	397,716	782,687	178.41	68.66	1.91	1.46
2006	9,266	515,004	404,731	801,178	183.12	71.85	2.10	1.42
2007	9,236	522,830	411,788	834,319	188.10	71.44	1.61	1.36
2008	9,275	532,668**	418,244	880,726	191.77	60.05	1.71	1.27

\*2007 U.S. Fatality Rate Per 100 Mil. Veh. Miles based on 2006 data. 2007 data not yet available. Source: Traffic Safety Facts publication of USDOT, NHTSA, and FARS.

\*\*2008 Population Estimate. Source: Wyoming Department of Administration & Information, Economic Analysis Division.

## FY 2010 Performance Goals

To review the HSO Performance Goals, Measures, a summary of the key projects planned, charts of multi-year trend lines, please refer to the preceding Performance Plan.

### Planning and Administration Performance Goal:

Maintain an effective HSO staff through professional development and content training in administration of federal funds and the projects under its responsibility.

Monitor the activities of subgrantees regularly to ensure that: 1) funds are used for authorized purposes in compliance with laws and regulations, and 2) evaluate performance of grant agreements to determine if goals are achieved

Conduct on-site visits with all sub-recipients with grants in excess of \$80,000

### Alcohol Performance Goal:

Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes. **Note:** Alcohol projects are funded with Section 410 and Section 154 monies.

### Occupant Protection Performance Goal:

Increase proper restraint usage and reduce the associated number of persons injured and killed through collaborative partnerships on safety projects including elements of education, training, enforcement, public information, campaign planning and incentives.

### Speed Performance Goal:

Utilize state and local partners to reduce the number of persons killed or seriously injured in speed related crashes.

### Traffic Records Performance Goal:

Support efforts to improvement traffic records data by using the WYTRCC strategic plan to develop dynamic comprehensive traffic records systems that will be timely, accurate, complete, integrated, uniform and accessible.

### Motorcycle Performance Goal:

Reduce the upward trend of persons killed or seriously injured in motorcycle crashes. **Note:** Motorcycle safety and training courses are state funded.

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Cost Summary**

State: Wyoming

**2010-HSP-1  
For Approval**

Page: 1  
Report Date: 08/13/2009

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-00-PA-01	Planning & Administration	\$ .00	\$ 539,246.28	\$ .00	\$ 246,152.50	\$ 246,152.50	\$ .00
		<b>Planning and Administration Total</b>	<b>\$ .00</b>	<b>\$ 539,246.28</b>	<b>\$ .00</b>	<b>\$ 246,152.50</b>	<b>\$ 246,152.50</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2010-00-OP-01	Comprehensive Occupant Protection	\$ .00	\$ .00	\$ .00	\$ 20,000.00	\$ 20,000.00	\$ 10,000.00
	OP-2010-00-OP-02	WHP Alive at 25	\$ .00	\$ .00	\$ .00	\$ 192,610.00	\$ 192,610.00	\$ 59,000.00
	OP-2010-00-OP-03	CRMC - Buckle Up Kids	\$ .00	\$ .00	\$ .00	\$ 119,088.09	\$ 119,088.09	\$ 119,088.09
	OP-2010-00-OP-04	Protect Our Future Expansion	\$ .00	\$ .00	\$ .00	\$ 10,584.00	\$ 10,584.00	\$ 10,584.00
	OP-2010-00-OP-05	CRMC - Protect Our Future	\$ .00	\$ .00	\$ .00	\$ 40,498.50	\$ 40,498.50	\$ 40,498.50
	OP-2010-00-OP-06	Fremont Co. Protect Our Future	\$ .00	\$ .00	\$ .00	\$ 50,430.00	\$ 50,430.00	\$ 50,430.00
	OP-2010-00-OP-07	CPS Training	\$ .00	\$ .00	\$ .00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
	OP-2010-00-OP-08	Cheyenne MPO - HS/HVS Campaigns	\$ .00	\$ .00	\$ .00	\$ 27,000.00	\$ 27,000.00	\$ 27,000.00
		<b>Occupant Protection Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 472,210.59</b>	<b>\$ 472,210.59</b>	<b>\$ 328,600.59</b>
<b>Police Traffic Services</b>								
	PT-2010-00-PT-01	Law Enforcement Coordinator (LEC)	\$ .00	\$ .00	\$ .00	\$ 126,000.00	\$ 126,000.00	\$ 50,400.00
	PT-2010-00-PT-02	WHP Crash Invest. Team Reconst. Software	\$ .00	\$ .00	\$ .00	\$ 24,512.18	\$ 24,512.18	\$ .00
	PT-2010-00-PT-03	WASCOP - STOPPED Program - La. Co. S.O.	\$ .00	\$ .00	\$ .00	\$ 4,500.00	\$ 4,500.00	\$ 4,500.00
	PT-2010-00-PT-05	Local High Visibility Enforcement	\$ .00	\$ .00	\$ .00	\$ 525,600.00	\$ 525,600.00	\$ 525,600.00
	PT-2010-00-PT-07	FY2011 Continued Local NON-DUI HVE	\$ .00	\$ .00	\$ .00	\$ 54,328.03	\$ 54,328.03	\$ 54,328.03
		<b>Police Traffic Services Total</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 734,940.21</b>	<b>\$ 734,940.21</b>	<b>\$ 634,828.03</b>
<b>Traffic Records</b>								
	TR-2010-00-TR-01	TR Assessment	\$ .00	\$ .00	\$ .00	\$ 50,000.00	\$ 50,000.00	\$ .00

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 2

2010-HSP-1

Report Date: 08/13/2009

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Traffic Records Total			\$ .00	\$ .00	\$ .00	\$ 50,000.00	\$ 50,000.00	\$ .00
<b>Roadway Safety</b>								
	RS-2010-00-RS-01	PAO T.S. Info/Commun. Development	\$ .00	\$ .00	\$ .00	\$ 25,750.00	\$ 25,750.00	\$ .00
	RS-2010-00-RS-02	SMS Projects	\$ .00	\$ .00	\$ .00	\$ 100,000.00	\$ 100,000.00	\$ 50,000.00
	RS-2010-00-RS-03	PAO Sports Incentives for Projects	\$ .00	\$ .00	\$ .00	\$ 10,300.00	\$ 10,300.00	\$ .00
Roadway Safety Total			\$ .00	\$ .00	\$ .00	\$ 136,050.00	\$ 136,050.00	\$ 50,000.00
<b>Safe Communities</b>								
	SA-2010-00-SA-01	Safe Community Local Coordinators	\$ .00	\$ .00	\$ .00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
	SA-2010-00-SA-02	Statewide Safe Community Coordinator	\$ .00	\$ .00	\$ .00	\$ 34,800.00	\$ 34,800.00	\$ .00
	SA-2010-00-SA-03	NA Safe Community - WYMC Foundation	\$ .00	\$ .00	\$ .00	\$ 22,000.00	\$ 22,000.00	\$ 22,000.00
	SA-2010-00-SA-04	Expanded Cheyenne CAN Program	\$ .00	\$ .00	\$ .00	\$ 44,000.00	\$ 44,000.00	\$ 44,000.00
	SA-2010-00-SA-05	Campaign Calendar	\$ .00	\$ .00	\$ .00	\$ 5,500.00	\$ 5,500.00	\$ .00
	SA-2010-00-SA-06	Chey. MPO - T.S. Legislative Update	\$ .00	\$ .00	\$ .00	\$ 14,500.00	\$ 14,500.00	\$ 14,500.00
	SA-2010-00-SA-07	Attitude and Awareness Survey	\$ .00	\$ .00	\$ .00	\$ 30,000.00	\$ 30,000.00	\$ .00
Safe Communities Total			\$ .00	\$ .00	\$ .00	\$ 250,800.00	\$ 250,800.00	\$ 180,500.00
<b>Speed Enforcement</b>								
	SE-2010-00-SE-01	WHP Speed Enforcement	\$ .00	\$ .00	\$ .00	\$ 118,450.00	\$ 118,450.00	\$ .00
	SE-2010-00-SE-02	WHP Radar Upgrades	\$ .00	\$ .00	\$ .00	\$ 154,242.50	\$ 154,242.50	\$ .00
Speed Enforcement Total			\$ .00	\$ .00	\$ .00	\$ 272,692.50	\$ 272,692.50	\$ .00
<b>Paid Advertising</b>								
	PM-2010-00-PM-01	PAO Paid Media	\$ .00	\$ .00	\$ .00	\$ 118,450.00	\$ 118,450.00	\$ .00
	PM-2010-00-PM-02	PAO Sports Targeted Pd Media	\$ .00	\$ .00	\$ .00	\$ 185,029.20	\$ 185,029.20	\$ .00
Paid Advertising Total			\$ .00	\$ .00	\$ .00	\$ 303,479.20	\$ 303,479.20	\$ .00
<b>NHTSA 402 Total</b>			<b>\$ .00</b>	<b>\$ 539,246.28</b>	<b>\$ .00</b>	<b>\$ 2,466,325.00</b>	<b>\$ 2,466,325.00</b>	<b>\$ 1,193,928.62</b>

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 3

2010-HSP-1

Report Date: 08/13/2009

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>405 OP SAFETEA-LU</b>								
	K2-2010-00-K2-01	FY - 2007	\$ .00	\$17,500.00	\$ .00	\$70,000.00	\$70,000.00	\$ .00
	K2-2010-00-K2-02	FY - 2008	\$ .00	\$39,968.50	\$ .00	\$159,874.00	\$159,874.00	\$ .00
	K2-2010-00-K3-03	FY - 2009	\$ .00	\$78,321.50	\$ .00	\$156,643.00	\$156,643.00	\$ .00
	<b>405 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$135,790.00</b>	<b>\$ .00</b>	<b>\$386,517.00</b>	<b>\$386,517.00</b>	<b>\$ .00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$135,790.00</b>	<b>\$ .00</b>	<b>\$386,517.00</b>	<b>\$386,517.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2010-00-TR-01	FY - 2008	\$ .00	\$100,000.00	\$ .00	\$500,000.00	\$500,000.00	\$ .00
	K9-2010-00-TR-02	FY - 2009	\$ .00	\$100,000.00	\$ .00	\$500,000.00	\$500,000.00	\$ .00
	<b>408 Data Program Incentive Total</b>		<b>\$ .00</b>	<b>\$200,000.00</b>	<b>\$ .00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$200,000.00</b>	<b>\$ .00</b>	<b>\$1,000,000.00</b>	<b>\$1,000,000.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2010-00-41-01	FY - 2007 - AL SAFETEA-LU	\$ .00	\$27,500.00	\$ .00	\$110,000.00	\$110,000.00	\$ .00
	K8-2010-00-41-02	FY - 2008 (HFR)	\$ .00	\$353,678.58	\$ .00	\$707,357.16	\$707,357.16	\$ .00
	K8-2010-00-41-03	FY - 2008 (HVE)	\$ .00	\$297,767.21	\$ .00	\$595,534.42	\$595,534.42	\$ .00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$678,945.79</b>	<b>\$ .00</b>	<b>\$1,412,891.58</b>	<b>\$1,412,891.58</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2010-00-MC-01	FY - 2007	\$ .00	\$ .00	\$ .00	\$7,496.51	\$7,496.51	\$ .00
	K6-2010-00-MC-02	FY - 2008	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	K6-2010-00-MC-03	FY - 2009	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$207,496.51</b>	<b>\$207,496.51</b>	<b>\$ .00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$207,496.51</b>	<b>\$207,496.51</b>	<b>\$ .00</b>
<b>154 Transfer Funds</b>								
	154AL-2010-00-AL-02	FY - 2008	\$ .00	\$ .00	\$ .00	\$1,444,530.25	\$1,444,530.25	\$786,681.72

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 4

2010-HSP-1

Report Date: 08/13/2009

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	154AL-2010-00-AL-03	FY - 2009	\$ .00	\$ .00	\$ .00	\$664,908.85	\$664,908.85	\$543,598.27
	<b>154 Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$2,109,439.10</b>	<b>\$2,109,439.10</b>	<b>\$1,330,279.99</b>
<b>154 Hazard Elimination</b>								
	154HE-2010-10-HE-01	FY - 2005	\$ .00	\$ .00	\$ .00	\$198,098.38	\$198,098.38	\$ .00
	154HE-2010-10-HE-02	FY - 2006	\$ .00	\$ .00	\$ .00	\$181,096.12	\$181,096.12	\$ .00
	154HE-2010-10-HE-03	FY - 2007	\$ .00	\$ .00	\$ .00	\$592,689.67	\$592,689.67	\$ .00
	154HE-2010-10-HE-04	FY - 2008	\$ .00	\$ .00	\$ .00	\$828,013.87	\$828,013.87	\$ .00
	154HE-2010-10-HE-05	FY - 2009	\$ .00	\$ .00	\$ .00	\$4,875,741.00	\$4,875,741.00	\$ .00
	<b>154 Hazard Elimination Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$6,675,639.04</b>	<b>\$6,675,639.04</b>	<b>\$ .00</b>
	<b>154 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$8,785,078.14</b>	<b>\$8,785,078.14</b>	<b>\$1,330,279.99</b>
<b>164 Transfer Funds</b>								
	164HE-2010-10-HE-01	FY - 2007	\$ .00	\$ .00	\$ .00	\$35,366.75	\$35,366.75	\$ .00
	164HE-2010-10-HE-02	FY - 2008	\$ .00	\$ .00	\$ .00	\$2,931,397.34	\$2,931,397.34	\$ .00
	164HE-2010-10-HE-03	FY - 2009	\$ .00	\$ .00	\$ .00	\$5,540,613.00	\$5,540,613.00	\$ .00
	<b>164 Hazard Elimination Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$8,507,377.09</b>	<b>\$8,507,377.09</b>	<b>\$ .00</b>
	<b>164 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$8,507,377.09</b>	<b>\$8,507,377.09</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$1,553,982.07</b>	<b>\$ .00</b>	<b>\$22,765,685.32</b>	<b>\$22,765,685.32</b>	<b>\$2,524,208.61</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$1,553,982.07</b>	<b>\$ .00</b>	<b>\$22,765,685.32</b>	<b>\$22,765,685.32</b>	<b>\$2,524,208.61</b>



**STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
  
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
  
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
  
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
  
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
  
- Highway Safety Grant Funding Policy for Field-Administered Grants

**Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have

been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

**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:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

**The State shall 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.**

This 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 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency,

shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

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.
- c) 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).
- d) 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.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (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.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

**CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

## **RESTRICTION ON STATE LOBBYING**

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**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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 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 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 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.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 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 participant further agrees by submitting this proposal that it will include the clause titled "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.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-  
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

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 and/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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/or debarment.

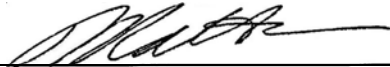
*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

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 participation in this transaction 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.

## **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



---

Governor's Representative for Highway Safety

---

7/29/09

Date

# **SECTION 402**

**The following projects will be funded with Section 402 monies.**

<b>FY2009 Carry Forward:</b>	<b>\$2,461,525.00</b>
------------------------------	-----------------------

**PROGRAM AREA: PA**

**Planning & Administration**

<b>Project Number</b>	<b>2010-PA01</b>
<b>Program Name</b>	<b>Planning and Administration</b>
<b>Subgrantee</b>	<b>Highway Safety Program</b>
<b>Longevity of Grant</b>	<b>Annually</b>

The Highway Safety Program serves as the Highway Safety Office for the state of Wyoming. The office maintains a commitment to reducing deaths and injuries on Wyoming roadways through professional staff development which includes all partners for related traffic safety planning, effective management of federal highway safety funds, data driven programs, and partnerships with other traffic safety groups and organizations.

Highway Safety salaries are not fully funded with Planning and Administration funds. The Planning and Administration program area also funds employee and partner training, travel, vehicle, vehicle operation expenses, equipment and other elements contributing to the overall management of the State's Highway Safety Plan.

The Highway Safety Program/Office consists of:

Governor's Representative/ State Highway Safety Engineer  
 Highway Safety Program Supervisor/ Coordinator  
 Program Specialist/ Financial Specialist  
 Program Specialist/ Financial Specialist  
 Program Specialist/ Data Analyst

Partners, in this program area, are defined as any person or entity that expands the ability of the current Highway Safety's limited staffing; e.g. Department of Transportation Public Affairs Office.

Evaluation Measure	Submit required documents of the Highway Safety Office, 1) Performance Plan; 2) Highway Safety Plan; 3) Annual Report. Resolve Management Review issues.
Program Area Code	402 PA
Cost Summary	\$246,152.50
Local Benefit	0%
Capital Equipment	Non-Major equipment. As needed
Performance Measures	Planning and Administration Performance Measures 1-6.

**PROGRAM AREA: OP**

**Occupant Protection**

<b>Project Number</b>	<b>FY2010 - OP01</b>
<b>Program Name</b>	<b>Comprehensive Safety Belt Program</b>
<b>Subgrantee</b>	<b>WYDOT-Highway Safety Program</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

This program intends to compliment other prevention and education efforts to make a difference in the quality of life in Wyoming through the increased use of seat belt and child restraint systems. In 2007, young parents, 21-44 years of age, were forty-five percent (45%) of those killed in motor vehicle crashes in Wyoming with thirty-three percent unrestrained. To educate young parents and their children, elementary schools will be provided materials from the Highway Safety Office for use with children 5-8 years of age on booster seat usage and the "5 Step Test" to explain when to transition to a safety belt in a motor vehicle through a collaboration with Safe Kids Chapters, school nurses and school resource officers . As needed, new brochures will be developed or purchased for tweens and adults. Local law enforcement and firemen will continue to be encouraged to become CPS technicians to educate parents and children on safety belt use. CPS trained Public Health nurses will provide education to young families through the Home Visiting Program. A limited quantity of child safety seats will be purchased. Incentive items will be purchased and distributed statewide upon request for schools, fairs, and community events to emphasize the buckle up message. To plan and implement seat belt awareness events for the May Mobilization, such as the Seat Belt Caravan in May 2008 and the Click It Challenge in May 2009.

Evaluation Measure	Summarize local program efforts by compiling where materials are distributed and when Vince & Larry crash dummies are used to spread the buckle up message to all ages with preference given to children. Report collaboration efforts with all 15 chapters and Safe Kids Wyoming on a "Tween" Safety Program. Booster Seat Safety information will be provided to at least 50% of the elementary schools, Kindergarten through 3 <sup>rd</sup> grade in partnership with Safe Kids, school nurses and school resource officers. Increase the number of local law enforcement, public health nurses and firemen as CPS technicians. Summarize the Awareness Events for the May Mobilization and Child Passenger Safety Awareness Week.
--------------------	--

Program Area Code	402OP
-------------------	-------

Cost Summary	Materials/ Supplies	\$18,313.00
	Indirect Cost (9.21%)	<u>\$ 1,687.00</u>
	Total	\$20,000.00

Local Benefit	50%
---------------	-----

Capital Equipment	None
-------------------	------

Performance Measures	This project will address performance measures: Planning & Administration 1-5, Occupant Protection 1-4.
----------------------	---

<b>Project Number</b>	<b>FY2010 -OP02</b>
<b>Program Name</b>	<b>Alive at 25</b>
<b>Subgrantee</b>	<b>Wyoming Highway Patrol</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Every year Wyoming has a number of deaths and serious injuries on our highways that could be prevented or reduced through the proper use of occupant restraints. In 2007, approximately fifty one percent (51.0%) of those killed on Wyoming highways were not using occupant restraints at the time of the crash. Of the 51.0%, approximately seventy percent (70%) were Wyoming residents. Thirty percent (30.2%) of Wyoming deaths were under 25 years of age. Young drivers are the easiest group to change driving behaviors and attitudes when driving. The "Alive at 25" Program is designed to make young drivers aware of safe driving practices, encourage appropriate teen driving behavior, and encourage them to use seatbelts.

The Wyoming Highway Patrol will provide a variety of programs and displays to promote seat belt and child restraint usage with brochures, posters and incentives for: the seat belt convincers, the rollover demonstrator, public service announcements, safety presentations at the fairs, civic groups, and schools. Maintenance of the convincers, the rollover demonstrator and the survivor trailers will be funded. These educational activities will be conducted by uniformed troopers thus illustrating their strong support and attention to the primary child restraint law and the secondary safety belt law. WHP will teach the "Alive-at-25" Program, host an instructor course for both troopers and other law enforcement agencies. "Alive-At-25" is designed to make young drivers aware of safe driving practices, teen behaviors and the use of seatbelts targeting young drivers from 14-24 years. Training and travel expenses will be funded for Lifesavers, Alive at 25 instructors, Alive at 25 conference/training and CPS training conferences. Troopers will use safety displays at fairs, civic groups, etc to educate as many people as possible about seat belt usage. Program specific items will be purchased to enhance the message for the audiences.

Funds will be used to purchase an additional rollover demonstrator to enhance the safety program statewide.

A media promotion will be continued to build awareness of the "Alive at 25" classes and encourage young adults to participate in the classes. All media produced will be used to educate Wyoming drivers 14-24 years of age. These funds will be used to purchase space in print, radio and television markets as needed.

How will the funds be used: Print, Radio, Television

How will effectiveness be assessed: See Evaluation Measures below.

The amount allocated for paid advertising: See Cost Summary below.

The amount allocated to conduct the assessment: \$ 0

Evaluation Measure	Number of safety presentations conducted with contact of approximately 25,000 people by WHP troopers demonstrating their focus on occupant protection by September 30, 2010, noting behavioral and attitudinal changes toward seat belts and child safety seats. Provide summary reports on each of the training workshops funded by this grant. Minimum of 75 Alive at 25 classes with a maximum of 24 per class. An evaluation tool will be used in the classes to determine knowledge and attitudinal change with a summary provided in the final report. A media summary report will be submitted by November 15, 2010 which
--------------------	--



will comprise of: 1) size of audience reach, 2) the number of "Alive At 25" paid airings or print ads that occurred, 3) the number of free airings or print ads that occurred, if any; 4) the size of audience reached in free airings or print ads if separation of paid versus free is available.

Program Area Code

402OP

Cost Summary

Personal Services	\$ 40,000.00
Travel/Training	\$ 35,000.00
Maintenance	\$ 2,000.00
Materials/ Supplies	\$ 33.387.30
Media Production Costs	\$ 5,000.00
Media Purchase	\$ 25,000.00
Major Equipment	\$ 35,000.00
Indirect Cost (9.21%)	<u>\$ 17,222.70</u>
Total	\$192,610.00

Local Benefit

30%

Capitol Equipment

Major: Rollover Demonstrator - \$35,000

Performance Measures

This project will address performance measures: Planning & Administration 1-6, Occupant Protection 1-3, Alcohol 1-5 and assist Speed 1-4.

**Project Number**                      **FY2010 - OP03**  
**Program Name**                        **Buckle Up Kids**  
**Subgrantee**                              **Cheyenne Regional Medical Center Foundation**  
**Longevity of Grant**                    **Continuous**

Motor vehicle related injuries kill more children and young adults (i.e. those aged 0-24 years) than any other single cause in the United States. In 2007, Wyoming had 35 people (0-24years) killed in motor vehicle crashes with 7 (0-14 years). The overall misuse rate for child safety restraints in Wyoming for the 2007-2008 grant period was 89%.

A comprehensive statewide initiative will continue to work with local communities to train motor vehicle safety technicians and certify volunteer personnel to provide child safety seat checks and other occupant protection education. The program will offer technical support; statewide data center; certify trainers and advocates; and provide checkup results to target the misuse problems. At least two NHTSA Standardized Child Passenger Safety Training courses will be implemented for new technicians, advocates, and will have at least two refresher/renewal classes to help maintain the technical knowledge base needed. A central data bank will continue to be used to record efforts throughout the state, including planning, implementing and tracking training efforts, as well as gathering and recording data from checkup events to coordinate and optimize efforts. The CPS Tracker will be used to record the parent/caregiver seat belt use at these events. The quarterly newsletter entitled *Buckle Up Express* will continue to provide pertinent information to technicians and advocates statewide. Motor Vehicle Safety technicians will continue to work with parents and caregivers to ensure all vehicle occupants are using the appropriate restraint system with an emphasis for the "Tweens" to be safe in the vehicle and riding in the back seat. Two staff personnel will be funded for an approved traffic safety professional development conference.

**Evaluation Measure**                      A minimum of two CPS Classes conducted with a maximum per class of 25 technician candidates certified and/or recertified. The number of child safety seats checked and replaced with the decrease in misuse noted, report on parent/caregiver use of seat belts. To provide report from the review of data from the trauma registry and other sources to determine if a change in behavior is being reflected.

**Program Area Code**                      402OP

<b>Cost Summary</b>	Personal Services	\$ 58,318.00
	Materials/ Supplies	\$ 18,000.00
	Training	\$ 28,600.00
	Travel	\$ 8,500.00
	<i>Bookkeeping Expense(5%)</i>	<u>\$ 5,670.09</u>
	<b>Total</b>	<b>\$119,088.09</b>

**Local Benefit**                              100%

**Capitol Equipment**                      None

**Performance Measures**                      This project will address performance measures in Planning & Administration 1-4 and Occupant Protection 1-4.

**Project Number**                      **FY2010 - OP04**  
**Program Name**                        **Protect Our Future Expansion**  
**Subgrantee**                            **Injury Prevention Resources (IPR)**  
**Longevity of Grant**                 **1st Year**

The "Protect Our Future" program, which began in Fremont County through IPR, is a comprehensive strategy designed to increase the correct use of child safety seats, booster seats and safety belts for both the young children and their parents. The program provides unique approaches for each age group, and incorporates child development and learning behaviors for children as they mature from complete dependence on their parents and caregivers to becoming decision-makers themselves. Children 10 years old and under are specifically targeted because life-saving habits formed early are most likely to continue throughout their life. They are also targeted because, when properly prepared, they can assume a powerful role in positively influencing safety belt use by family members and friends. The three elements of this program are: The Little Convincer Program, for Kindergarten, is an educational incentive program designed to teach young children and their families about the importance of buckling up provide hands-on opportunity to practice the skill; Gimme a Boost Program includes interactive assemblies for children K-2nd Grade, classroom instruction, school-based booster seat clinics, and incentives for children; 100 Mile Challenge Program prepares pre-teens (10-12year olds) for independent traveling and to empower them to encourage family members and friends to buckle up by recording how they travel: buckled up in a vehicle or with helmet on a bicycle.

Injury Prevention Resources will assist local communities to implement the Protect Our Future program by providing the following to selected communities: An Instruction manual with all program materials; access to the IPR website with updates to materials; evaluation of readiness regarding partnerships in community; assist in developing appropriate partnerships if needed; onsite meeting coordination with schools if needed; onsite instruction during each Program; and phone support.

Evaluation Measures:                To establish new Protect Our Future programs in 3-5 communities and document the results from each community.

Program Area Code                    402OP

Cost Summary	Personal Services	\$ 7,984.00
	Office Expense	\$ 600.00
	Travel	\$ 1,500.00
	Project Materials/Supplies	<u>\$ 500.00</u>
	Total	\$10,584.00

Local Benefit                            100%

Capital Equipment                    None

Performance Measures                This project will address performance measures in Planning & Administration 1-4 and Occupant Protection 1-4.

**Project Number**                      **FY2010 - OP05**  
**Program Name**                        **Protect Our Future - Laramie County**  
**Subcontractor**                        **Cheyenne Regional Medical Center Foundation**  
**Longevity of Grant**                    **2<sup>nd</sup> Year**

From 2005-2008, in Laramie County there were 526 serious and fatally injured vehicle occupants with 60% (27) of the fatalities not wearing seat belts. The 21-34 age group accounted for thirty-three percent (9) of the unbuckled occupants mentioned and 7 were male. Laramie County had a seat belt usage rate in 2008 of 73.2% which was down from 83.9% in 2007. The misuse rate in Laramie County for child restraints in 2007 was 93.3% compared to the state rate of 89%. The "Protect Our Future" program is a comprehensive strategy designed to increase the correct use of child safety seats, booster seats and safety belts for both the young children and their parents. The program provides unique approaches for each age group, and incorporates child development and learning behaviors for children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. Children 10 years old and under are specifically targeted because life-saving habits formed early are most likely to continue throughout their life. They are also targeted because, when properly prepared, they can assume a powerful role in positively influencing safety belt use by family members and friends. The three elements of this program are: The Little Convincer Program, for Kindergarten, is an educational incentive program designed to teach young children and their families about the importance of buckling up and provide hands-on opportunity to practice the skill; Gimme a Boost Program includes interactive assemblies for children K-2nd Grade, classroom instruction, school-based booster seat clinics, and incentives for children; 100 Mile Challenge Program prepares pre-teens (10-12year olds) for independent traveling and to empower them to encourage family members and friends to buckle up by recording how they travel: buckled up in a vehicle or with helmet on a bicycle.

**Evaluation Measure**                      The evaluation will include the review of crash reports to determine the number of children involved in crashes that were/were not restrained; tracking the number of child restraints provided and who did followup visits; track the number attending child safety seat education clinics; track errors and correct use; and track number of students and their anecdotal influence on other family members and friends to buckle up. To decrease the misuse rate of booster seats and safety belts. To increase the correct use of booster seats and safety belts.

**Program Area Code**                      402OP

<b>Cost Summary</b>	Personal Services	\$24,570.00
	Material/ Supplies	\$11,000.00
	Travel	\$ 3,000.00
	Book-keeping expense (5%)	<u>\$ 1,928.50</u>
	Total	\$40,498.50

**Local Benefit**                                100%

**Capitol Equipment**                      None

**Performance Measure**                    This project will address performance measures in Planning & Administration 1-4 and Occupant Protection 1-4.

**Project Number**                      **FY2010 - OP06**  
**Program Name**                        **Protect Our Future - Wind River Indian Reservation**  
**Subgrantee**                              **Injury Prevention Resources**  
**Longevity of Grant**                  **3rd Year**

Seat belt use on the reservation is dismally low (hovering just over 35%) and the crash fatality rate is incomprehensibly high. Every year for at least the past two decades, 100% of the fatalities that occurred on the reservation were not buckled up. There is evidence of positive changes happening: a fifth grade student is a seat belt survivor because of her participation in the 100-Mile Challenge program, and the disparity between Native and non-Native involvement in alcohol-related crashes is lower this year than last.

“Protect our Future” is a program which targets children and tweens. Children and tweens are specifically targeted because life-saving habits formed early are most likely to continue throughout their life. They are also targeted because, when properly prepared, assume a powerful role in positively influencing safety belt use by family members and friends. The program will be done in Lander, Riverton, Shoshoni, Dubois, Pavillion, Ft. Washakie, Wyoming Indian(Ethete), Arapahoe, and St. Stephens. Fifty percent of the program costs are funded through this grant and the rest through multiple funding sources including various corporate sponsors, local community support, and a Community Service Block grant.

**Evaluation Measure**                      The evaluation will include the analysis of the annual seat belt survey; review of crash reports to determine the number of children involved in crashes that were/were not restrained; assessing the number of citations and warnings issued for failure to use proper restraints; tracking the number of child restraints provided and who did followup visits; track the number attending child safety seat education clinics; track errors and correct use; and track number of students and their anecdotal influence on other family members and friends to buckle up. A media summary report will be provided and a summary of how the trailer was used.

**Program Area Code**                      402OP

<b>Cost Summary</b>	Personal Services	\$32,000.00
	Contractual Services	\$ 2,400.00
	Office Expense	\$ 1,500.00
	Travel	\$ 2,800.00
	Training	\$ 2,500.00
	Materials/ Supplies	\$ 5,000.00
	Media	\$ 1,500.00
	Major Equipment(copier 50%)	<u>\$ 2,730.00</u>
	Total	\$50,430.00

**Local Benefit**                              100%

**Capital Equipment**                      Major: Copier [Valued at \$5,460]

**Performance Measures**                  This project will address performance measures in Planning & Administration 1-5 and Occupant Protection 1-4.

<b>Project Number</b>	<b>FY2010 - OP07</b>
<b>Program Name</b>	<b>Child Passenger Safety (CPS) Training</b>
<b>Subgrantee</b>	<b>Child Passenger Safety Technician/Instructors</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Child Passenger Safety Technicians/Instructors need to stay current in the field of Child Passenger Safety(CPS). A new way of referring to the CPS Tech is now a Motor Vehicle Safety Technician, because they are trained to educate parents, caregivers and children on the safety features of the motor vehicle as well as the child safety restrain. Having the opportunity to receive first hand knowledge will provide them with the incentive to share this information with those on a local basis as well as statewide in scheduled training. Technicians and instructors will be given the opportunity to attend a traffic safety conference where child passenger safety will be presented. This project will fund the registration, travel expense, and per diem to keep the CPS technicians/instructors abreast of new products, technology, and an opportunity to network with experts in the vehicle and child safety seat industry.

Evaluation Measure	Provide funding for technicians and/or instructors in the area of child passenger safety to improve their knowledge base and remain current in the ever changing child passenger safety arena. Each participant will be required to provide a written summary of the workshops attended, what information they received and how they will use this new information in their communities.
--------------------	--

Program Area Code	402OP
-------------------	-------

Cost Summary	Training/ Travel	\$10,988.00
	Indirect Cost (9.21%)	<u>\$ 1,012.00</u>
	Total	\$12,000.00

Local Benefit	100%
---------------	------

Capital Equipment	None
-------------------	------

Performance Measures	This project will address performance measures in Occupant Protection 1-4.
----------------------	--

<b>Project Number</b>	<b>FY2010 - OP08</b>
<b>Program Name</b>	<b>Cheyenne Occupant Protection Program</b>
<b>Subcontractor</b>	<b>City of Cheyenne Metropolitan Planning Organization</b>
<b>Longevity of Grant</b>	<b>2<sup>nd</sup> Year</b>

In 2008, Wyoming's safety belt use rate was 68.6 percent, a rate that is below the national use rate of 83 percent. In 2007 in Laramie County, 277 persons were seriously or fatally injured in vehicle crashes, with 32 percent unbelted. Novice drivers and their passengers are more likely not to wear safety belts and be injured in a crash. Young vehicle occupants (age 16-20) represented 29 percent (600 of 2099) of the unbelted persons in injury crashes and 8 percent (4 of 53) of unbelted persons in fatal crashes in greater Cheyenne.

The Cheyenne MPO will conduct a targeted safety belt campaign with the high schools in Cheyenne. The Cheyenne Police Department in partnership with the MPO will conduct targeted enforcement in and around the high schools for a two week period. Each student driver stopped that is wearing a safety belt would receive a free music download card; drivers not belted would receive a warning and information on the benefits of seat belts. The MPO will conduct an assembly program at each school featuring speakers from law enforcement and emergency medical services who can share the devastating consequences of not wearing a seat belt along with an individual who was saved by the belt. A pre and post observational survey will be done at each school as part of the "Battle of the Belts" program where the winning high school will receive a \$1,000 prize to be used for a school activity or event. The school whose students show the greatest use would receive the prize. This will be supported by media outreach.

The MPO will also partner with the Cheyenne Police Department to conduct targeted seat belt enforcement through their Enforcement Grant in the community. The campaign period will be November 16-29, 2009 and will provide a program specific giveaway to those buckled up. Media outreach will be developed for the partnership with the Cheyenne Police Department and follow-up media announcements after the campaign to report the results of the campaign.

Evaluation Measure	The Cheyenne MPO will gather data from the pre and post observational surveys at the schools to establish a baseline and will track the increase after the campaign. Cheyenne PD will track the number of citations for safety belt non-use in the greater Cheyenne and provide them to both Highway Safety Program and the MPO to show the increased level of enforcement. The MPO will track data on safety belt use by individuals in crashes before and after the targeted enforcement at the high schools and throughout the community. The MPO will distribute this information to all participants, the community and through the media. This data will be provided in a report to the Highway Safety Office by November 15, 2010.	
--------------------	---	--

Program Area Code	402OP
-------------------	-------

Cost Summary	Contractual Services	\$ 15,000.00
	Battle of the Belts	\$ 1,000.00
	Materials/ Supplies	<u>\$ 9,000.00</u>
	Total	\$ 27,000.00

Local Benefit	100%
---------------	------

Capitol Equipment	None
-------------------	------

Performance Measure	This project will address performance measures in Occupant Protection 1-3.
---------------------	--

**PROGRAM AREA: PT**

**Police Traffic Services**



**Project Number:** 2010-PT01  
**Project Name:** Law Enforcement Coordinator  
**Subgrantee:** Johnson and Associates  
**Longevity of Grant:** Year 2

The Highway Safety Office provides grant funding opportunities to all law enforcement agencies in the State of Wyoming in the area of high visibility enforcement, DUI and seat belt usage enforcement on a federal fiscal year basis. Approximately 75 individual grant applications are received, processed and approved for funding each year. The grant application process, approval, documentation, reporting and oversight must satisfy NHTSA and WYDOT requirements and rules and regulations.

Johnson and Associates, a Wyoming based management consulting firm, proposes to provide the staffing resources necessary to effectively administer the law enforcement grant process. In addition, assigned staff will coordinate law enforcement initiatives and strategies in accordance with grant requirements, and will facilitate the flow of information between the Highway Safety Office and local law enforcement agencies. This new effort provides officer-to-officer discussion and, if necessary, motivation in the areas of traffic safety.

The Highway Safety Program will provide the LEC with community specific crash statistics to use during agency visitations. The LEC staff will promote traffic safety programs, enforcement, campaign recognition and training opportunities throughout the state. The LEC(s) will assist in finding appropriate and palatable solutions for data identified causes of fatalities and serious injuries on Wyoming roadways.

Manpower is a real challenge for law enforcement agencies throughout the state. Though interested in highway safety, overtime traffic safety enforcement is difficult. The Highway Safety Office sought and obtained law enforcement feedback regarding the challenges of the new structure of HVE event-based grants.

A media coordinator will be brought on board with Johnson and Associates and have the duties of putting media information out on the web so the law enforcement agencies will have access to more media information. This coordinator will also help in creating specific media posters, handouts, and coordinate media events for the law enforcement agencies.

- Evaluation:
1. Attend and report media thoughts gathered at law enforcement kickoff meetings. Meet with agencies individually to formulate campaign media events and press releases. Provide the plans per location to the HSO.
  2. Provide monthly activity reports through WYDOT Engineering Services along with all supporting documentation for invoice services.
  3. Meet with Highway Safety Office at least quarterly.

**Project Number:** 2010-PT01 - continued  
**Project Name:** Law Enforcement Coordinator  
**Subgrantee:** Johnson and Associates

Program Area Code 402 PT

Cost Summary Personal Services \$126,000.00

Local Benefit 40%

Capital Equipment None

Performance Measures This project impacts Police Traffic Services measures 1-2. and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

**Project Number:** FY2010-PT02  
**Project Name:** WHP Crash Investigation Team Reconstruction Software  
**Subgrantee:** Wyoming Highway Patrol  
**Longevity of Grant:** 1<sup>st</sup> Year

The Wyoming Highway Patrol (WHP) investigates 78% of the fatal crashes, 45% of the injury crashes and 38% of the property damage only crashes. As such, they need fast and effective tools to investigate crashes. The patrol provides 45 hours of basic crash investigation training to all new officers and 80 hours advanced crash investigation annually.

The WHP recognizes the increased complexity of investigating and reconstructing crashes. To gain the necessary expertise to perform those investigations thoroughly and accurately, the WHP established a crash investigation team. Team members are stationed statewide to facilitate rapid response capabilities. The team has begun an extensive training program to provide them with specialized information and skills in such areas as motorcycle, pedestrian and truck crashes.

Currently, the Crash Investigation Team has four copies of Visual Statement FX2 diagramming program which are obsolete and are no longer supported by the company. To aid the crash team with gathering important information, making critical calculations and reconstructing crashes, the WHP will purchase updated and improved accident reconstruction software. This software will do calculations and animations to determine what happened with the vehicle, pedestrian, motorcycle or commercial vehicle. The software will also be able to take measurements from the Impulse and PDA currently used by the WHP. This software is compatible with WYDOT's Highway Safety Program electronic crash reporting software.

Evaluation Measure	A final project report will be submitted to the Highway Safety Program no later than November 15, 2010. The report will summarize the entire project and the effects statewide, enumerating organizations and locations receiving materials. It will identify the number of times used and the number of training sessions with the units.	
Program Area Code	402	
Cost Summary	WHP Crash Investigation Team Reconstruction Software	\$22,445.00
	Indirect Costs (9.21%)	<u>\$ 2,067.18</u>
		<u>\$24,512.18</u>
Local Benefit	0%	
Capital Equipment	None	
Performance Measures	This project is designed to address Police Traffic Services Measures 1-2, and Traffic Records 2.	

**Project Number:** 2010-PT03  
**Project Name:** WASCOP/ Laramie Co. Teen/Parent Enforcement Effort  
**Subgrantee:** Laramie County Sheriff's Office  
**Longevity of Grant:** Year 1

Motor vehicle crashes are the number one cause of death for young adults between the ages of 16 and 24. According to the National Center for Health Statistics, 16- to 24-year-old drivers only make up 14% of all drivers, yet they are involved in 28% of all collisions.

Young drivers are involved in fatal traffic crashes at over twice the rate of the rest of the population.

Nationally more than 11,000 people aged 15 to 24 were killed in crashes in 2002, and 5,940 of those were drivers and passengers in vehicles operated by drivers ages 16 to 20. In Wyoming drivers aged 14-20 make up 9.9% of the population. However, they account for 18.7% of all crashes.

The Laramie County Sheriff's Office in conjunction with other agencies in the State have been conducting selective Speed and DUI Enforcement programs to help combat this problem.

Clearly, additional intervention is needed in securing the safety of all motor vehicle operators as well as securing our children's future.

In response to these alarming statistics, the Laramie County Sheriff's Office in conjunction with the Wyoming Association of Sheriff's and Chiefs of Police is introducing a state wide **STOPPED** (Sheriffs Telling Our Parents and Promoting Educated Driving) Program, a voluntary parental notification system used to reduce the number of young drivers involved in motor vehicle collisions.

**Evaluation:** A central registry will be established by the Wyoming Association of Sheriff's and Chiefs of Police that will keep track of the number of decals issued and the number of contacts made along with the types of offences that precipitated the stop.

**Program Area Code:** 402 PT

**Cost Summary** \$4,500.00

**Local Benefit** 100%

**Capital Equipment** None

**Performance Measures** This project addresses Planning & Administration 1-5, Alcohol measures 1-5.

**Project Number: 2010-PT04**  
**Project Name: Local High Visibility Enforcement (HVE)**  
**Subgrantee: Local Law Enforcement Agencies**  
**Longevity of Grant: Annually**

This project provides the opportunity for local law enforcement to target crash factors prominent in Wyoming crashes and reduce its involvement in Wyoming crashes. Such factors involve: speeding, drinking and driving, reckless driving, red light running, etc. Each agency listed below is prepared to participate in overtime enforcement to drive down the number of persons injured or killed on Wyoming roadways. Each will have the opportunity to participate in event-based enforcement targeting local, state, and national HVE events/campaigns scheduled at high crash, risk times and locations. This project also provides an opportunity to enhance occupant protection by enforcing the state seat belt law (secondary enforcement). The participation represents 80% of the state population.

Although each officer will enforce drinking and driving laws during this project, the primary enforcement focus will be speed and other traffic violations similar to the WHP C.A.R.E efforts. They will also focus on seat belt and child restraint enforcement as permitted under Wyoming law. Alcohol reduction campaigns, similarly structured will be funded by Section 154AL.

Agency	County	Population Served by LE Agencies
Laramie PD	Albany	30,300
University of Wyoming	"	inclusive to city
Big Horn Co. SO	Big Horn	11,000
Basin PD	"	inclusive to county
Bryon PD	"	inclusive to county
Greybull PD	"	inclusive to county
Lovell PD	"	inclusive to county
Campbell Co. SO	Campbell	40,000
Gillette PD	"	inclusive to county
Saratoga PD	Carbon	15,500
Converse Co. SO	Converse	13,000
Douglas PD	"	inclusive to county
Fremont Co. SO	Fremont	37,400
Lander PD	"	inclusive to county
Riverton PD	"	inclusive to county
Shoshoni PD	"	inclusive to county
Torrington PD	Goshen	12,000
Lingle PD	"	inclusive to county
Hot Springs Co. SO	Hot Springs	4,500
Thermopolis PD	"	inclusive to county
Johnson Co. SO	Johnson	8,300
Buffalo PD	"	inclusive to county
Laramie Co. SO	Laramie	86,300
Cheyenne PD	"	inclusive to county
Lincoln Co. SO	Lincoln	16,000
Cokeville PD	"	inclusive to county
Afton PD	"	inclusive to county
Alpine PD	"	inclusive to county
Natrona Co. SO	Natrona	71,700
Casper PD	"	inclusive to county
Evansville	"	inclusive to county
Mills PD	"	inclusive to county
Powell PD	Park	2,700
Platte Co. S.O.	Platte	8,300

Wheatland PD	"	inclusive to county
Sheridan Co. SO	Sheridan	28,000
Sheridan PD	"	inclusive to county
Sweetwater Co. SO	Sweetwater	39,300
Rock Springs PD	"	inclusive to county
Green River PD	"	inclusive to county
Teton Co. S.O.	Teton	20,000
Jackson PD	"	inclusive to county
Evanston PD	Uinta	20,200
Lyman PD	"	inclusive to county
Washakie Co. S.O.	Washakie	7,800
Worland PD	"	inclusive to county
State Population per Census 2008 532,668		Total population served: 400,600 Percent of state population: <b>80%</b>

Event-based high visibility enforcement will target media both before and after the event. The media will provide a multiplier effect on the public's perception of officer magnitude in enforcing highway safety laws. Each agency must participate in the two nationally recognized traffic safety campaigns, May Mobilization and August Alcohol Crackdown. Other event/campaigns can be selected from the state calendar and/or other identified local campaigns needed to address traffic safety challenges.

It is important to note that local law enforcement agencies will no longer move between Speed to DUI overtime grants on a three year rotation. Instead the grant process will provide for one grant that is funded primarily by Section 154AL. This project is the funding for the speed and other non-DUI enforcement efforts.

The new grant structure will be data driven. Of the 139 fatal crashes and 159 fatalities in 2008, reference page two of the FY2010 Problem Identification book, 75 involved speeding; 41 involved speeding and alcohol; 47 involved speeding and no seat belts; and 57 involved alcohol, no seat belts, and speeding. On page five of the same book, speed related crashes are represented in 29% of all 2007 Crashes. A five-year average shows speed related crashes represented 28%.

Equipment is vital for the speed enforcement grants. Equipment is provided for project participants. Up to 3 or more radar units could be authorized by the HSO office depending on the agency size and need.

Evaluation Measure	Provide daily, and monthly activity reports on forms supplied by the Highway Safety Program. Activity is reported on motorist citations, warnings and contacts. Two per hour is considered satisfactory due to the variety of traffic safety laws that may need enforced.	
Program Area Code	402 PT	
Cost Summary	Personal Services / Equipment	\$525,600.00
Local Benefit	100%	
Capital Equipment	Non-major only.	
Performance Measures	This project directly impacts Planning and Administration measures 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4 and Alcohol 1-5.	

**Project Number:** 2010-PT05  
**Project Name:** FY2011 Local High Visibility Enforcement (HVE)  
**Subgrantee:** Various Local Agencies  
**Longevity of Grant:** Continuous LE, Multi-Year Planning

402 Funds are sometimes used to perform multi-year planning for vital projects. This project will fund some Local High Visibility Enforcement Projects for FY2011.

Evaluation: N/A at this time

Program Area Code: 402

Cost Summary \$ 54,328.03

Local Benefit 100%

Capital Equipment None

Performance Measures This project directly impacts Planning and Administration measures 1-5, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4 and Alcohol 1-5.

**PROGRAM AREA: RS**

**Roadway Safety**



**Project Number:** FY2010-RS01  
**Project Name:** Traffic Safety Information & Communication (Development)  
**Subgrantee:** WYDOT-Public Affairs Office  
**Longevity of Grant:** Continuous

The Public Affairs Office (PAO) serves as the Safety Management System's (SMS) and Highway Safety Program's (HSP) public information and education (PI&E) developer in all key highway safety areas. They provide statewide PI&E to support state, national and local campaigns during problem identified times of the year. This project will fund all WYDOT districts to provide the same messages with a local voice. PAO will coordinate efforts with the Highway Safety Office (HSO), the Safety Team and the District Public Involvement Specialists around the State to provide public information regarding traffic safety issues. Since Paid Media cannot pay for development costs, this project is developed to meet that need. Funding will be used to purchase materials/ supplies and personal/professional services needed to develop PI&E related to this effort.

**Evaluation Measures:** Provide written communication to HSP identifying each traffic safety issue, funding categories, and expected benefit to the public.

Provide all fiscal documents with supporting source documentation such as vouchers, invoices, etc., along with monthly reports on activities related to expenditure.

Provide a signed copy of any sub-contract/agreement related to the grant.

**Program Area Code:** 402 RS

<b>Cost Summary:</b>	Materials/Supplies	\$19,378.42
	Personal/Professional Services	\$ 4,000.00
	Indirect Costs (9.21%)	<u>\$ 2,371.58</u>
	Total	\$25,750.00

**Local Benefit:** 0%

**Capital Equipment:** None

**Performance Measures:** This project is designed to address the performance measures: Alcohol 1-5, Occupant Protection 1-3, Speed 1-4, Motorcycles 1-4.

**Project Number:** FY2010-RS02  
**Project Name:** Safety Management System (SMS) - Various Projects  
**Subgrantee:** SMS  
**Longevity of Grant:** Continuous

SMS projects are detailed to assist and coordinate activities related to the SMS team and the Strategic Highway Safety Plan goals to reduce injuries and deaths on Wyoming roadways. The Highway Safety Governor's Representative will continue to chair the SMS team, thus ensuring behavioral consideration in roadway discussions. The SMS team will work with Wyoming's safety partners to develop and implement strategies with the greatest potential to reduce fatal and serious injury crashes. Encouragement will continue to conduct Traffic Safety Summits that have now been held in three prominent locations in need of traffic safety projects and being able to influence a large portion of the state's population: Cheyenne, Casper, Fremont Co./Wind River Reservation.

Although each SMS project will work in conjunction with both the Wyoming Strategic Highway Safety Plan and Highway Safety Plan, each project will be submitted to the NHTSA regional office for approval prior to execution.

Evaluation Measure	Provide progress reports on each project, activities performed, benchmarks reached and milestones accomplished.	
Program Area Code	402 RS	
Cost Summary	SMS Projects	\$ 90,790.00
	Indirect Costs (3%)	<u>\$ 9,210.00</u>
	Total	\$100,000.00
Local Benefit	50%	
Capital Equipment	None	
Performance Measures	This project will address performance measures: Planning and Administration 1-6.	

**Project Number:** FY2010-RS03  
**Project Name:** Sports Incentives for Projects  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** 2<sup>nd</sup> Year

Wyoming roadways experience traffic crashes which result in death and non-fatal injuries due to alcohol and lack of seat belt usage. The 2008 observed seat belt usage rate for Wyoming was at 68.6% which is far below the national average of 83%. During 2008, Wyoming fatalities failed to use safety equipment 71.9% of the time in traffic crashes. These statistics demonstrate the importance of educating the public.

The Public Affairs Office will work in conjunction with the PAO Sports Targeted Media project to get out the message of buzzed/drunken drinking and seat belt usage. The incentive items will be provided as part of the media event. There will be an announcement and/or identification of the campaign before and during the event.

**Evaluation Measures:** A report will be provided to the Highway Safety Office summarizing the incentive items distributed and how it worked in conjunction with the Sports Targeted Media project.

**Program Area Code:** 402 RS

<b>Cost Summary:</b>	Incentive Items	\$ 9,351.37
	Indirect Costs (9.21%)	<u>\$ 948.63</u>
	Total	\$10,300.00

**Local Benefit:** 0%

**Capital Equipment:** None

**Performance Measures:** Project addresses performance measures Occupant Protection1-3 and Alcohol 1-5.

**PROGRAM AREA: SA**

**Safe Communities**

<b>Project Number</b>	<b>FY2010 - SA01</b>
<b>Project Name</b>	<b>Safe Communities Local Coordinators (5)</b>
<b>Subgrantee</b>	<b>To be determined</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Safe Communities concept is to initiate a generation of community programs driven by data that address traffic-related injuries within the context of all injuries. A community will assess the traffic related problems and develop program strategies selecting one or more injury prevention priority, beginning with traffic safety, since it is often the largest part of a community's injury problem. Use proven countermeasure strategies and accessible data to document the problems and measure the impact of program strategies. Safe Community Projects will be designed to save lives and prevent serious injury from traffic crashes in their respective communities. At present, the priority counties selected from a variety of data sources are: Albany, Campbell, Fremont, Laramie, Natrona, Sheridan and Sweetwater. The 2008 statewide seat belt usage rate is now 68.6% determined by an observation survey. In 2007, the usage rate was 72.2%. The national seat belt usage rate is 83%. Fatal injuries show a seat belt use rate at 39.9% which is 7.8 percentage points higher than 2004-2006. Alcohol involvement in crashes has been reducing over the last three years but still an issue in 2005-34.7%, 2006-34.3% and 2007-33.8%. In 2007, speed was a factor in 52.9% of the fatal crashes.

Evaluation Measure	Outreach and fund communities in priority counties to address speed, occupant protection, alcohol issues and/or other traffic safety issues.
--------------------	--

Program Area Code	402 SA
-------------------	--------

Cost Summary	Personal Services & Program Development
	@ \$20,000.00 x 5
Total	\$100,000.00

Local Benefits	100%
----------------	------

Capitol Equipment	None
-------------------	------

Performance Measures	These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-3 and Speed 1-4.
----------------------	--

**Project Number**                      **FY2010 - SA02**  
**Project Name**                        **Safe Community Statewide Coordinator**  
**Subgrantee**                            **LP Consulting**  
**Longevity of Grant**                **Annually**

To expand the ability of the Highway Safety Office, a statewide safe community coordinator will be funded with 402 SA funds. The function of the coordinator will be to assist in identifying their traffic safety problems by reviewing multiple data sources, determining their available resources and needs, assist them in structuring their traffic safety activities during local, state, and national campaign periods. The coordinator will work directly with each participating community twice a year and conduct two 1-2 day traffic safety planning meetings at a central location.

The coordinator will work closely with the Highway Safety Office, document proposed strategies that include a full implementation plan for each priority area. Additional duties will be discussed with the NHTSA Regional office to solicit their work scope advice prior to hiring the coordinator through WYDOT procedures. Travel and approved training will be funded by the project.

**Evaluation**                            Documentation of plans, strategies and meetings will be provided to the HSO during on-site visits and will accompany reimbursement requests.

**Program Area Code**                402 SA

<b>Cost Summary</b>	Personal Services	\$28,000.00
	Traffic Safety Planning Meetings	\$ 4,100.00
	Communication Expense	\$ 500.00
	Travel	<u>\$ 2,200.00</u>
	Total	<u>\$34,800.00</u>

**Local Benefits**                        0%

**Capitol Equipment**                None

**Performance Measures**            These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-3 and Speed 1-4.

**Project Number**                      **FY2010 - SA03**  
**Project Name**                        **Natrona County Safe Community**  
**Subgrantee**                            **Wyoming Medical Center Foundation**  
**Longevity of Grant**                **3<sup>rd</sup> Year**

Natrona County, having a population of 73,129, is located in the mid-eastern part of Wyoming with its largest city, Casper. Natrona County continues to climb in the number of motor-vehicle crashes. It is higher than the national rate and is higher in comparison to many counties in Wyoming. Data shows in 2007, of all fatal/serious injury crashes in Natrona County, 19% involved alcohol; 25.5% were unbuckled and predominantly male; 19% were young drivers (14-20). The rate of misuse of child passenger safety seats averages 85% at the monthly car seat checks. Natrona County seat belt use rate is at 57.1% in 2008, compared to the state rate of 68.6% and the national rate of 83%.

Seat belt and child passenger restraints must increase in use, since they are the best way to survive a crash due to alcohol or speed with minimal injury. The male population, ages 21-34 have the highest percentage of non-use of seat belts. Many are fathers of young children. A program directed at this group will be created to increase awareness and motivate them to use restraints for themselves and their families. The coalition will continue to address the alcohol-related motor vehicle crash rate through support of law enforcement and businesses offering alternatives to drinking and driving through education, party options and safe rides home. Data will be collected and a publicity campaign will be developed with partners on the alcohol-related crashes and the non-use of safety belts. Partnering with local agencies and the media to participate in the national and statewide campaigns for occupant protection and drinking and driving.

**Evaluation Measure**                Compare motor vehicle crashes in Natrona County for the last three years to measure change. The misuse rate of child restraints will be calculated on an annual basis. A summary of each event/campaign will be provided to determine the number of people reached and the outcome.

**Program Area Code**                402 SA

		402 Funding	Natrona CO Match
<b>Cost Summary</b>	Personal Services	\$ 15,000.00	\$15,000.00
	Office Expense	\$ 2,400.00	\$10,000.00
	Travel/Training	\$ 3,000.00	\$ 1,000.00
	Materials/ Supplies	\$ 1,000.00	\$ 4,000.00
	Media	<u>\$ 600.00</u>	<u>\$ 5,000.00</u>
	Total	\$ 22,000.00	\$30,000.00

**Local Benefits**                        100%

**Capitol Equipment**                None

**Performance Measures**            These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-3.

**Project Number**                      **FY2010 - SA04**  
**Program Name**                      **Expanded Cheyenne CAN (Change Attitudes Now)**  
**Subgrantee**                            **Laramie County School District Number One**  
**Longevity of Grant**                **2<sup>nd</sup> Year**

According to the 2007 Wyoming Comprehensive Report on Traffic Crashes, injury crashes involving alcohol occurred most often in Cheyenne and Casper. Laramie County had the second largest number of injury crashes involving drivers age 14-20 . Drivers, age 14-20, were involved in 23.7% of the total Wyoming 2007 traffic crashes and were involved in 16.2% of the total alcohol involved crashes. Laramie County School District#1/ Safe & Drug Free Schools Program will continue to sponsor this grant to spread the CAN core messages not to drink and drive, ride with a sober driver and to always use safety belts to area Junior High and elementary schools through the Cheyenne CAN program. This program includes East, Central High, McCormick and Carey Junior High school students and will expand to include Triumph High School and Johnson Junior High. The project is a mentor program by which area high school and junior high students speak/present to Cheyenne elementary school youth about the dangers of alcohol and about the importance of always using safety belts while in vehicles. The program also encourages youth to be successful in school by staying involved in positive school programs and to earn good grades. The activities, the CAN program provides, include presentations at school and community health fairs; presentations in partnership with the DARE program to share the CAN program messages; presentations to community businesses and councils; and formal and informal classroom presentations to elementary and junior high schools. (Travel out of state requires prior approval.)

**Evaluation Measure**                Project evaluation will report the success of all CAN members who remain alcohol free (data collected by LCSD #1) and safety belt use for these students by visual survey done by the project coordinator. A questionnaire will be given to all CAN members at the end of the school year. Survey teachers and students of elementary schools where CAN program presentations were given. (Minimum number of presentations (10) planned for at least 20 students per presentation.)

**Program Area Code**                402SA

<b>Cost Summary</b>	Personal Services	\$33,000.00
	Printing Expense	\$ 4,000.00
	(Trading Cards, T-shirts & badges)	
	Materials/ Supplies	\$ 3,000.00
	Travel (In-State/ Out of State)	<u>\$ 4,000.00</u>
	<b>Total</b>	<b>\$44,000.00</b>

**Local Benefit**                        100%

**Capital Equipment**                None

**Performance Measures**            This project will address performance measures in Alcohol 1-5 and Occupant Protection 1-3.



<b>Project Number</b>	<b>FY2010 - SA05</b>
<b>Program Name</b>	<b>Safety Team Campaign Calendar</b>
<b>Subgrantee</b>	<b>Highway Safety</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

The Safety Campaigns throughout the fiscal year correspond to the National Highway Traffic Safety Administration campaign schedule to fight impaired driving, promote motorcycle awareness, increase the use of safety belts and child restraints and reduce speed related crashes. The Campaign calendar is designed to provide campaign schedules for each of the campaign events throughout the calendar year showing when the media begins and ends; enforcement efforts and times; and encourage community involvement. The calendar is distributed to law enforcement partners; community leadership; Safe Kids Chapters; Safe Communities; legislators; coalition members; public health and other advocates.

Evaluation: To distribute the calendar on a timely basis to the above safety partners and advocates. To provide anecdotal comments on how the calendar assisted these partners in participating in the different traffic safety campaigns.

Program Area Code 402 SA

Cost Summary	Printing	\$5,036.00
	Indirect Costs (9.21%)	<u>\$ 464.00</u>
	Total	\$5,500.00

Local Benefit 0%

Capital Equipment None

Performance Measures: This project will address performance measures in all traffic safety areas.

<b>Project Number</b>	<b>FY2010 - SA06</b>
<b>Program Name</b>	<b>Transportation Safety Legislative Summit</b>
<b>Subgrantee</b>	<b>Cheyenne Metropolitan Planning Organization</b>
<b>Longevity of Grant</b>	<b>1<sup>st</sup> Year</b>

Traffic crashes in Wyoming involve multiple factors and multiple target groups. In 2007, Wyoming had 149 traffic fatalities and 784 incapacitating injuries due to traffic crashes. In Wyoming, 68.6 percent of people used safety belts in 2008, a decrease from a use rate of 72.2 percent in 2007 and below the national use rate of 83 percent in 2008. Ninety percent of child restraints for children ages 1 through 8 were used improperly. One third (32.8 %) of fatal crashes in Wyoming involved alcohol and more than 40 percent involved speeding. Twenty seven people died in motorcycle crashes in 2007 with an increase in motorcycle registrations by 150% since 1998.

As a result of the Cheyenne Transportation Safety Summit held in January 2008, many short and long-term strategies were developed to reduce traffic injuries and fatalities. Safety efforts in the areas of Occupant Protection and Impaired Driving are ongoing via the Wyoming Seat Belt Coalition and the Governor's Council on Impaired Driving (new name Governor's Leadership Team to Prevent Impaired Driving). Given that many potential transportation safety countermeasures involve leadership by the legislature, a briefing on the state of transportation safety in Wyoming would be beneficial. Education of the legislature on efforts underway in other states and their potential for application in Wyoming will help inform legislators of options for improving transportation safety in the State.

The briefing would do the following: Update legislators on the number of crashes, prominent causal factors for fatalities, and injuries in Wyoming over the last five years. Highlight specific areas where Wyoming is lagging behind the rest of the nation and particularly neighboring states, i.e., a seat belt use rate that is far below the national average of 83%. Provide information on what the research says are effective approaches to solving the problem, i.e., primary seat belt law, comprehensive graduated driver's license law, high visibility enforcement for speeders and impaired driving enforcement.

Evaluation Measures	Provide a summary of the Legislative Summit with any short or long term strategies developed with a list of the participants.	
Program Area Code	402 SA	
Cost Summary	Contractual Services	\$12,000.00
	Meeting Expense	<u>\$ 2,500.00</u>
	Total	\$14,500.00
Local Benefit	100%	
Capital Equipment	None	
Performance Measures	This project will address performance measures in Alcohol 1-5 and Occupant Protection 1-3, Speed 1-4 and Motorcycle 1-4.	

**Project Number:** FY2010-SA07  
**Project Name:** Attitude and Awareness Survey  
**Subgrantee:** To Be Determined  
**Longevity of Grant:** 1<sup>ST</sup> Year

Traffic safety surveys seek to obtain information on the public’s knowledge, opinions, or self-reported driving behavior. The population of interest is all drivers.

GHSA and NHTSA have agreed to “develop and test a basic set of survey questions including information on seat belt use, impaired driving, and speeding” to be used in regular “telephone or similar surveys to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior”. GHSA and NHTSA have proposed that the core set contain nine questions and the survey should select a representative sample of all drivers throughout the State.

In partnership with WYDOT’s Public Affairs Office, the HSO will conduct the Attitude and Awareness Survey containing at minimum the core set of nine questions.

**Evaluation** A final report will be provided to the HSO no later than November 15, 2010. The report will summarize the results of the survey. Results will be provided in the FY2010 Annual Report.

**Program Area Code** 402 SA

<b>Cost Summary</b>	Attitude and Awareness Survey	\$27,237.00
	Indirect Costs (9.21%)	<u>\$ 2,763.00</u>
	Total	\$30,000.00

**Local Benefit** 0%

**Capital Equipment** None

**Performance Measures** This program addresses all areas of traffic safety.

**PROGRAM AREA: SE**

**Speed**

**Project Number:** 2010-SE01  
**Project Name:** WHP High Visibility Speed Enforcement  
**Subgrantee:** Wyoming Highway Patrol (WHP)  
**Longevity of Grant:** Annually

The WHP is a valued safety partner focused on traffic enforcement. Fatal crash data shows 60% of the crashes occur on rural Interstate and Primary roadways. Paralleling this data, the WHP investigated 78% of the fatal crashes, primarily occurring on Interstate and Primary roadways. The WHP supports the national Safety Campaigns of May Mobilization and the Alcohol Crackdown. These campaigns correspond with C.A.R.E (Combined Accident Reduction enforcement) enforcement efforts.

This project provides the WHP the opportunity to target speeding issues and reduce its involvement in crashes. It also increases their visibility and enforcement hours on the roadways. The WHP administrators allocate grant funds to each patrol division. Each District Supervisors will again through speed surveys, traffic volumes, speed crash data and knowledge of local events (e.g. UW sporting events) determine the best locations and times in their area for extra enforcement effort.

This project also provides troopers an opportunity to expand their enforcement of the Wyoming seatbelt and child restraint laws through citations, warnings and education. This information is captured on the project activity report forms provided to the HSO. At least one press release notifying the public of their heightened enforcement is required during their grant period.

**Evaluation Measure** Provide daily activity reports and monthly summary reports on forms supplied by the Highway Safety Program. Activity is reported on motorist citations, warnings and contacts. Two per hour is satisfactory due to other incidental enforcement requirements in rural areas of the state.

**Program Area Code** 402 SE

<b>Cost Summary</b>	Personal Services	\$104,408.50
	Indirect Costs (9.21%)	\$ 10,591.50
	Total	\$118,450.00

**Local Benefit** 0%

**Capital Equipment** None

**Performance Measures** This project directly impacts Speed measures 1-4, Alcohol 1-5, Police Traffic Services 1-2, Planning & Administration 1-6 and Occupant Protection 1-3.

**Project Number:** 2010-SE02  
**Project Name:** WHP Radar Upgrades  
**Subgrantee:** Wyoming Highway Patrol  
**Longevity of Grant:** Annually

Speeding continues to be a major problem on Wyoming highways. As Wyoming's lead law enforcement agency in combating the speed problem, the WHP contacted more than 584,500 drivers between January 2005 and December 2008 for speeding. Over half of those drivers were issued speeding citations. Vehicle crashes were up over thirty percent above what they were in 2005. In terms of vehicle crashes during this same time frame, the State of Wyoming experienced a significant increase of crashes where speed too fast for conditions was reported as the first contributing human factor. The WHP is expecting an increase in vehicle miles traveled statewide in 2010. Consequently, the WHP is expecting an increase in the number of traffic violations and crashes, because of the increase in travel on our highways.

The WHP continues to do what we can in speed enforcement activities. The WHP also continues to partner with Highway Safety speed enforcement and construction zone speed grants each year. In addition to the regular speed enforcement troopers do on a daily basis, troopers are targeting problem areas throughout the state where there has been problems in the past with crashes where speeding was the primary factor. These areas include approximately sixty miles on I-80 where variable speed limit signs have been erected to slow the traffic due to bad weather, traffic hazards and other safety reasons.

Evaluation Measure	To aid officers in their efforts to reduce speeding, the WHP will purchase IACP approved radars and associated accessories and distribute them to their divisions.		
Program Area Code	402 SE		
Cost Summary	Minimum of 50 units w/accessories		
	@ \$2,995.00 each		\$135,958.03
	Indirect cost [9.21%]		<u>\$ 13,791.97</u>
		Total	\$154,242.50
Local Benefit	0%		
Capital Equipment	Non-Major equipment only		
Performance Measures	This project directly impacts Speed measures 1-4, Alcohol 1-5, Police Traffic Services 1-2, and Planning & Administration 1-6.		

**PROGRAM AREA: PM**

**Paid Media**

**Project Number:** FY2010-PM01  
**Project Name:** PAO - Paid Media  
**Subgrantee:** WYDOT-Public Affairs Office  
**Longevity of Grant:** Continuous

The Public Affairs Office, serving as PI&E, will work with the Wyoming Broadcaster’s Association, Ray Lansing Advertising, Wyoming Athletic Association, local sports teams, radio and print media to address key issues and targeted audiences identified by the Highway Safety Program, Wyoming Highway Patrol, WYDOT District Public Involvement Specialists and SMS Committee. The district public involvement specialists will provide the desired local participation and flavor to media campaigns.

Key campaigns to address include, but not limited to, the national seat belt mobilization campaigns (May Mobilization), motorcycle safety and other roadway safety messages. Television spots will provide closed captioning. To expand use of 402 funds, the national “crackdown” paid media will be addressed with alcohol transfer funds. As learned from the 403 demonstration grant, sustained media, especially those with the law enforcement focus, can have a profound effect.

How will the funds be used: TV, radio, print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

Evaluation Measures: A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid versus free if available.

Program Area Code: 402 PM

Cost Summary:	Paid Media Advertising	\$104,540.75
	Assessments (1)	\$ 3,000.00
	Indirect Costs (9.21%)	<u>\$ 10,909.25</u>
	Total	\$118,450.00

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Project addresses performance measures: Planning & Administration 1-5, Occupant Protection 1-3, Motorcycles 1-4.



**Project Number:** FY2010-PM02  
**Project Name:** Sports Targeted Paid Media  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** Continuous

Wyoming roadways experience traffic crashes which result in death and non-fatal injuries due to lack of seat belt usage. In 2008, 71.9% of all fatalities and 82% of male pickup drivers killed 18-34 years old were not using safety equipment. Wyoming averages 6,280 injuries per year in traffic crashes. The 2008 observed seat belt usage rate for Wyoming was at 68.6% which is far below the national average of 82%.

The Public Affairs Office is one of the partners tasked with addressing key safety issues and targeting audiences identified by the Highway Safety Program, Wyoming Highway Patrol and SMS Committee.

The Public Affairs Office, serving as PI&E, will work with the Cowboy News Network, Don Day Weather, University of Wyoming Sports Properties and high school sports venues to coordinate the development and distribution of communication-related traffic safety information for the traveling public through various sporting and outdoor activity venues and media outlets. This will include statewide weather reporting sponsorship, jumbo screens, rotating signage, etc.

How will the funds be used: TV, radio, or print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

**Evaluation Measures:** A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred,
- 3) The number of airings or print ads if separation of paid versus free if available.

**Program Area Code:** 402 PM

<b>Cost Summary:</b>	Paid Media Advertising	\$164,988.01
	Assessments (1)	\$ 3,000.00
	Indirect Costs (9.21%)	<u>\$ 17,041.19</u>
	Total	\$185,029.20

**Local Benefit:** 0%

**Capital Equipment:** None

**Performance Measures:** Project addresses performance measures: Occupant Protection 1-3 Planning & Administration 1-5.

# **PROGRAM AREA: K2**

## **405 Funding**

The following projects will be funded with Section 405 monies.

<b>FY2007 Carry Forward:</b>	<b>\$ 70,000.00</b>
<b>FY2008 Carry Forward:</b>	<b>\$ 159,874.00</b>
<b>FY2009 Carry Forward:</b>	<b><u>\$ 156,643.00</u></b>
<b>Total</b>	<b>\$ 386,517.00</b>

<b>Project Number</b>	<b>FY2010 - 40501</b>
<b>Program Name</b>	<b>Wyoming Seat Belt Coalition</b>
<b>Subgrantee</b>	<b>Johnson &amp; Associates</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Motor vehicle injuries are the leading cause of death for individuals from age 5 through 27. Motor vehicle crashes are the principal cause of on-the-job fatalities and are the leading cause of unintentional death in the United States. Wyoming is a secondary seat belt law state. The seat belt usage rate determined through the June 2008 Observational Survey is **68.6%**. This is below the national average of **83%**.

After the Occupant Protection Assessment, a seat belt coalition was developed in FY2007 to communicate a comprehensive, coordinated strategy for increasing the use of safety belts and child restraints. Highway Safety Program will work in partnership with the state Office of Emergency Medical Services, NHTSA Regional office and the Coalition facilitator to guide the coalition regarding the best practices appropriate for Wyoming. The organization is a broad-based grassroots coalition of organizations, agencies, individuals and businesses to advocate for necessary legislative changes; create and implement a strong, statewide, unified OP enforcement strategy and message to increase safety belt usage; promote statewide participation in the national safety belt mobilizations for law enforcement and the public; and recruit participation from diverse ethnic, cultural and religious populations. The goal of the coalition is to reduce fatalities and injuries from motor vehicle crashes through more effective education and enforcement of the occupant protection laws. To increase the visibility of the seat belt message a website was developed and is now available to the public as a resource. The Highway Safety Occupant Protection Coordinator will work with the coalition facilitator/chair/committees to ensure the necessary documentation, per project, is provided. Each project will be submitted to NHTSA for approval prior to the expenditure.

<b>Evaluation Measure</b>	To continue the seat belt coalition developing a strategic plan of action for a statewide coordinated effort and a summary of the activities the coalition has accomplished in it's fourth year—legislative, advocacy, etc. to be provided to the Highway Safety Office by November 15, 2010.
---------------------------	---

<b>Program Area Code</b>	405OP
--------------------------	-------

<b>Cost Summary</b>	Contractual Services (Facilitator)	\$ 73,000.00
	Coalition Projects	<u>\$117,000.00</u>
	Total	\$190,000.00

The projects listed below and other projects determined by the Coalition will be a part of the contract with Johnson and Associates who will hold the contract for the coordination of the Seat Belt Coalition.

Project A: Junior High School Observational Survey/ Awareness Project

Ten counties in the State will participate with a maximum of three schools per county with a county coordinator. The students will work with the coordinator to survey their peers, conduct an awareness project and then resurvey their peers.

<b>Evaluation Measure</b>	The measure will be the accomplishment of the three stages of the project and the results reported in a summary report.
---------------------------	---

<b>Cost</b>	\$12,000.00
-------------	-------------

Cont. Project FY2010 - 40501

Project B: Wyoming Law Enforcement Incentive Project for Seat Belt Enforcement

This project will develop and initiate an incentive program to reward officers for their seat belt enforcement efforts as Idaho and West Virginia have done to increase seatbelt use by issuing more citations.

**Evaluation Measure** The measure will be the number of officers participating, number of citations and warnings for seat belt and child restraint, the levels of involvement of officers in program.

**Cost** \$30,000.00

Project C: Website for the Wyoming Seat Belt Coalition

This project provide the hosting and maintenance of the new website which includes approximately 8-10 main pages, 30-50 supporting pages with file storage anticipated to be between 500MB to 1G. The website is: <http://www.wysbc.org> and will continually be updated to provide the reader with current information on seat belt usage in Wyoming and other pertinent facts.

**Evaluation Measure** The continual development and maintenance of the Wyoming Seat Belt Coalition website.

**Cost** \$5,000.00

Project D: Marketing Campaign for the Wyoming Seat Belt Coalition

New brochures, DVD's, posters, billboards and other materials will be developed for the Seat Belt Coalition and the specific projects to increase public awareness about the Coalition, seat belt usage facts, and targeted at-risk populations.

**Evaluation Measure** The development and distribution of the materials statewide and to targeted at-risk populations.

**Cost** \$70,000.00

Program Area Code 405OP (K2)

Local Benefit 100%

Capital Equipment None

Performance Measures This project will address Occupant Protection performance measures 1-3.

<b>Project Number</b>	<b>FY2010 - 40502</b>
<b>Program Name</b>	<b>Seat Belt Survey</b>
<b>Subgrantee</b>	<b>DLN Consulting</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

An annual seat belt survey will be conducted to measure progress of occupant protection programs and state legislation. The statewide safety belt usage survey will cover drivers and front seat outboard passengers in passenger motor vehicles (passenger cars, pickup trucks, vans, and sport utility vehicles), registered in the state and out-of-state, traveling on all road segments (US, State, and local). The process for the Safety Belt Use Survey will be according to the NHTSA guidelines with input from the Regional Office and other appropriate agencies or individuals which will identify the sample for the survey and provide a way to ensure a low error factor in the sampling thus making it capable of being done on an annual basis. The new methodology established in FY2006 will be used for the FY2010 Seat Belt Observational Survey. The baseline results from June 2006 will be incorporated into the survey to develop the trend relationships associated with the use rates. An annual on-site training of the observers will be funded. The current seat belt usage rate reported for FY2008 is 68.6% down from 72.2% in FY2007.

Evaluation Measure	Complete Seat Belt Survey within specifications and report results by Sept. 15, 2010.	
Program Area Code	405OP (K2)	
Cost Summary	Contractual Services	<u>\$61,049.40</u>
	Total	<u>\$61,049.40</u>
Local Benefit	0%	
Capitol Equipment	None	
Performance Measures	This project will address performance measure Occupant Protection 1-3.	

<b>Project Number</b>	<b>FY2010 - 40503</b>
<b>Program Name</b>	<b>Seat Belt Coalition Media</b>
<b>Subgrantee</b>	<b>Highway Safety Program</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Motor vehicle injuries are the leading cause of death for individuals from age 5 through 27. Motor vehicle crashes are the principal cause of on-the-job fatalities and are the leading cause of unintentional death in the United States. In 2008, 72% of the fatalities were not using safety equipment. Wyoming is a secondary seat belt law state. The seat belt usage rate determined through the June 2008 Observational Survey is **68.6%**. This is below the national average of **83%**.

These funds will be used to develop media spots for print, radio and television and then purchase space in print, radio and television markets as needed to get the seat belt message out to Wyoming residents.

How will the funds be used: Print, Radio, Television

How will effectiveness be assessed: See Evaluation Measures below.

The amount allocated for paid advertising: See Cost Summary below.

The amount allocated to conduct the assessment: \$ 5,000

Evaluation Measure	A media summary report will be submitted by November 15, 2010 which will comprise of: 1) size of audience reach, 2) the number of paid airings or print ads that occurred, 3) the number of free airings or print ads that occurred, if any; 4) the size of audience reached in free airings or print ads if separation of paid versus free is available.
--------------------	---

Program Area Code	405OP (K2)
-------------------	------------

Cost Summary	Media Production Expense	\$ 10,000.00
	Media Purchase	\$109,043.22
	Media Assessment	\$ 5,000.00
	Indirect Costs (9.21%)	<u>\$ 11,424.38</u>
	Total	\$153,467.60

Local Benefit	0%
---------------	----

Capitol Equipment	None
-------------------	------

Performance Measures	This project will address performance measure Occupant Protection 1-3.
----------------------	--

# PROGRAM AREA: TR

## Traffic Records

The following projects will be funded with Section 402 and 408

**Section 402** \$ 50,000.00

Project TR01

**Section 408**

FY2008 Section 408 Carry forward: \$ 500,000.00

FY2009 Section 408 Anticipated: \$ 500,000.00

Total \$1,000,000.00

Projects TR02-TR09

Funding levels per project will be determined at the September WYTRCC meeting.

More project information is available at  
[www.nhtsa-tsis.net/TRIPRS/](http://www.nhtsa-tsis.net/TRIPRS/)

**Project Number:** FY2010-TR01  
**Project Name:** Traffic Records Assessment  
**Subgrantee:** Highway Safety Office  
**Longevity of Grant:** 1<sup>ST</sup> Year

In 2005, Wyoming conducted its first Traffic Records Assessment, "...an in-depth, formal review of a State's highway safety data and traffic records system that., at a minimum, addresses the issues identified in the November 2006 NHTSA's Traffic Records Advisory" [data components, data quality, traffic records system, management initiatives]. Traffic Records (crash, roadway, driver, vehicle, citation/adjudication and injury) will be reviewed and identify progress since 2005. The next assessment is due in FY2010.

The assessment will produce a high level assessment of what the state has in place and deficiencies on which a strategic plan can be created.

**Evaluation** The assessment will provide a summary of Wyoming's current activities, plans and needs in the form of an Assessment Report.

**Program Area Code** 402 TR

<b>Cost Summary</b>	Traffic Records Assessment	\$45,395.00
	Indirect Costs (9.21%)	<u>\$ 4,605.00</u>
	Total	\$50,000.00

**Local Benefit** 100%

**Capital Equipment** None

**Performance Measures** This program addresses Traffic Record Measures 1-6.



**Project Name:** Various  
**Project Number:** FY2010-TR02 through TR09  
**Subgrantee:** WYDOT WYTRCC and WYTROC  
**Longevity of Grant:** Continuous

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

The budget for individual projects will be updated after the September 2010 WYTRCC meeting.

**Project Number:** FY2010-TR02 (TSIS Project ID = TRP2Crash) **\$55,500**  
**Project Name:** **Electronic Crash Reporting System Database Management**

"Crash" is the data system targeted with this project. Electronic capture software was developed and has been implemented January 1, 2008. This project will address maintenance issues with the database to ensure project continuation and evaluation.

**Project Number:** FY2010-TR03 (TSIS Project ID = TRP3Citatn) **\$500,000**  
**Project Name:** **Electronic Citation Data Records System**

This project will focus on the development of an electronic citation and contact/incident data records system as part of a law enforcement data collection suite. It will include the creation and distribution of the associated data dictionary, the application software to run on the officer's in-vehicle laptop/portable computing device, the development of the electronic citation form, and integration to the citation tracking system.

**Project Number:** FY2010-TR04 (TSIS Project ID = TRP4Equip) **\$ 19,500**  
**Project Name:** **Electronic Crash/Citation Data Capture Tools**

This project is an attempt to provide support (funding initial purchase, providing proportional share funding) for the purchase of equipment, hardware and associated peripherals to law enforcement agencies. Equipment would initially target the support for electronic citation and crash data capture.

**Project Number:** FY2010-TR05 (TSIS Project ID = TRP5Manger) **\$110,000**  
**Project Name:** **Traffic Records Project Manager**

Based on the Traffic Records Assessment and Strategic Plan, the HSO is utilizing a consultant to assist in project planning, coordinating, tracking and reporting. With the TR Project Manager, projects will be advanced, ensuring that the various project director's daily urgencies don't undermine the work required in active projects.

**Project Number:** FY2010-TR06 (TSIS Project ID = TRP6EMS) **\$55,000**  
**Project Name:** **EMS Electronic Data System**

Currently, the Wyoming EMS technicians utilize manual reporting, therefore, it takes up to 330 days for a trip report to reach the EMS database. Improvements to this process require the purchase of software, equipment and a consultant's assistance in fostering support for an electronic system. The Wyoming Ambulance Trip Reporting System (WATRS) data has incorporated two additional NEMSIS elements and these elements will be included in the data capture.

**Project Number:** FY2010-TR07 (TSIS Project ID=TRP7Analys) \$0  
**Project Name:** TR Integration & Analysis Project (WYHSAS Enhancements)

The project is to deploy a software system that links crash data with specific roadway attributes. The application will eventually link with other databases. The system will enable WYDOT to diagnose problem areas and potential safety improvements, with an expected benefit and cost figure for each proposed project. The system will provide a wide range of safety study capabilities, with special emphasis on geographic mapping/visualization. The data and analysis tool will be available through a web-based system thus increasing its availability to many users. Activities this year will be funded by the WYDOT Planning Program.

**Project Number:** FY2010-TR08 (TSIS Project ID = TRP8ERP) \$160,000  
**Project Name:** WYDOT Integration Safety Planning & Asset Management

This project focuses on crash integration/accessibility. It will deploy a software system that integrates the safety analysis/management system with the state-wide project planning system, thus allowing the Department of Transportation to develop a year-by-year plan of prioritized benefit/cost candidate projects and then providing year-by-year performance figures for various network segments. This program would provide the improved ability to make and document project planning and implement decisions based on solid benefit (accident reduction)/cost information. The data and analysis tool would be available to many other safety partners through a web-based type system.

**Project Number:** FY2010-TR09 (TSIS Project ID = TRP10ERP) \$100,000  
**Project Name:** GIS/LRS

As noted in the 2005 Traffic Records Assessment, the state is in need of an LRS/GIS system to enhance crash analysis. Currently, the LRS geo-coded system incorporates state highways and county roadways. City streets are needed to complete both strip/corridor and spot analysis state wide. This project will fund a consultant to create all the necessary data sets to convert city street crash locations to an LRS/GIS standard.

Evaluation Individual Evaluation Measures are available on TRIPRS website at [www.nhtsa-tsis.net/TRIPRS/](http://www.nhtsa-tsis.net/TRIPRS/).

Program Area Code 408 K9

Cost Summary	Crash Reporting System Database Mgmt.	\$ 50,388.45
	Electronic Citation Data System	\$ 500,000.00
	Electronic Crash/Citation Data Capture Tools	\$ 17,704.05
	Traffic Records Project Manager	\$ 99,869.00
	EMS Electronic Data System	\$ 55,000.00
	TR Integration & Analysis Project	\$ 0.00
	WYDOT Integration Safety Plan/Asset Mgmt.	\$ 145,264.00
	GIS/LRS Project	\$ 90,790.00
	Indirect Costs (9.21%)	\$ 40,984.50
	Total	\$1,000,000.00

Local Benefit 0%

Capital Equipment Non-Major

Performance Measures This program addresses Traffic Record Measures 1-6.

# **PROGRAM AREA: MC**

## **Motorcycle Safety**

The following projects will be funded with Section 405 monies.

<b>FY2007 Carry Forward:</b>	<b>\$ 7,496.51</b>
<b>FY2008 Carry Forward:</b>	<b>\$ 100,000.00</b>
<b>FY2009 Carry Forward:</b>	<b><u>\$ 100,000.00</u></b>
<b>Total</b>	<b>\$ 207,496.51</b>

**Project Number**                    **FY2010 - MC01**  
**Program Name**                    **Motorcycle Safety**  
**Subgrantee**                        **WYDOT - Highway Safety Program**  
**Longevity of Grant:**            **Year 4**

The Wyoming Highway Safety Program houses the Motorcycle Safety Program. The Office is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. With motorcycle fatalities and serious injuries on the rise (see HSP Problem ID page 5 and county specific data), the Highway Safety Program has applied for 2010 funding to heighten public awareness of motorcyclists on the roadway, develop a more robust website, and improve the training elements of motorcycle instructors/riders recruitment and associated equipment.

Working directly with the Motorcycle Safety Coordinator for safety projects beyond training classes, a media campaign will be expanded to include billboards and possible radio spots. Funds will be used for posters and other project specific items using the branding from the TV and billboards. Future activities and projects are anticipated to be routine.

**Evaluation Measure**            Provide appropriate reporting for each of the projects listed reviewing the effectiveness of each to determine future use of these funds.

**Program Area Code:**            2010MC (K6)

<b>Cost Summary:</b>	Project funding	\$189,997.72
	Indirect Costs (9.21%)	<u>\$ 17,498.79</u>
	Total	\$207,496.51

**Local Benefit:**                    Project specific

**Capitol Equipment:**            None

**Performance Measures:**      Each of the following projects will address the Motorcycle measures 1 and 4.

**Project 1 Paid Media**

This project will pay for the development and placement of media for the public to be aware of motorcyclists on the streets and roadways.

How will the funds be used: TV, radio, print

How will effectiveness be assessed: Phone or direct contact survey. See Evaluation Measures.

The amount allocated to paid advertising and assessment: See cost summary below.

Evaluation Measures:            Provide a report that includes elements of the Grant Management Planning Guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred.
- 3) the number of airings or print ads if separation of paid versus free if available.

Cont. FY2010 - MC01

Cost Summary:	Media Development Costs	\$ 5,000.00
	Public Awareness Media	\$110,000.00
	Media Assessment/Survey	<u>\$ 5,000.00</u>
	Total	\$120,000.00

Local Benefit: 0%

Capital Equipment None

### **Project 2 Paid Media (Billboards)**

This project will pay for the development and placement of media for the public to be aware of motorcyclists on the streets and roadways.

How will the funds be used: Billboards

How will effectiveness be assessed: Phone or direct contact survey. See Evaluation Measures.

The amount allocated to paid advertising and assessment: See cost summary below.

Evaluation Measures: Provide a report that includes elements of the Grant Management Planning Guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred
- 3) the number of airings or print ads if separation of paid versus free if available

Cost Summary:	Media Development Costs	\$ 5,000.00
	Public Awareness Media	<u>\$50,000.00</u>
	Total	\$55,000.00

Local Benefit: 0%

Capital Equipment None

### **Project 3 Motorcycle Awareness Education Materials**

Funds will be used for posters and other project specific items using the branding from the TV and billboards.

Cost Summary:	Educational materials	<u>\$26,452.43</u>
	Total	\$26,432.43

Local Benefit: 100%

Capital Equipment: None

# Alcohol Impaired Driving Prevention Program

The following projects will be funded with Section 410 & 154AL/PM monies.

## 410 Funds

FY2007 Carry Forward:	\$ 110,000.00
FY2008 Carry Forward:	\$ 707,357.16
FY2009 Carry Forward:	\$ 595,534.42
Total	\$1,412,891.58

## 154AL/PM Funds

FY2008 Carry Forward	\$1,444,530.25
FY2009 Carry Forward:	\$ 664,908.85
Total	\$2,109,439.10

**Project Number:** FY2010 - 154AL01  
**Program Name:** Comprehensive Alcohol Program  
**Subgrantee:** WYDOT-Highway Safety Program  
**Longevity of Grant:** Continuous

This program intends to complement other alcohol prevention and education efforts to make a difference in the quality of life in Wyoming through the reduction of alcohol impaired driving. This project would provide for the printing or purchasing of alcohol educational materials or incentive items mirroring alcohol campaign slogans in media to enhance alcohol reduction efforts. Printed materials may be distributed to law enforcement, hospitals, doctor offices, public health facilities, policy makers, etc.

**Evaluation Measure** Provide a report of project activity, materials purchased or printed and/or incentive items with the message as applicable.

**Program Area Code** 154AL

<b>Cost Summary</b>	Materials/ Supplies	\$13,735.00
	Indirect Costs (9.21%)	<u>\$ 1,265.00</u>
	Total	\$15,000.00

**Local Benefit** 50%

**Capital Equipment** None

**Performance Measures** This project will address performance measures in Alcohol 1-5.

**Project Number:** 2010-154AL02  
**Project Name:** City of Laramie - DRE Class  
**Subgrantee:** City of Laramie Police Department  
**Longevity of Grant:** Year 1

The DECP Program was initiated in Wyoming in May, 2007. The program is a nationally recognized program in which Police Officers who are well versed in Standardized Field Sobriety Tests and DWUI enforcement are trained through an intensive 3-week program to assess and evaluate offenders who are suspected to be under the influence of drugs. The training certifies the officers as Drug Recognition Experts (DRE's). During the first three years of the program, Wyoming's DREs have completed at least 300 training evaluations and another 200 enforcement evaluations. Thus far, this program has been highly successful.

The International Association of Chiefs of Police (IACP) is the oversight authority of this program. Wyoming was accepted as a Drug Evaluation and Classification state in October 2006 and was classified as a maturing state during the first two years of the program. Due to this classification, the IACP paid for instructors to travel to Wyoming and teach the 2-week basic course. The IACP also paid for instructors to supervise field evaluations at an out-of-state locations. 2008 was the last year of this classification, so this project will fully fund hotel and meals for both students and instructors.

The Laramie Police Department would again like to be the host agency for this training and would like the assistance of the Highway Safety Program to bring additional Officers from around the state to become DREs.

**Evaluation Measure** To host an additional 24 officers in this program in the coming year. The following course materials will be provided to the Highway Safety Office: an agenda, number of attendees, number of attendees successfully completing the course, course evaluation, summarized course evaluation, and receipts of cost.

**Program Area Code** 154AL

**Cost Summary** Training Expenses \$70,818.00

**Local Benefit** 100%

**Capital Equipment** None

**Performance Measures** This project impacts Police Traffic Services measures 1-2 and provides training that will improve the quality of crash data.



**Project Number:** 2010-154AL03  
**Project Name:** Highway Safety Judicial Educator  
**Subgrantee:** To be determined  
**Longevity of Grant:** Year 1

Typically one third of Wyoming fatal crashes are alcohol involved. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender which involves prosecutors and judges.

This project would fund a Highway Safety Judicial Educator to enhance one of the 2005 Alcohol Special Management Review recommendations.

The Highway Safety Office (HSO) will request a list of appropriate speakers to address the Wyoming Judicial Association from the NHTSA Rocky Mountain Regional (RMR) office. Judicial needs will be assessed and the HSO will fund them appropriately. The HSO will request the NHTSA Regional Office's input prior to recruiting for the project.

Non-major equipment will be allowable.

Evaluation Measure:

- 1) Contact the NHTSA Region 8 for a speaker list.
- 2) Review the Association's calendar and request time on the agenda.
- 3) Document the resource needs identified from the meeting.
- 4) Determine if the Association's needs could be met with a highway safety judicial educator.
- 5) Submit a draft contract or grant agreement for the region's input.
- 6) If appropriate contact another state's Judicial Educator.
- 7) Report judicial findings and activities while assessing state judges.

Program Area Code 154AL

Cost Summary \$90,000

Local Benefit 0%

Capital Equipment None

Performance Measures This program addresses Alcohol 1-5 and Planning and Administration 1-6.

**Project Number:** 2010-154AL04  
**Project Name:** Traffic Safety Resource Prosecutor  
**Subgrantee:** To be determined  
**Longevity of Grant:** Year 1

One third of Wyoming crashes are alcohol involved. In 2008, 48% of fatal crashes involved alcohol; 50% of 2008 fatalities involved alcohol. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender which involves prosecutors and judges.

The Wyoming's Prosecutor Association president and the Highway Safety Office Supervisor have started discussion on funding the Association for a part time TSRP. The Association has been awarded national funds that would also cover a part time TSRP. More information and project description will be forth coming.

Evaluation Measure:	To be determined
Program Area Code	154AL
Cost Summary	\$90,000
Local Benefit	100%
Capital Equipment	None
Performance Measures	This program addresses Alcohol 1-5 and Planning and Administration 1-6.

<b>Project Number</b>	<b>FY2010 - 154AL05</b>
<b>Program Name</b>	<b>Alcohol Factors</b>
<b>Subgrantee</b>	<b>Wyoming Association of Sheriffs and Chiefs of Police (WASCOP)</b>
<b>Longevity of Grant</b>	<b>2nd Year</b>

This project, Custodial Alcohol Factors Survey, will be performed by Wyoming Association of Sheriffs and Chiefs of Police, (WASCOP) using the master database that was created and used for the completion of data collection. WASCOP will produce an easy-to-read, visual reference booklet that will incorporate the major findings from the data collected. This booklet will be produced in a format ready for printing or reproduction. An internet-based project management website will be created and maintained to provide information and the means by which issues can be discussed as the project progresses. A final report will be produced to describe the project purpose, process, and results with an electronic copy of both the reference booklet and the project report to WYDOT and for all involved participants.

This project has two primary goals: (1) to collect alcohol related data on custodial arrests in Wyoming in order to devise more effective strategies to reduce alcohol related crimes and traffic crashes; and (2) to provide the essential findings and conclusions from the data collected to the general public, state and community leaders in an easy-to-read, more usable format. This will include the following activities: (1) to modify and refine the data collection reporting form based on the previous experience; (2) to provide an on-line project management site for all project participants; (3) to collect alcohol related data for all custodial arrests from October 1, 2009 through September 30, 2010; (4) to produce a final report containing arrest data collected during the project period; and (5) to present the findings of the data collection to various governmental and community groups.

Evaluation Measure	Completion of the five (5) activities identified above.
Program Area Code	154AL
Cost Summary	\$42,570.00
Local Benefit	100%
Capital Equipment	None
Performance Measures	This project will address performance measures in Alcohol 1-5.

<b>Project Number</b>	<b>FY2010 - 154AL06</b>
<b>Program Name</b>	<b>University of Wyoming SafeRide Program</b>
<b>Subgrantee</b>	<b>ASUW Student Government</b>
<b>Longevity of Grant</b>	<b>3<sup>rd</sup> Year</b>

From the beginning of the SafeRide program in 2000, the Associated Students of the University of Wyoming (ASUW) recognized the need for safe public transportation in the Laramie community through arrest and crash data. The mission is to reduce alcohol involvement in traffic crashes. The SafeRide program operates during times of greatest risk for alcohol-related crashes: Thursday, Friday and Saturday from 7:00 pm to 2:00 am. The service is free to anyone who needs a ride in Laramie during hours of operation and is funded by student fees paid by all full-time UW students.

On May 14, 2009, SafeRide Program started the inaugural weekend of summer operations through funding from ASUW, WyoTech, the Coalition to Prevent Substance Abuse in Albany County and Laramie GM Auto Center. This expansion of the program will help meet the growing demand for this service for WyoTech students and other members of the community. UW Police Department has committed space in their new facility for SafeRide to house its dispatcher for a safer location plus close proximity to a UWPD dispatcher to contact law enforcement and quicker emergency response in the event of an emergency with the shuttles. The full-time transportation coordinator oversees the operation of SafeRide and other ASUW transportation programs. Over the length of the program, data indicates DUIs in Laramie are decreasing. In the academic year of 2008-2009 SafeRide provided 24,445 rides.

The funds will be used for 80% of the transportation coordinator's salary; purchase materials to market the SafeRide program; and to purchase advertising in online and print media to target the community.

Evaluation Measures	To provide a comparison of the ridership numbers compared to before the new phone number; provide an update on the number of DUIs in Laramie in FY2010; provide the number of presentations for WyoTech students and the community; report the ridership numbers, with comparison to the equivalent time period in prior years; and report on results of the usage and satisfaction survey and compare to prior survey.
---------------------	---

Program Area Code	154AL
-------------------	-------

Cost Summary	Personal Services(80% of total)	\$45,010.00
	Materials/ Supplies	2,000.00
	Social Marketing Campaign	500.00
	Indirect Cost (20%)	<u>9,502.00</u>
	Total	\$57,012.00

Local Benefit	100%
---------------	------

Capital Equipment	None
-------------------	------

Performance Measures	This project will address performance measures in Alcohol 1-5.
----------------------	--

**Project Number:** 2010-154AL07  
**Project Name:** Eligible Training - State Chemical Testing Program  
**Subgrantee:** Department of Health(DOH), Chemical Testing Program (CTP)  
**Longevity of Grant:** Annually

The state Chemical Testing Program staff partners with the WYDOT Highway Safety Office by selecting sites in need of stationary alcohol testing devices, e.g. Intoximeters, configuring the device, performing calibration, repairs and officer training.

This project provides for technical and educational training of CTP staff to ensure they remain the experts on all the devices, current on equipment specifications and repairs to perform the duties as requested of the Highway Safety Office. If not for the highway safety work, they would need little training limited to just the equipment they use in-house. There will be six different types of training. A total of seven people will be attending these different training courses.

Evaluation Measure	To fund registration and travel expenses for training/educational seminars. Material related to the training will be sent to the Highway Safety Office. No formal report will be required since it is technical training vs programmatic.	
Program Area Code	154AL	
Cost Summary	7 people w/ all travel expenses @ \$2,000.00 ea.	\$14,000.00
Local Benefit	0%	
Capital Equipment	None	
Performance Measures	This project directly impacts Alcohol measures 1-5.	

<b>Project Number</b>	<b>FY2010 - 154AL08</b>
<b>Program Name</b>	<b>Sweetwater County DUI Supervised Probation(DSP) Program</b>
<b>Subgrantee</b>	<b>Sweetwater County Juvenile Probation</b>
<b>Longevity of Grant</b>	<b>2<sup>nd</sup> Year</b>

This is the second year for the DUI Supervised Probation Program in Sweetwater County and therefore will only receive fifty percent funding for their program. The program provides an alternative to unsupervised probation to those who may need more supervision to be successful. A first time convicted DUI offender may be sentenced to 12-36 months of probation. The conditions of probation vary between individual judges. Nearly all first and second time offenders, however, are placed on an "honor system" (no supervision, no monitoring) for compliance with the conditions of their probation. The purpose is to reduce recidivism by ensuring that convicted DUI offenders comply with the conditions of probation imposed by the courts. This program provides an intermediate step between the "honor system" (for DUI offenders with low risk of re-arrest) and drug court (for the highest risk DUI offenders). The program will provide frequent, regular monitoring of DUI offenders and coordination of all probation activities to ensure compliance through the Municipal and Circuit Courts. Funding will be used for DSP agent to monitor the offender's progress and refer any problems back to the court and funding for clinical supervision of the DSP agent. DSP agent will receive continued training through local and state drug courts and an approved traffic safety conference. Funding may also provide for administrative supervision, including reporting, documentation and evaluation of the program; and to maintain an office. Self sufficiency is the ultimate direction of this program with the overwhelming reduction in the recidivism rate of participants in this program. Sweetwater County will cover 50% of the program costs using the program income generated to defray the expenses for the county.

Evaluation Measure	To evaluate the program through the reduction in the number and percent of repeat DUI offenders in Sweetwater County. A database consisting of all DUI conviction data will be created and will be used to evaluate the effectiveness of the DSP program. To track program income and its use.
--------------------	--

Program Area Code	154AL
-------------------	-------

Cost Summary	Personal Services	\$32,875.00
	Non-major Equipment (To be determined)	250.00
	Travel	1,000.00
	Training	1,600.00
	Materials/ Supplies	<u>1,000.00</u>
	Total	\$36,725.00

Local Benefits	100%
----------------	------

Capital Equipment	None (Non-major equipment)
-------------------	----------------------------

Performance Measures	This project will address the performance measures: Alcohol 1-5.
----------------------	--

**Project Number**                      **FY2010 - 154AL09**  
**Program Name**                        **Campbell County DUI Supervised Probation(DSP) Program**  
**Expansion**  
**Subgrantee**                              **Injury Prevention Resources**  
**Longevity of Grant**                  **1<sup>st</sup> Year**

This is the initial year for the DUI Supervised Probation Program in Campbell County. The program provides an alternative to unsupervised probation to those who may need more supervision to be successful. A first time convicted DUI offender may be sentenced to 12-36 months of probation. The conditions of probation vary between individual judges. Nearly all first and second time offenders, however, are placed on an "honor system" (no supervision, no monitoring) for compliance with the conditions of their probation. The purpose is to reduce recidivism by ensuring that convicted DUI offenders comply with the conditions of probation imposed by the courts. This program provides an intermediate step between the "honor system" (for DUI offenders with low risk of re-arrest) and drug court (for the highest risk DUI offenders). The program will provide frequent, regular monitoring of DUI offenders and coordination of all probation activities to ensure compliance. Funding will be used for DSP agent/s to monitor the offender's progress and refer any problems back to the court and funding for clinical supervision of the caseworkers. DSP agent/s will receive continued training through local and state drug courts and approved traffic safety conference. Funding may also provide for administrative supervision, including reporting, documentation and evaluation of the program; and to maintain an office. Self sufficiency is the ultimate direction of this program with the overwhelming reduction in the recidivism rate of participants in this program. *(This project will generate program income to fund the expenses of this program.)*

Evaluation Measure                      To evaluate the program through the reduction in the number and percent of repeat DUI offenders in the county. To track program income and its use.

Program Area Code                        154AL

Cost Summary	Personal Services	\$39,300.00
	Benefits	\$ 9,500.00
	Office Expenses	\$ 8,600.00
	Non-major Equipment (To be determined)	\$ 2,600 00
	Travel	\$ 1,500.00
	Training	<u>\$ 2,400.00</u>
	Total	\$63,900.00

Local Benefits                              100%

Capital Equipment                        None

Performance Measures                  This project will address the performance measures: Alcohol 1-5.

<b>Project Number</b>	<b>FY2010 - 154AL10</b>
<b>Program Name</b>	<b>DSP Technical Assistance</b>
<b>Subgrantee</b>	<b>Injury Prevention Resources (IPR)</b>
<b>Longevity of Grant</b>	<b>2<sup>nd</sup> Year</b>

This is an expansion of the DUI Supervised Probation Program begun in Fremont County with a pilot in FY2004. This grant will be used to provide technical assistance to Sweetwater County DUI Supervised Probation Program and the Campbell County DSP Program. IPR will provide continued training to the DSP agents; review Activity Reports and Financial Reports prior to submission to WYDOT (3 months at least); provide administrative and clinical support to the DSP agents including assistance with developing collaborative relationships with key partners in the two Counties and throughout the state; review the database monthly and assist the agents with program evaluation; and develop a funding plan for continuation of DSP beyond the initial grant period.

The DSP program provides an alternative to unsupervised probation to those who may need more supervision to be successful. A first time convicted DUI offender may be sentenced to 12-36 months of probation. The conditions of probation vary between individual judges. Nearly all first and second time offenders, however, are placed on an "honor system" (no supervision, no monitoring) for compliance with the conditions of their probation. The purpose is to reduce recidivism by ensuring that convicted DUI offenders comply with the conditions of probation imposed by the courts. This program provides an intermediate step between the "honor system" (for DUI offenders with low risk of re-arrest) and drug court (for the highest risk DUI offenders). The program will provide frequent, regular monitoring of DUI offenders and coordination of all probation activities to ensure compliance.

Evaluation Measure	To evaluate the programs through the accomplishment of the above elements which include the training for DSP agents; the establishment of the DSP support infrastructure and provide the funding plan for continuation of the county DSP programs beyond the initial grant period.
--------------------	--

Program Area Code	154AL
-------------------	-------

Cost Summary	Personal Services	\$19,280.00
	Office Expenses	\$ 3,600.00
	Travel (In-state)	<u>\$ 2,000.00</u>
	Total	\$24,800.00

Local Benefits	100%
----------------	------

Capital Equipment	None
-------------------	------

Performance Measures	This project will address the performance measures: Alcohol 1-5.
----------------------	--



<b>Project Number</b>	<b>FY2010 - 154AL11</b>
<b>Program Name</b>	<b>Governor's Leadership Team to Prevent Impaired Driving</b>
<b>Subgrantee</b>	<b>LP Consulting</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

The Leadership Team is funded with Highway Safety NHTSA funds at the pleasure of the Governor. Alcohol continues to be a factor in Wyoming's fatal traffic crashes which occur each year. In 2008, 67 out of 139 fatal crashes (48%) were alcohol involved. The initial purpose of the Governor's Council on Impaired Driving was to provide a forum for discussion, and planning to reduce the incidence of impaired driving in Wyoming; identify priority issues and problems related to impaired driving; increase public awareness of and education relating to impaired driving issues; evaluate the effectiveness of current laws, existing programs and countermeasures; develop proposals addressing priority issues; advocate strategies to implement proposals, including adequate funding of needs. The Governor has charged the Leadership Team to develop a statewide strategic plan for eliminating impaired driving and look at policy changes to be made within the state's current DUI administrative system. The Governor has requested that the Team be made up of 15 members who are directly responsible for ensuring the state's DUI countermeasure system is more effective at preventing impaired driving. This project will provide a positive effect upon Wyoming's impaired driver related traffic crash reduction efforts. LP Consulting will schedule monthly meetings, provide the Team with agendas, reports, insightful presentations and discussions, and meeting minutes. A website will be maintained from which Wyoming residents will be able to access pertinent, timely information related to impaired driving. Training/travel expenses will be funded for the Team members and support staff to participate in an approved traffic safety conference to bring updated issues and ideas to support the Team's efforts.

Evaluation Measure	To continue the development of a statewide strategic plan for eliminating impaired driving within the state's current DUI administrative system. To provide a summary of the Leadership Team activities and a list of members and agencies represented.
--------------------	---

Program Area Code	154AL
-------------------	-------

Cost Summary	Personal Services:	\$ 68,250.00
	Travel	\$ 22,000.00
	Meetings	\$ 15,000.00
	Meeting Supplies	\$ 500.00
	Printing/ copying	\$ 2,500.00
	Postage	\$ 1,000.00
	Member communication	\$ 1,500.00
	Training (Lifesavers Conf.)	<u>\$ 8,000.00</u>
	Total	\$118,750.00

Local Benefit	0%
---------------	----

Capitol Equipment	None
-------------------	------

Performance Measures	This project will address performance measures in Alcohol 1-5.
----------------------	--

<b>Project Number</b>	<b>FY2010 - 154AL12</b>
<b>Program Name</b>	<b><i>Governor's Impaired Driving Recognition Forum</i></b>
<b>Subgrantee</b>	<b>To be determined</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Alcohol continues to be a factor in Wyoming's fatal traffic crashes which occur each year. In 2008, 67 out of 139 fatal crashes (48%) were alcohol involved. This project will attempt to provide a positive effect upon Wyoming's impaired driver related traffic crash reduction efforts. The Governor's Leadership Team to Prevent Impaired Driving will be consulted about this forum and may help establish an agenda, topics, and speakers to meet the goal of public awareness of the impaired driving problems in Wyoming, and provide a forum to recognize the efforts law enforcement and other entities had on this problem. Materials will be developed for the forum participants. The coordinator will provide the organization of the event through the announcement notice, the agenda, and work with the location and catering staff. *(This project generates program income that will be used to defray the cost of the food/ facility expense.)*

Evaluation Measure	Conduct the Governor's Impaired Driving Prevention Forum which will recognize law enforcement and individuals statewide for their dedication to the reduction of impaired driving. The Governor will personally recognize the award recipients for their work to reduce impaired driving in Wyoming.
--------------------	--

Program Area Code	154AL
-------------------	-------

Cost Summary	Personal/Contractual Services	\$ 7,500.00
	Facility	\$ 6,000.00
	Printing/Postage	\$ 7,000.00
	Speakers	\$ 5,000.00
	Materials/ Supplies	<u>\$ 5,000.00</u>
	Total	\$30,500.00

Local Benefit	100%
---------------	------

Capital Equipment	None
-------------------	------

Performance Measures	This project will address performance measures in Alcohol 1-5.
----------------------	--

**Project Number:** 2010-154AL13  
**Project Name:** Intoximeters and Alco Sensor Equipment  
**Subgrantee:** Local Law Enforcement Agencies  
**Longevity of Grant:** Annually - funding dependent

This project will replace alcohol testing equipment, such as the intoximeter, for large sample demand or Alco Sensor IV, for locations with smaller demand. Placement or replacement is determined by the Department of Health (DOH), Chemical Testing Program (CTP) as they evaluate equipment location, age, ability to service and sample demand. CTP will review locations by timeliness of officer to a testing site. One hour is targeted as the maximum travel time any testing site. A member of the CTP staff services all alcohol testing equipment to ensure equipment delivers accurate BAC results and trains officers on the correct usage of the equipment. Agencies that have requested funding are: Hot Springs County S.O., along with four [4] vacant openings. The procedure for requesting a testing device is:

1. The law enforcement agency contacts Chemical Testing with a request or Chemical Testing notifies the agency of their equipment needs.
2. The CTP uses the following criteria per Tom Johnson, Chemical Testing Supervisor:  
 “Our first criteria for instrument placement is geographical dispersion. We try to place instruments so that all sites are within approximately a one hour drive from any potential site of a traffic stop. The population density of an area and the number of law enforcement officers that would potentially utilize the instrument determines what type of instrument is placed at a particular site. We try to place EC/IR’s in areas of high usage (e.g. Cheyenne, population 50,000) and Alco-sensor IV’s ( with printers) in areas of low usage (e.g. LaBarge, population 600). There is no set number used to determine placement because there is such a contrast in population density that it is usually obvious which instrument is needed.”
3. The agency, like all other grant requestor, sends in a letter of intent, first to Tom Johnson and then to HSO staff member, Dalene Call. Within the letter, Dalene requires they provide the statement of need from Chemical Testing before the request is considered.

Evaluation Measure	To purchase five intoximeters or Alco Sensor IVs, meeting the specifications set forth by the Department of Health, Chemical Testing Program (CTP). Equipment will be monitored by the Highway Safety Program for use, operating condition, and agency location. Duration of this monitoring is dependent on equipment classification of Non-Major or Major.
Program Area Code	154AL
Cost Summary	Equipment 5 @ \$5,600 = \$ 32,500.00
Local Benefit	100%
Capital Equipment	Market value of intoximeter or Alco Sensor IV, meeting the DOH/CTP specifications may exceed \$5,000 and thus may be considered Major equipment.
Performance Measures	This project directly impacts Alcohol Measures 1-5.

**Project Number:** 2010-154AL14  
**Project Name:** Alcohol Training for Governor's Leadership Team  
State Judges and Prosecutors.  
**Subgrantee:** Various  
**Longevity of Grant:** Year 1 - not utilized last year

Alcohol continues to be a factor in Wyoming's fatal traffic crashes each year. In 2008, 48% of fatal crashes involved alcohol; 50% of 2008 fatalities involved alcohol. Drinking drivers between the ages of 25-34 accounted for 29% of alcohol related crashes and 92% were males.

Alcohol related fatality rates/VMT have decreased from 0.82 in 2001 to 0.75 in 2008, based on 2007 VMT.

The alcohol training grant is designed to provide key local leaders the opportunity to attend training that addresses the reduction of drinking and driving.

Evaluation Measure	Each project will be detailed in the State's Annual report.
Program Area Code	154AL
Cost Summary	\$40,000.00
Local Benefit	100%
Capital Equipment	None
Performance Measures	This project directly impacts Alcohol measures 1-5.

**Project Number:** FY2010-154AL15  
**Project Name:** SCRAM/Transdermal Units for DUI Courts  
**Subgrantee:** Various  
**Longevity of Grant:** 1<sup>st</sup> Year

Driving under the influence (DUI) incidents remain a constant and persistent threat to residents of Wyoming. In 2008, alcohol was a factor in 70.65% of custodial arrests in Wyoming and 74.38% of misdemeanor arrests. The average blood alcohol content (BAC) for all persons arrested for public intoxication was 0.236. Driving under the influence (DUI) arrests accounted for 37.5% of all arrests statewide with the average drunk driving BAC at 0.158. This indicates a significant drinking problem within the State.

The Wyoming DUI Court's built off the philosophies of DUI programs widely used around the nation. New dynamic approaches have had an impact on reducing the number of DUI related crashes as seen in Laramie County. The DUI Court Team identifies repeat DUI offenders or those with substance dependance, then provides them supervised probation, utilizing sobriety compliance technologies, and using philosophies and practices of DUI Court programming. The use of the Secure Continuous Remote Alcohol Monitor (SCRAM) device, worn on the offender's ankle, will ensure compliance. This project will pay for the purchase of SCRAM units in other courts throughout the State in an attempt to emulate Laramie County Court's success.

Evaluation Measure	The DUI Court goal is to obtain a compliance rate of 80%. Review data from DCI Annual Report, Department of Health's Substance Abuse Division, MADD, Case Management System and Highway Safety Program for county level impact. There will be a final report due to the Highway Safety Office no later than November 15, 2008.	
Program Area Code	154AL	
Cost Summary	SCRAM Units	\$30,000.00
Local Benefit	100%	
Capital Equipment	Non-Major	
Performance Measures	This project addresses Alcohol measures 1-4.	

**Project Number:** FY2010-154AL16  
**Project Name:** Laramie County DUI Court Secure Continuous Remote Alcohol Monitor (SCRAM)  
**Subgrantee:** Laramie County Court  
**Longevity of Grant:** 1<sup>st</sup> Year

Driving under the influence (DUI) incidents remain to be a constant and persistent threat to Laramie County citizens' safety. Laramie County Circuit Court records approximates 25% of the Court's caseloads are court actions taken because of a DUI arrest. Laramie County remains second in the State for the number of DUI arrests per capita.

Laramie County represents roughly 17% of the state's population and is the largest city of the state. Alcohol related fatalities occur more in Laramie County than the state average of 5.4%. Alcohol was involved 67.4% of the time in Laramie County Arrests from April 1 to September 30, 2008. Given these facts, the Laramie County District Court has a DUI Court built off the philosophies of DUI programs widely used around the nation.

New dynamic approaches have had an impact on reducing the number of DUI related crashes in Laramie County. The DUI Court Team identifies repeat DUI offenders or those with substance dependence, then provides them supervised probation, utilizing sobriety compliance technologies, and using philosophies and practices of DUI Court programming. The use of the Secure Continuous Remote Alcohol Monitor (SCRAM) device, worn on the offender's ankle, will ensure compliance. This project will pay for the purchase of SCRAM units and update training for team members.

Evaluation Measure	The DUI Court goal is to obtain a compliance rate of 80%. Review data from DCI Annual Report, Department of Health's Substance Abuse Division, MADD, Case Management System and Highway Safety Program for county level impact. There will be a final report due to the Highway Safety Office no later than November 15, 2010.	
Program Area Code	154AL	
Cost Summary	SCRAM Units	\$30,000.00
	Travel Expenses	<u>\$24,546.00</u>
	Total	\$54,546.00
Local Benefit	100%	
Capital Equipment	Non-Major	
Performance Measures	This project addresses Alcohol measures 1-4.	

**Project Number:** FY2010-154AL17  
**Project Name:** DWI Court Training Initiative  
**Subgrantee:** Various  
**Longevity of Grant:** 1<sup>st</sup> Year

Driving under the influence (DUI) incidents remain to be a constant and persistent threat to the State of Wyoming citizens' safety. For a period of three years (2006-2008), the Wyoming Association of Sheriffs and Chiefs of Police collected specific alcohol-related data from 43,060 persons who were arrested and subsequently detained in a county detention facility. There has been a consistent upward trend of alcohol related arrests averaging 69% of all arrests. This is the same trend for arrests for Driving Under the Influence averaging 31.3%. The average BAC of persons arrested for DUI in Wyoming is .155%, almost twice the presumptive or legal level for impairment.

New dynamic approaches have had an impact on reducing the number of DUI related crashes. The NHTSA, Office of Safety Programs, Enforcement and Justice Services Division will be conducting DWI Court Training. The training "is designed to assist communities develop DWI court programs and is conducted in cooperation with the National Center for DWI Courts (NCDC)". The training will include a team of professionals from the State of Wyoming. The training is not geared for individual participation.

Per NHTSA, such attendees can request travel expense reimbursement from the local Highway Safety Offices.

Evaluation Measure	The DUI Court training attendees will provide a trip report due to the Highway Safety Office no later than November 15, 2010.	
Program Area Code	154AL	
Cost Summary	Travel Expenses	\$60,000.00
Local Benefit	100%	
Capital Equipment	None	
Performance Measures	This project addresses Alcohol measures 1-4.	

**Project Number:** 2010-154AL18  
**Project Name:** Video Cameras/Accessories for D.U.I. Arrest Support  
**Subgrantee:** Wyoming Local Law Enforcement Agencies/Departments  
**Longevity of Grant:** Annually - funding dependent

Typically one third of Wyoming fatal crashes are alcohol involved. In 2008, 48% fatal crashes and 50% of the fatalities were alcohol involved. Finding and arresting impaired drivers are factors of the complex solution to reducing the number of drunk drivers and persons killed on the roadways. Another factor is the conviction of the offender. Video cameras assist in the effort, reinforcing the officer's probable cause for the stop and field sobriety tests. Only recently have officers wanted this tool in their tool belt. The Highway Safety Office applauds their interest and use of the devices.

This project provides funding for only 35 video cameras and accessories to Wyoming local law enforcement agencies/departments to assist in DUI arrests and court convictions. Video cameras are also known to improve officer safety. Numerous agencies have requested funding. Priorities of camera grant placement will be based on high DUI fatality locations, high alcohol involved crash locations, high citation areas and/or participation in DUI HVE.

Evaluation Measure	Provide for the purchase of 26 video cameras and accessories by local law enforcement agencies. Each agency will provide a final report at the end of the fiscal year with the pros/cons and usage of the camera(s).	
Program Area Code	154AL	
Cost Summary	35 Video Cameras and accessories @ \$5,000 each.	\$ 175,000
Local Benefit	100%	
Capital Equipment	Depending on the market value, video cameras may exceed \$5,000 and thus be Major equipment.	
Performance Measures	This project directly impacts Alcohol measures 1-5.	



**Project Number:** 2010-154AL19  
**Project Name:** SFST Assessment  
**Subgrantee:** Wyoming Law Enforcement Academy (WLEA)  
**Longevity of Grant:** Year 1

The Wyoming Law Enforcement Academy (WLEA) is requesting the WYDOT Highway Safety Program Office, to request the National Highway Traffic Safety Administration (NHTSA) initiate a DWI Detection and Standardized Field Sobriety Testing Assessment for the State of Wyoming.

The WLEA is statutorily tasked with the basic training of our Wyoming peace officers. One facet of this basic training is the inclusion of a 24 hour block specifically dedicated to DWI Enforcement which includes detection and standardized testing components. This 24 hour course follows the NHTSA designed and developed curriculum and is taught by troopers of the Wyoming Highway Patrol. The WLEA believes this course content closely follows the curriculum developed by NHTSA. However, the content of this 24 hour course has not been assessed nor validated by an outside entity.

In addition to the validation of the basic training requirements, there are avenues available for officers to receive the needed “refresher training” once they return to their individual agencies.

Evaluation Measure	The WLEA goal of an assessment is to evaluate the current course content and to validate that meets the prescribed classroom and practical skills requirements of such training.
Cost Summary	\$50,000.00
Local Benefit	0%
Capital Equipment	None
Performance Measures	This project directly impacts Alcohol Measures 1-5.

**Project Number:** 2010-154AL20  
**Project Name:** DUI Enforcement  
**Subgrantee:** Wyoming Highway Patrol (WHP)  
**Longevity of Grant:** Annually

The WHP is a valued safety partner focused on traffic enforcement. Eighty-five percent of all alcohol related fatal crashes were rural. Typically, fatal and injury crashes occur on rural interstate and primary roadways. The WHP places priority enforcement activity on the problem of impaired drivers driving while under the influence of alcohol and/or drugs. There was a reduction in alcohol related fatal crashes from 2007 to 2008, but this still continues to be a significant factor in fatal and serious injury crashes in Wyoming. Alcohol related fatal crashes were reduced by 1 and a reduction of 4 fatalities from 2007 to 2008.

The WHP supports the national safety campaign of May Mobilization and the Alcohol Crackdown. These correspond well with the National C.A.R.E. ( Combined Accident Reduction Enforcement) efforts.

This project provides the WHP the opportunity to target alcohol impaired driving and reduce its involvement in crashes. It also increases enforcement visibility and control on the roadways. WHP administrators allocate grant funds to each patrol division. Each division discusses best locations on which to work the enforcement hours based on crash and citation data. The project will also fund participants to attend the C.A.R.E. Conference to learn or refresh DUI best practices.

All overtime/high visibility grants are encouraged to utilize their enforcement time to support the seat belt and child restraint law through citations, warnings and education. The required activity report provides an opportunity to capture this information. All subgrantees are required to notify media outlets of their heightened enforcement at least once during their grant period.

Evaluation Measure Provide daily activity contact reports and monthly summary reports on forms supplied by the Highway Safety Program. The target number of DUI contacts vary depending on officer location. A training report is required from each CARE Conference attendee (except the Col. And Lt.Col.).

Program Area Code 154AL

Cost Summary	Personal Services	\$ 91,534.63
	C.A.R.E. conference	\$ 6,700.00
	Indirect Costs [9.21%]	<u>\$ 9,642.87</u>
	Total	\$107,877.50

Local Benefit 0%

Capital Equipment None

Performance Measures This project directly impacts Alcohol Measures 1-5.

<b>Project Number</b>	<b>FY2010 - 154AL21</b>
<b>Program Name</b>	<b>DUI Education</b>
<b>Subgrantee</b>	<b>Wyoming Highway Patrol</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Wyoming's alcohol-involved traffic crashes in the past two years have been steady despite the efforts in enforcement. The data from 2005-2008 has a steady trend of fatal traffic crashes involving an impaired driver average at 33.8% per year. Alcohol-related fatal crashes continue to be a factor in Wyoming's fatal traffic crashes each year. Alarmingly, younger and younger drivers are involved in alcohol/drug related crashes. Alcohol was a factor in 42.2% of the fatalities under the age of 21 in 2008.

The Patrol, in 2008, made 1549 DUI arrests with a total of over 5,000 DUI arrests by all law enforcement officers. Troopers educate Wyoming residents to the dangers of being an impaired driver by teaching at schools, public and private organizations. To assist in this effort, funds will be used to purchase a golf cart to be used with the Fatal Vision Goggles. An enclosed trailer will be purchased to provide the associated materials needed such as traffic cones, striping paint, graphics for the golf cart and trailer and minor equipment associated to simulates the effects of impairment from alcohol or other drugs on a motorist's driving skills. This cart will be provide increased coverage for the state and will be used along with the SIDNE car at schools and other locations possibly pairing it up with the Alive at 25 program to reach young drivers ages 15-24. The grant funds will be used for trooper overtime, brochures and incentive items to educate Wyoming residents to the dangers of an "Impaired Driver." Travel expenses will be covered when Troopers travel outside their division to teach and also to participate in the annual Governor's Recognition Forum. These funds will also be used to produce new R.E.D.D.I. public service announcements and videos, but will not pay for advertising space.

Evaluation Measure	Number of events and participants in partnership with the Alive at 25 Program, number of other safety presentations conducted by WHP troopers demonstrating their focus on reduction of alcohol-related crashes by September 30, 2010, noting behavioral and attitudinal changes toward drinking and driving.
--------------------	---

Program Area Code	154AL
-------------------	-------

Cost Summary	Personal Services (approx. 333/OT hrs.)	\$19,500.00
	Travel Expenses	\$ 5,000.00
	Major Equipment (Golf Cart w/ Trailer)	\$13,500.00
	Incentive Items	\$12,977.19
	Brochures/Signs/Posters	\$ 3,500.00
	Media Production Costs	\$ 4,500.00
	Indirect Cost (9.21%)	<u>\$ 5,431.80</u>
	Total	\$64,408.99

Local Benefit	100%
---------------	------

Capitol Equipment	Major: Golf cart with enclosed trailer
-------------------	--

Performance Measures	This project will address performance measures in Alcohol 1-5 and Speed 1-4.
----------------------	--

**Project Number:** 2010-154AL22  
**Project Name:** Local DUI HVE  
**Subgrantee:** Local Law Enforcement Agencies  
**Longevity of Grant:** Annually

This project provides the opportunity for local law enforcement to target alcohol crash factors typically representation a third of Wyoming fatal crashes. In 2008, 48% fatal crashes and 50% of the fatalities were alcohol involved. This grant will also incidentally assist in reducing other crash related factors such as speeding, drinking and driving, reckless driving, red light running, etc. Each agency listed below is prepared to participate in alcohol overtime enforcement to drive down the number of persons injured or killed on Wyoming roadways. Each will have the opportunity to participate in alcohol event-based enforcement targeting local, state, and national HVE events/campaigns scheduled at high crash, risk times and locations. This project also provides an opportunity to enhance occupant protection by enforcing the state seat belt law (secondary enforcement). The participation represents 80% of the state population.

Although each officer will enforce all traffic laws, the primary enforcement focus will be DUI enforcement. They will also focus on seat belt and child restraint enforcement as permitted under Wyoming law.

Agency	County	Population Served by LE Agencies
Laramie PD	Albany	30,300
University of Wyoming	"	inclusive to city
Big Horn Co. SO	Big Horn	11,000
Basin PD	"	inclusive to county
Bryon PD	"	inclusive to county
Greybull PD	"	inclusive to county
Lovell PD	"	inclusive to county
Campbell Co. SO	Campbell	40,000
Gillette PD	"	inclusive to county
Saratoga PD	Carbon	15,500
Converse Co. SO	Converse	13,000
Douglas PD	"	inclusive to county
Fremont Co. SO	Fremont	37,400
Lander PD	"	inclusive to county
Riverton PD	"	inclusive to county
Shoshoni PD	"	inclusive to county
Torrington PD	Goshen	12,000
Lingle PD	"	inclusive to county
Hot Springs Co. SO	Hot Springs	4,500
Thermopolis PD	"	inclusive to county
Johnson Co. SO	Johnson	8,300
Buffalo PD	"	inclusive to county
Laramie Co. SO	Laramie	86,300
Cheyenne PD	"	inclusive to county
Lincoln Co. SO	Lincoln	16,000
Cokeville PD	"	inclusive to county
Afton PD	"	inclusive to county
Alpine PD	"	inclusive to county
Natrona Co. SO	Natrona	71,700
Casper PD	"	inclusive to county
Evansville	"	inclusive to county
Mills PD	"	inclusive to county
Powell PD	Park	2,700
Platte Co. S.O.	Platte	8,300
Wheatland PD	"	inclusive to county
Sheridan Co. SO	Sheridan	28,000
Sheridan PD	"	inclusive to county
Sweetwater Co. SO	Sweetwater	39,300

Rock Springs PD	"	inclusive to county
Green River PD	"	inclusive to county
Teton Co. S.O.	Teton	20,000
Jackson PD	"	inclusive to county
Evanston PD	Uinta	20,200
Lyman PD	"	inclusive to county
Washakie Co. S.O.	Washakie	7,800
Worland PD	"	inclusive to county
Crook Co. S.O.	Crook	6,300
State Population per Census 2008 532,668		Total population served: 400,600 Percent of state population: <b>80%</b>

Event-based high visibility enforcement will target media before and after the event. The media will provide a multiplier effect on public perception of the magnitude of officers enforcing highway safety laws. Each agency must participate in the two nationally recognized traffic safety campaigns, May mobilization and August Alcohol Crackdown. Other local enforcement events/campaigns are permitted.

The new grant structure will be data driven. Of the 139 fatal crashes and 159 fatalities in 2008, reference page two of the FY2010 Problem Identification book, 75 involved speeding; 41 involved speeding and alcohol; 47 involved speeding and no seat belts; and 57 involved alcohol, no seat belts, and speeding. On page five of the same book, speed related crashes are represented in 29% of all 2007 Crashes. A five-year average shows speed related crashes represented 28%.

Evaluation Measure	Provide daily, and monthly activity reports on forms supplied by the Highway Safety Program. Productivity of the activity reports is reviewed for reasonableness.	
Program Area Code	154AL	
Cost Summary	Personal Services / Equipment	\$450,000.00
Local Benefit	100%	
Capital Equipment	None	
Performance Measures	This project directly impacts Alcohol Performance Measures 1-5, Planning and Administration measures 1 and 6, Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, and Motorcycle 1-4.	

<b>Project Number</b>	<b>FY2010-154AL23</b>
<b>Project Name</b>	<b>Ignition Interlock and DUI Program</b>
<b>Subgrantee</b>	<b>WYDOT Driver Services</b>
<b>Grant Longevity</b>	<b>Year 1</b>

This grant will assist Driver Services (DS) in ramping up for the new Ignition Interlock law that went into effect July 1, 2009. This law changed what was only a voluntary ignition interlock program for persons convicted of DUI to a mandatory system if the first time conviction involved a person with BAC greater than or equal to 0.15 or if the person had repeat convictions. While the details of what assistance would be eligible is still under discussion, this project desires to assist DS with the anticipated increase resource demand on DS staff, trainers, publications/media and data programming. Discussions are ongoing with the NHTSA Regional Office, Driver Services and the HSO.

Evaluation Measure	TBD
Program Area Code	410
Cost Summary	Estimate: \$229,881.61      Actual: TBD
Local Benefit	0%
Capital Equipment	None
Performance Measures	This project directly impacts Alcohol Performance Measures 1-5.

**Project Number:** FY2010-154PM01  
**Project Name:** Alcohol Paid Media  
**Subgrantee:** WYDOT-Public Affairs Office  
**Longevity of Grant:** Continuous

The Public Affairs Office, serving as PI&E, will work with the WYDOT District Involvement Specialists, Wyoming Broadcaster’s Association, Ray Lansing Advertising, radio and print media to increase public awareness and knowledge of alcohol related safety issues as well as reach targeted audiences as determined by the Highway Safety Office, Wyoming Highway Patrol, and the Safety Management System (SMS). They provide statewide PI&E to support state, national and local campaigns during problem identified times of the year. This project will also provide funding to all WYDOT districts to provide the same messages with a local voice. The national “Crackdown” efforts, C.A.R.E., Frontier Days targeted campaigns are examples. Television spots will provide closed captioning.

How will the funds be used: TV, radio, print

How will effectiveness be assessed: Phone or direct contact survey. See evaluation.

The amount allocated to paid advertising & assessment: See cost summary below.

Evaluation Measures: A report will be provided that complies with the Grant Management Planning guidelines noted in the February 2002 publication for advertising campaigns more than \$100,000. In addition to phone or direct surveys, assessments will be comprised of:

- 1) The size of audience reach
- 2) The number of paid airings or print ads that occurred
- 3) The number of airings or print ads if separation of paid versus free if available

Program Area Code: 154PM

Cost Summary:	Paid Media Advertising	\$141,946.23
	Assessments (1)	\$ 3,000.00
	Indirect Costs (9.21%)	<u>\$ 14,703.77</u>
	Total	\$159,650.00

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Addresses Alcohol performance measures 1-5.

**Project Number:** FY2010-410-01  
**Project Name:** Local Video Cameras/Accessories for D.U.I. Arrest Support for Alcohol CounterMeasures  
**Subgrantee:** Fremont County Sheriff's Office  
**Longevity:** 1<sup>st</sup> Year

This project will provide a minimum of [22] video cameras and accessories [Non-Major Equipment] to Fremont County S.O. to assist with D.U.I. arrest and court convictions. Video Cameras are also known to improve officer safety. Data that supports the purchase of the cameras will show how equipment does support the locations.

Evaluation Measure	Purchase of (22) Video Cameras and accessories for Fremont County S.O. A final report is required at the end of the year with the pros/cons of the cameras including any problems that occurred with the purchase of them.	
Program Area Code	410	
Cost Summary	Equipment	\$ 110,000.00
Local Benefit	100%	
Capital Equipment	Depending on the market value, Video Cameras meeting the DOH/CTP specifications may exceed \$5,000 and thus be considered Major equipment	
Performance Measures	This project directly impacts Alcohol measures 1-5.	



**Project Number**                      **FY2010-410-02**  
**Project Name**                         **Multi-year Planning for FY2011 HVE/HFR**  
**Subgrantee**                             **Various**

As dependency on 410 funds increases, availability of 154AL decreases. Therefore, it is prudent to perform multi-year planning for vital projects. This project will fund the following alcohol-related projects in FY2011.

Project Description	Cost	Federal Share to Local	HVE Requirement 50% or greater
Local DUI OT Grants	\$400,000.00	\$400,000.00	\$400,000.00
WHP DUI OT Grants	\$100,000.00		
Local LE Video Camera	\$100,000.00	\$100,000.00	\$100,000.00
DRE Class	\$71,000.00	\$71,000.00	
Intoximeters EC/IR	\$33,000.00	\$33,000.00	\$33,000.00
DUI Awards Banquet	\$31,000.00		\$31,000.00
TSRP	\$90,000.00	\$45,000.00	
Gov. DUI Leadership Team	\$120,000.00		
PAO Alcohol Paid Media	\$155,000.00		
<b>Total</b>	<b>\$1,100,000.00</b>	<b>\$649,000.00</b>	<b>\$564,000.00</b>

Federal Share to local met at 59%  
HVE requirement met at 51%

<b>Project Number</b>	<b>FY2010-410-03</b>
<b>Project Name</b>	<b>Ignition Interlock and DUI Program</b>
<b>Subgrantee</b>	<b>WYDOT Driver Services</b>
<b>Grant Longevity</b>	<b>Year 1</b>

This grant will assist Driver Services (DS) in ramping up for the new Ignition Interlock law that went into effect July 1, 2009. This law changed what was only a voluntary ignition interlock program for persons convicted of DUI to a mandatory system if the first time conviction involved a person with BAC greater than or equal to 0.15 or if the person had repeat convictions. While the details of what assistance would be eligible is still under discussion, this project desires to assist DS with the anticipated increase resource demand on DS staff, trainers, publications/media and data programming. Discussions are ongoing with the NHTSA Regional Office, Driver Services and the HSO.

Evaluation Measure	TBD
Program Area Code	410
Cost Summary	Estimate: \$229,881.61      Actual: TBD
Local Benefit	0%
Capital Equipment	None
Performance Measures	This project directly impacts Alcohol Performance Measures 1-5.

**154HE  
HAZARD ELIMINATION  
(Transfer Funds)**

## 154HE FUNDS

TEA-21 Restoration Act established the new transfer program to encourage states to enact Open Container laws, Section 154. States that do not meet the statutory requirement by October 1, 2000 had one and one-half percent of funds apportioned to the State under Title 23 USC, Section 402. These funds are the result of Wyoming's compliance to this statutory requirement.

The funds are to be used on identified Hazard Elimination projects. These funds take on the characteristics and requirements of FHWA's Section 152 Hazard Elimination Program. The Highway Safety Engineer will be notified by the appropriate WYDOT officials which Hazard Elimination projects have been assigned to these 402 - 154HE transfer funds and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the 402 GTS finance process.

Project Number: FY2010 - 154HE01  
Project Name: **FY05** 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$198,098.38

Project Number: FY2010 - 154HE02  
Project Name: **FY06** 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$181,096.12

Project Number: FY2010 - 154HE03  
Project Name: **FY07** 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$592,689.67

Project Number: FY2010 - 154HE04  
Project Name: **FY08** 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$828,013.87

Project Number: FY2010 - 154HE05  
Project Name: **FY09** 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$4,875,741.00

**164HE  
HAZARD ELIMINATION  
(Transfer Funds)**

## 164HE FUNDS

TEA-21 Restoration Act established the new Transfer program to encourage states to enact Repeat Intoxicated Driver laws, section 164. States that do not meet the statutory requirement by October 1, 2000 had one and one-half percent of funds apportioned to the State under Title 23 USC, Section 402. These funds are the result of Wyoming's compliance to this statutory requirement.

The funds are to be used on identified Hazard Elimination projects. These funds take on the characteristics and requirements of FHWA's Section 152 Hazard Elimination Program. The Highway Safety Engineer will be notified by the appropriate WYDOT officials which Hazard Elimination projects have been assigned to these 402 - 164HE transfer funds and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the 402 GTS finance process.

Project Number: FY2010 - 164HE01  
Project Name: **FY07** 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$ 35,366.75

Project Number: FY2010 - 164HE02  
Project Name: **FY08** 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$2,931,397.34

Project Number: FY2010 - 164HE03  
Project Name: **FY09** 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$5,540,613.00