



# Department of Transportation

State of Wyoming



Dave Freudenthal  
Governor

John F. Cox  
Director

August 6, 2010

Bill Watada, Region Administrator  
NHTSA Region 8  
12300 W. Dakota Avenue, Suite 140  
Lakewood, Colorado 80228-2583

Subject: Order 462-6C paragraph (b) (1) : Sliding scale rates of federal-aid participation

Dear Mr. Watada,

After careful consideration, Wyoming has elected to take advantage of the sliding scale rates available to the State in 23 CFR, Chapter 1, Subchapter I, Section 120 (b)(1), and detailed in NHTSA Order 462-6C as they apply to the Highway Safety Program. This sliding scale notice of continuation, involving Wyoming awarded Section 402 funds, applies to FY2011 and all subsequent years. The sliding scale rates we intend to apply include:

- The federal share of the Section 402 program monies will be 86.77%, and a state match of 13.23%.
- As a subpart of the rate mentioned above, the federal share of Section 402 planning and administration monies will be 66.92%, and a state match of 33.08%.

While there is no requirement in NHTSA Order 462-6C for a formal agreement between our offices to use these rates, this letter is a courtesy notice of our intent. Please feel free to contact Dee West Peterson if you have any questions.

Sincerely,

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



# Department of Transportation

State of Wyoming



Dave Freudenthal  
Governor

John F. Cox  
Director

August 16, 2011

Bill R. Watada, Regional Administrator  
NHTSA Rocky Mountain Region  
12300 West Dakota Avenue, Suite 140  
Lakewood, CO 80228-2583

**Re: The Wyoming FY-2011 Performance and Highway Safety Plan**

Dear Mr. Watada:

Enclosed are [2] copies of the Wyoming FY-2011 Performance and Highway Safety Plan for your information and review.

The Wyoming Highway Safety Program would appreciate receiving specific "Major Equipment" approval from NHTSA for the following FY-2011 HSP projects:

**402** - description provided in HSP, page 21-22  
Project Number: FY2011-OP02  
Project Name: Alive at 25  
\$10,000 (1) Bounce House

**154AL** - description provided in HSP, page 73  
Project Number: FY2011-154AL08  
Project Name: State Chemical Testing Program - Testing Equipment and Software Upgrade  
\$18,302.40

**154AL** - description provided in HSP, page 76  
Project Number: FY2011-154AL011  
Project Name: Intoximeters and Alco Sensor Equipment  
\$32,500.00

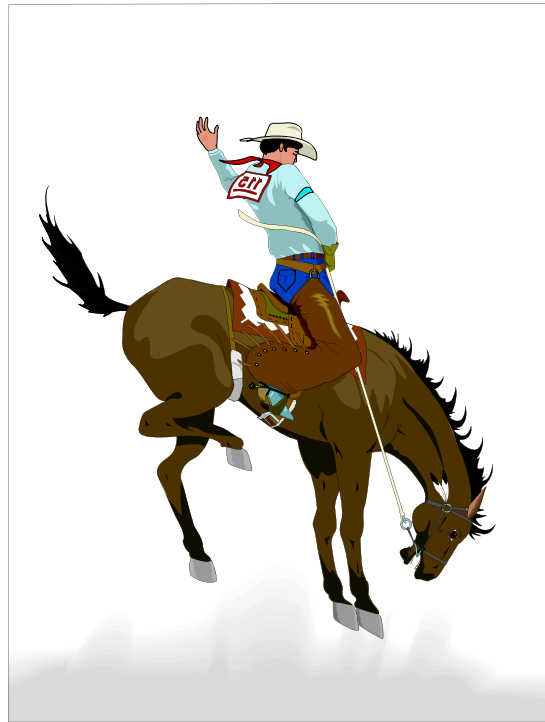
Please feel to contact Dee West Peterson at (307) 777-4257 if you have further questions.

Sincerely,

Matthew D. Carlson, P.E.  
Highway Safety Engineer

cc: Dee West Peterson

# WYOMING'S PERFORMANCE & HIGHWAY SAFETY PLAN



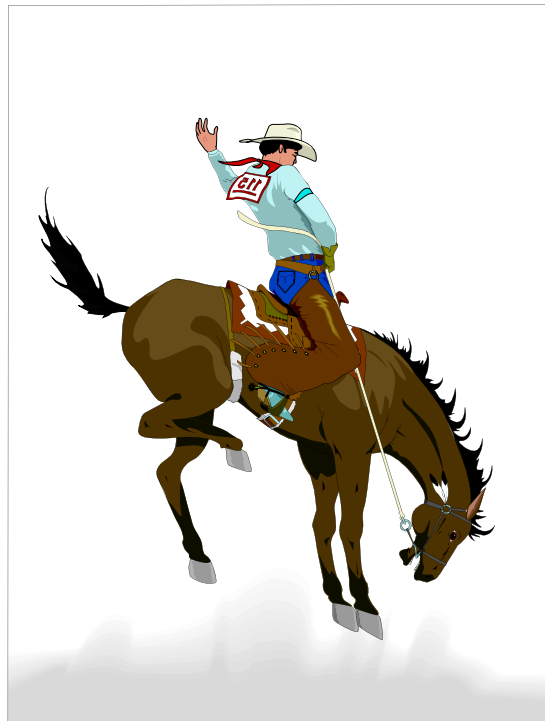
## FEDERAL FISCAL YEAR 2011

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 2011

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**

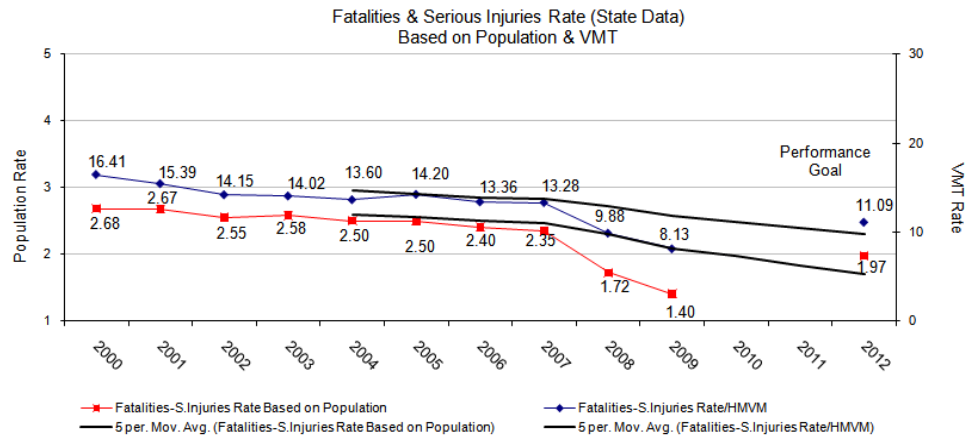
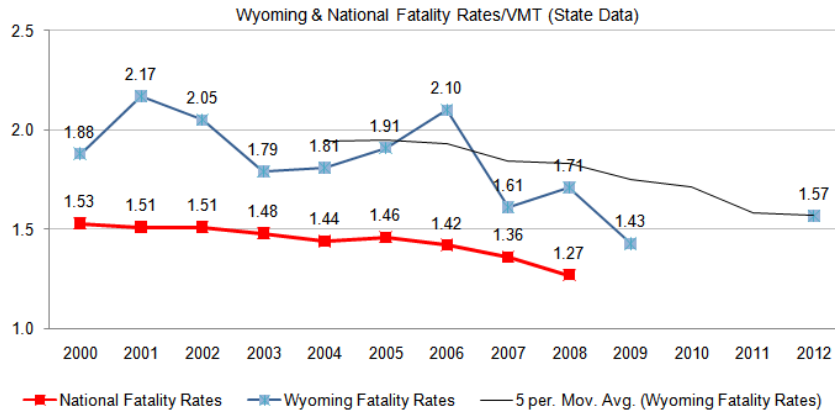
Safety Belt Law	Yes, secondary enforcement
Administrative license revocation	Yes
0.08 BAC <i>per se</i> law (Section 163)	Yes
Zero tolerance for drivers < age 21	Yes (0.02)
Graduated licensing	Yes
Open Container (Section 154)	Yes (Note: Not compliant with Section 154)
Repeat Intoxicated Driver Laws (Section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

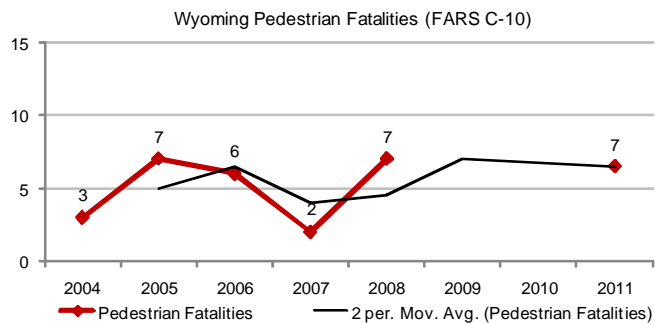
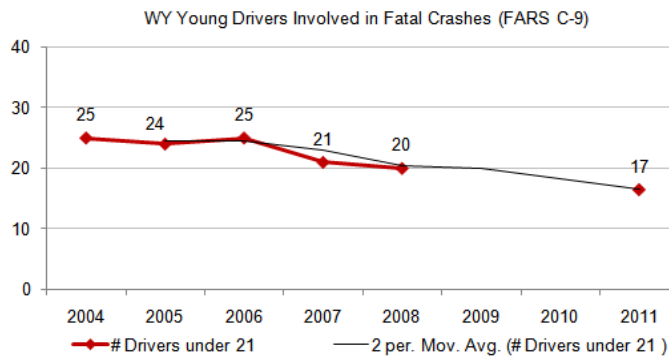
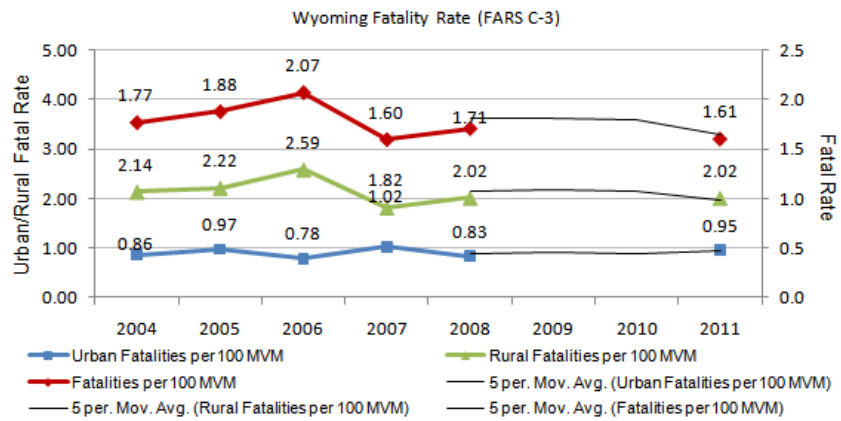
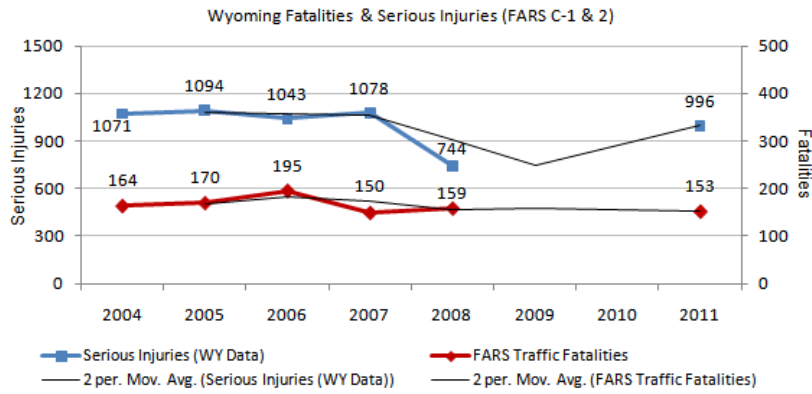
## Performance Goals, Measure of Success FY11 Action Plans

Planning & Administration
<b>Performance Goal</b>
<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 monitoring with 15-20% of sub-recipients with grants in excess of \$100,000.</li> <li>• Conduct desk monitoring of all activities and expenditures upon each reimbursement request.</li> </ul>
<b>Performance Measures</b>
<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 9 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 Wyoming fatality/VMT from 2004-2008 calendar base year average of 1.81 to 1.61 by December 31, 2011. ( C-3A, FARS)</li> <li>2b. To maintain the Wyoming Fatality Rate/VMT downward trend to the projected 1.57 shown for CY2012. (State - no chart included)</li> <li>2c. To decrease rural fatalities/VMT 9 percent from the 2004-2008 calendar base year average of 2.16 to 2.02 by December 31, 2011. (C3b, FARS)</li> <li>2d. To maintain a downward trend of urban fatalities/VMT from the 2004-2008 calendar base year average of 0.89 to 0.81 by December 31, 2011. (C3a, FARS)</li> <li>3a. To decrease fatalities and serious injuries by 9 percent from 2004-2008 calendar base year average of 1,173 to 1,067 by December 31, 2011. (State - no chart included).</li> <li>3b. To maintain the Wyoming Fatality and Serious Injury Rate/VMT downward trend to the projected 11.09 by end of CY2012 (State).</li> <li>4. To decrease serious traffic injuries 10 percent from the 2004-2008 calendar base year average of 1,006 to 910 by December 31, 2011. (C-2, FARS)</li> <li>5. To decrease young drivers, age 20 or younger, involved in fatal crashes 9 percent from the 2004-2008 calendar base year average of 23 to 21 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 capable of driving down the fatality and injury rates in Wyoming.
- Obligate funds in GTS within 30 days of receipt.
- Submit GTS vouchers prior to the 15<sup>th</sup> of each month.
- Address any FY2010 Alcohol Special Management Review findings and/or recommendations.
- Annually review and update the HSO Policy & Procedures Manual. Place the original document and dated modifications in the central file. Updated document is provided to each HSO staff member.
- Obtain and file updated indirect costs between each governmental unit and cognizant agency.
- Attend NHTSA and state regional meetings to advance HSO staff knowledge.
- Submit required documents of the HSO: 1) FY2011 Highway Safety Annual Report no later than December 31, 2011 and 2) FY2012 Highway Safety Performance Plan and Highway Safety Plan (HSP) no later than September 1, 2011.





# 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 Police Traffic Services, Speed and Alcohol sections for HVE enforcement, equipment and training.

## Performance Measures

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

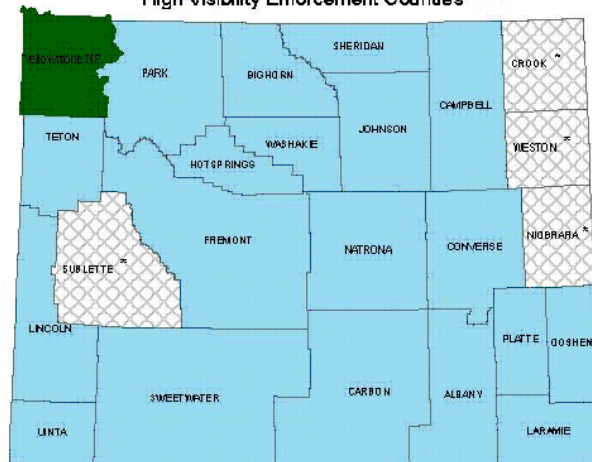
- Maintain 80% population coverage in level of law enforcement participation for the May Seatbelt Mobilization.
- Maintain 80% population coverage in level of law enforcement participation for the August Alcohol Crackdown.

## Instrumental Projects Planned

- Utilize partnership with the Wyoming Association of Sheriffs and Chief of Police (WASCOP) to fund Selective Traffic Enforcement Program (STEP)/High Visibility Enforcement grants, associated equipment and coordinators (LEC's) to manage the grants
- Attend and fund the WASCOP Traffic Safety Committee.
- Continue assisting WASCOP with the institutionalized in-custody arrest analysis, reporting and distribution costs.
- Fund Natrona County in creating a Crash Reconstruction Response Team.
- Support WHP in equipment, training, software and overtime enforcement.
- Provide law enforcement assistance in innovative community efforts; e.g. youth "STOPPED Program".

## FY2011

High Visibility Enforcement Counties



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

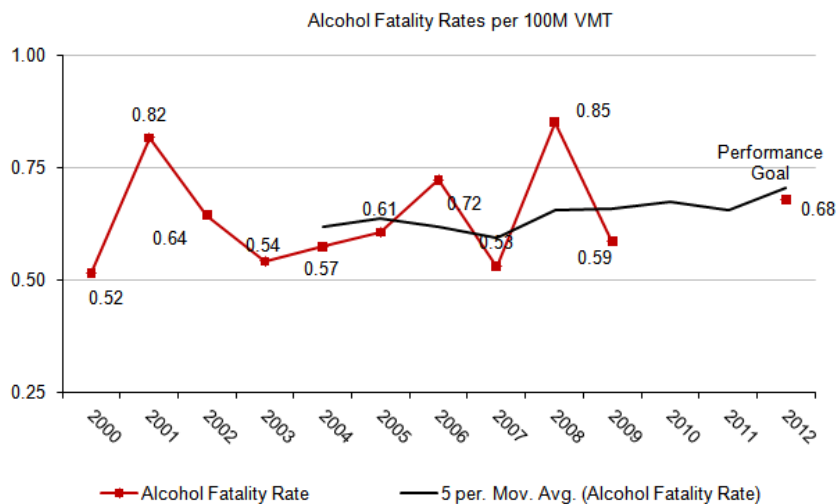
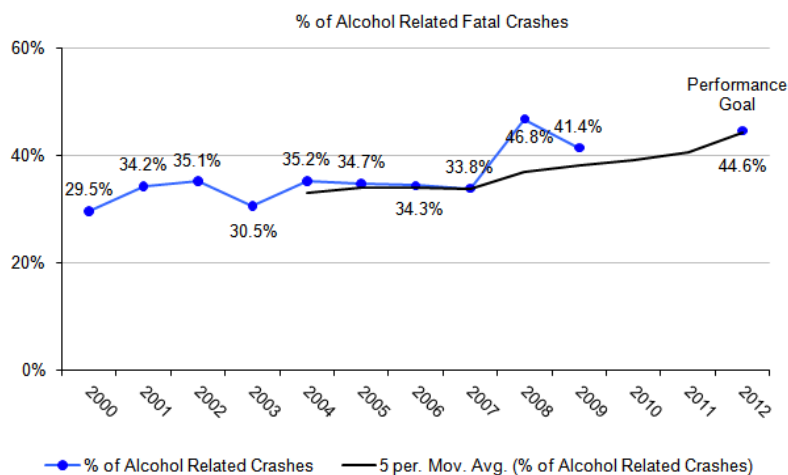
Alcohol
Performance Goal
<ul style="list-style-type: none"> <li>Reduce the number of persons injured or killed as the result of alcohol involved traffic crashes.</li> </ul> <p>Note: Alcohol projects are funded by 410 and 154AL transfer funds.</p>
Performance Measure
<ol style="list-style-type: none"> <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 maintain or decrease the percentage of alcohol involved drivers and pedestrians in fatal crashes from 41.4% in CY 2009 instead of the projected 44.6% by December 31, 2012. (State). <b>Note: The terminology, alcohol related, utilizes drivers or pedestrians with any BAC, or officer suspected alcohol involvement.</b></li> <li>To maintain or decrease the alcohol involved fatality rate per 100M VMT from 0.59 in CY 2009 instead of the projected 0.68 by December 31, 2012. (State)</li> <li>To decrease the number of alcohol involved drivers age 15-20 from 215 in CY 2009 to less than the projected 212 by December 31, 2012. (State)</li> <li>To maintain or decrease the number of alcohol involved drivers age 15-20 in fatal crashes from 10 in CY 2009 instead of the projected 10 by December 31, 2012. (State)</li> </ol>
Activity Measure
<ul style="list-style-type: none"> <li>The number of impaired driving arrests made during grant-funded enforcement activities was 469. (A-2 State)</li> </ul>

## Instrumental Projects Planned

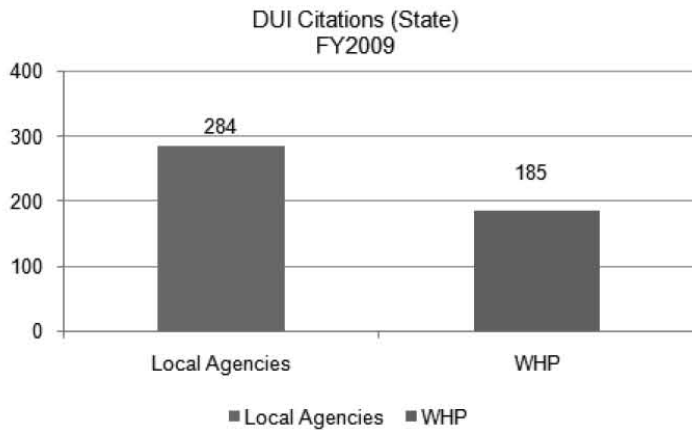
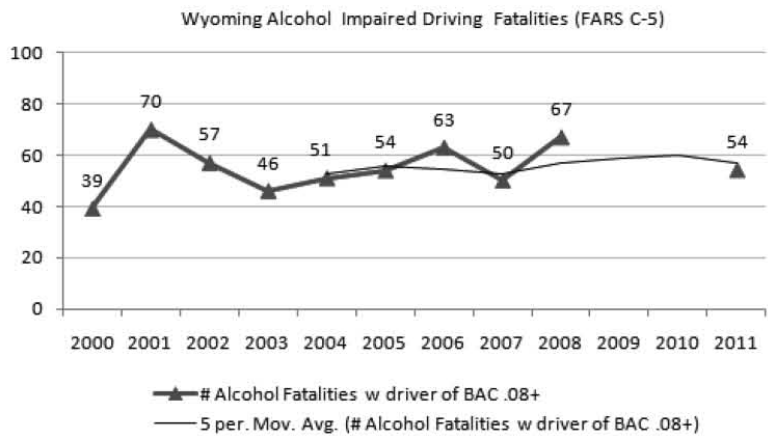
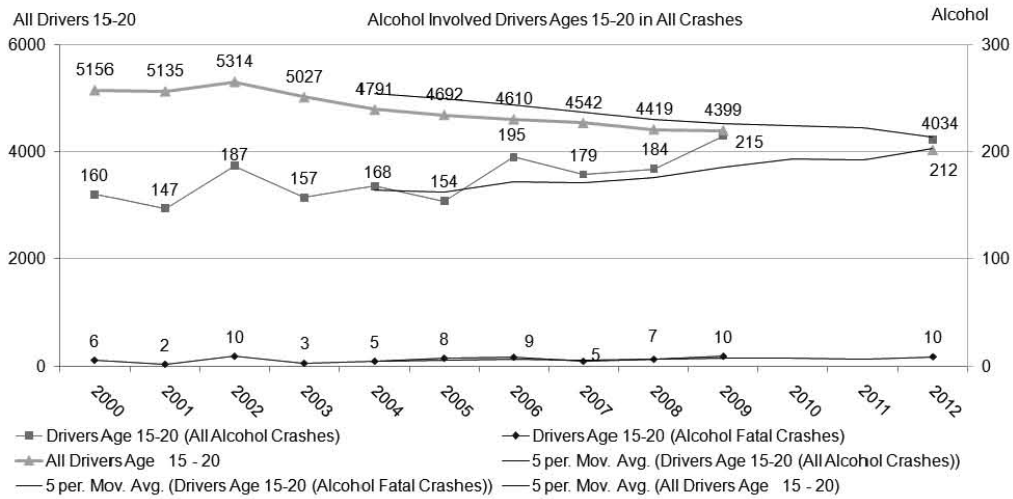
- The Governor's Leadership Team to Prevent Impaired Driving will continue its efforts with the implementation phase of the recommendations.
- All STEP law enforcement overtime grants can utilize funds when DUI probable cause is identified. Separate DUI overtime enforcement funds are used to target DUI enforcement.
- The WHP will receive DUI and DUI education grants to reduce impaired driving. The Alive at 25 program also involves the hazards of alcohol impairment.
- The City of Laramie will conduct another DRE training to raise officer skills in the detection of alcohol and/or drug impairment.
- Safe Communities in the counties of Albany, Campbell, Fremont, Laramie, and Natrona 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 for safe community programs and law enforcement STEP programs to focus on 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).
- Funds have been planned for a Judicial Outreach Liaison in the hope that FY2011 will be the year Wyoming is successful in obtaining judicial assistance.
- The HSO has planned training funds for the TSRP, judges, prosecutors, Governor's Leadership Team to Prevent Impaired Driving, DUI Court teams, Chemical Testing Program, etc.
- The state has a relatively new ignition interlock law that the HSO will assist Driver Services in the automation of some data processes, evaluation and update educational materials.
- Equipment will be provided law enforcement agencies in the form of stationary breath testing devices, PBTs and video cameras.
- Campbell County Juvenile Drug Court will address the supervision of youthful DUI offenders.
- The tracking alcohol involvement of in-custody arrests has been institutionalized by WASCOP but highway safety funds will assist with the analysis, reporting and distribution of the annual efforts.
- Paid media will purchase television, radio and print media time/space during seven alcohol campaigns throughout the year.

PROJECTS continued:

- Addressing needs identified in the FY2010 SFST Assessment, the Wyoming Law Enforcement Academy will conduct SFST Trainer development.
- Sweetwater DUI Supervised Probation (DSP) projects will be funded, as initially planned for a third year.
- The Fremont County DSP will expand offender monitoring through the use of a team comprised of judges, attorneys and mental health professionals that will determine the level of monitoring needed, e.g. 1) SCRAM devices, 2) Smart Start In-Hom, Intoxilock, or the DATS (Drug and Alcohol Testing System).







## Traffic Records

### Performance Goal

- Support efforts to improve 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.

### Performance Measure

1. System - Crash  
To improve the timeliness of the crash system by decreasing the number of days, from incident to database, from 16.2 days in FY2009 to 15 days in FY2010.
2. System - Roadway  
To increase accuracy of traffic counts. The measure is the percentage of roadway segments with corrected traffic counts. To improve the baseline measure from 24 sites in FY2008 to 3 in FY2009 with a final goal of 0 in FY2010.  
To increase the number of roadway features that are available for use in safety analyses from 20 in FY2009 to 25 in FY2010.
3. System - Crash  
To increase integration ability by having crash locations automatically geo-located. Increase from 44% in CY2008 to 75% in FY2010.  
To increase the percentage of MMUCC compliance of the crash data for use in safety studies from 66% in FY2009 to 77% in FY2010.
4. System - EMS  
Obtain base and goals from EMS System in FY2011 and guide the performance measure progress.
5. System - Citation/Adjudication  
Obtain base and goals from Citation/Adjudication Systems in FY2011 and guide the performance measure progress.
6. Update Wyoming Traffic Records Project site on TSIS website prior to 408 application deadline June 15, 2011.

### Instrumental Projects Planned

- EMS data collection equipment.
- Report Beam Map Module will allow for improvement of automatic geo-location of crashes, accuracy and officer satisfaction.
- Crash Data Quality Control automation.
- WASCOP Report Beam/Records Management System Interface will allow agencies statewide to eliminate duplication of efforts and eliminate errors between crash systems.

## 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 66.6% 2010 observational level to 71.6% by August 31, 2012. This would be above the projected rate illustrated in the chart. (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 percentage of unrestrained fatalities from 70.5% in CY 2009 crashes to 66.5% in CY 2012. This would be below the projected unrestrained fatalities. (State)
4. To increase the proper restraint use of children age 1-8 from 13.6% to 20.5%, as demonstrated by the CPS Check-Up Tracker, by December 31, 2012. (State)

### Behavior Measure

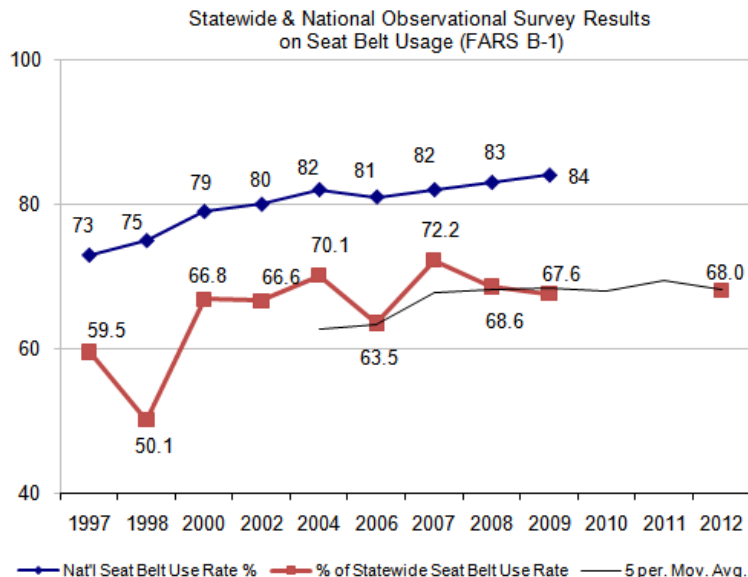
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 5 percentage points from the 2010 calendar base year usage rate of 66.6 percent to 71.6 percent by December 31, 2012. (B-1, State.)

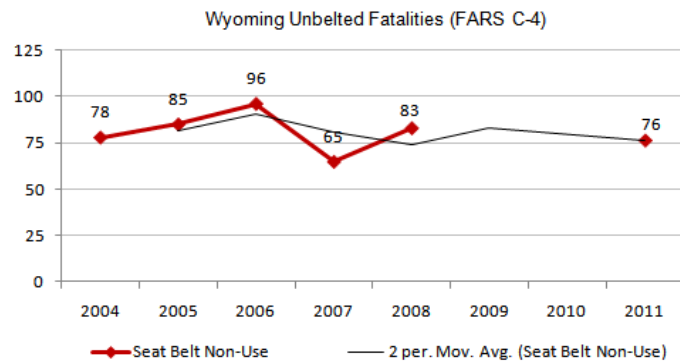
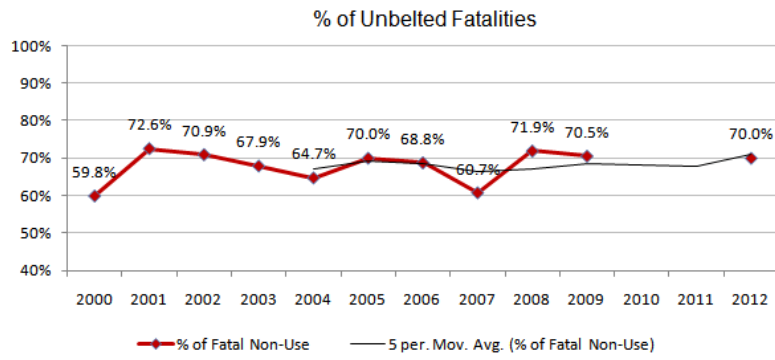
### Activity Measure

- The number of seat belt citations issued during the FY2009 grant funded enforcement activities was 740.

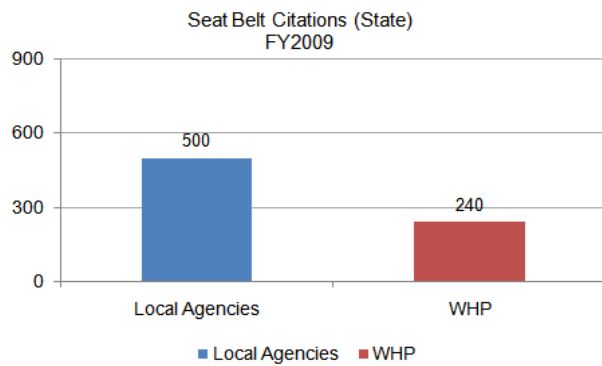
## Instrumental Projects Planned

- 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.
- Perform a statewide observational seat belt survey to measure daytime usage.
- Fund the WYDOT WHP “Alive at 25” project to target young drivers safety equipment usage.
- Maintain CPS technicians and instructors by funding the Buckle Up Kids CPS project to provide the planning and coordination of training courses throughout the state.
- “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 into interested communities.
- Expanded Safe Community efforts will target restraint usage since it is a state priority. Programs will be funded in Albany, Fremont, Laramie, and Natrona counties as well as in the town of Gillette.
- As a secondary seat belt law state, HVE grants and WHP traffic safety grants will target restraint use during traffic stops. Stops may also be based on the primary Child Restraint law.

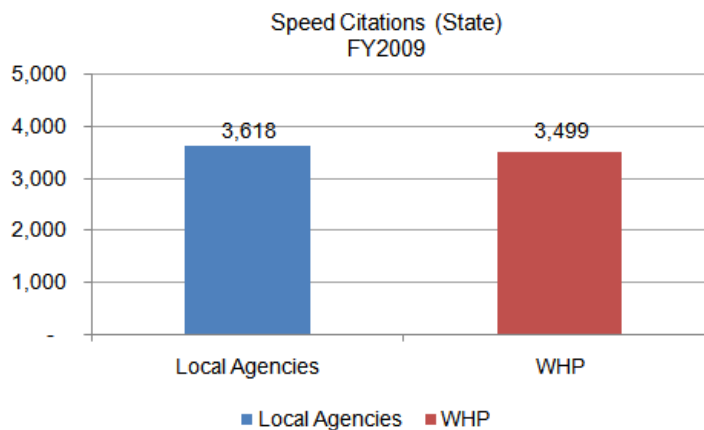




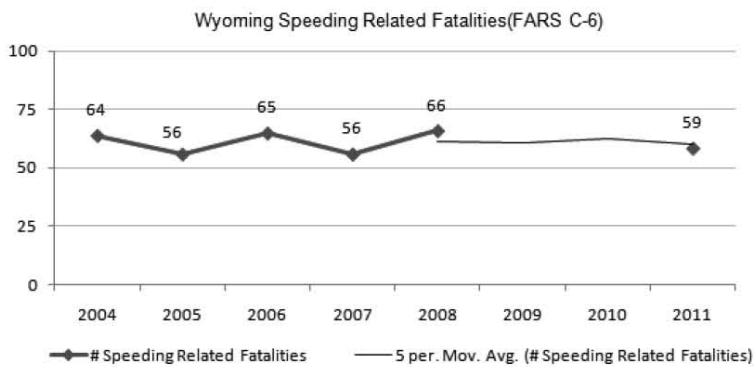
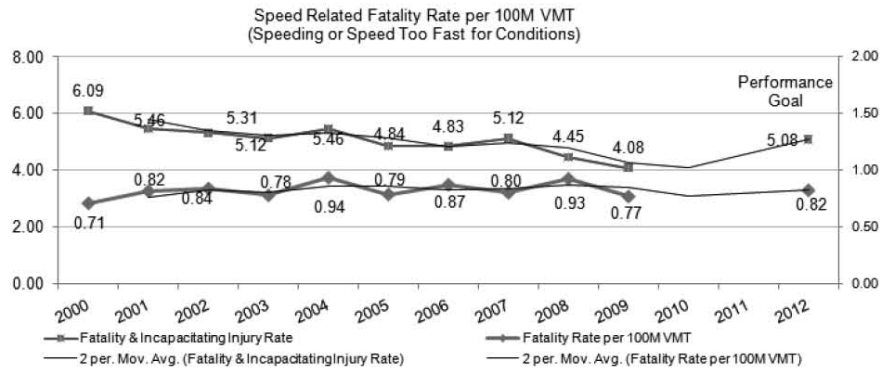
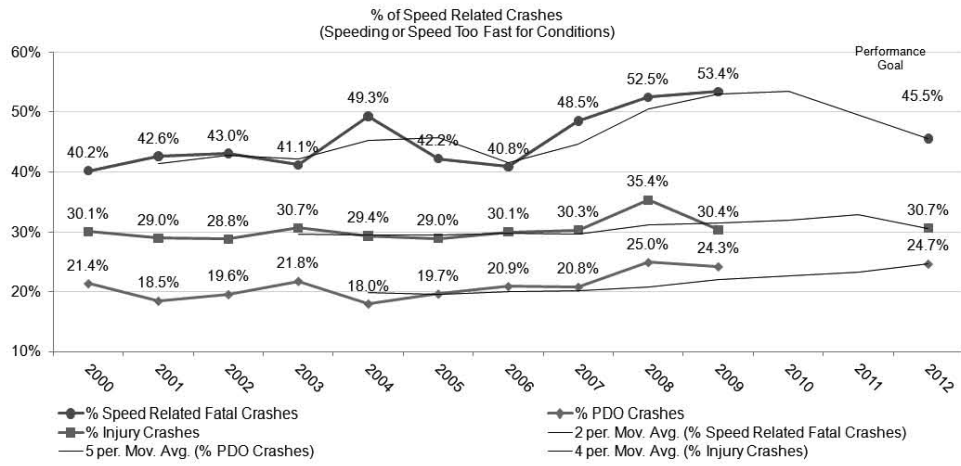
Source - FY2009 Annual Report



Speed
<b>Performance Goal</b>
Utilize state and local partners to reduce the number of persons killed or seriously injured in speed related crashes.
<b>Performance Measure</b>
<ol style="list-style-type: none"> <li>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). <b>Note:</b> Speed-related fatalities includes the primary elements of a) exceeding the posted speed limit and b) speed too fast for conditions.</li> <li>To reduce the percentage of speed related fatal crashes from 53.4% in calendar year CY 2009 to 45.5% in CY 2012. (State)</li> <li>To reduce the speed related fatality rate per 100M VMT from 0.77 in CY 2009 to less than the projected rate of 0.82 in CY 2012. (State)</li> <li>To reduce the fatal and serious injury rate per 100M VMT from 4.08 in CY 2009 to less than the projected 5.08 in CY 2012. (State)</li> </ol>
<b>Activity Measures</b>
<ul style="list-style-type: none"> <li>The number of speed citations issued during the FY2009 grant funded enforcement activities was 7,117. The WHP issued 3,499 citations and local law enforcement agencies issued 3,618.</li> </ul>
<b>Instrumental Projects Planned</b>
<ul style="list-style-type: none"> <li>Local High Visibility Enforcement (HVE) and WHP speed grants will target speed as one of the primary reasons for enforcement stops. Equipment will be provided to support their speed reduction efforts.</li> <li>The Safety Management System (SMS) team will review speed related projects such as "Clear Roads", a winter driver safety campaign to help slow drivers on weather affected roadways. Other speed related SMS projects include speed corridors, speed alert trailers, etc.</li> </ul>



Source: FY2009 Annual Report



# Motorcycles

## Performance Goal

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

## Performance Measure

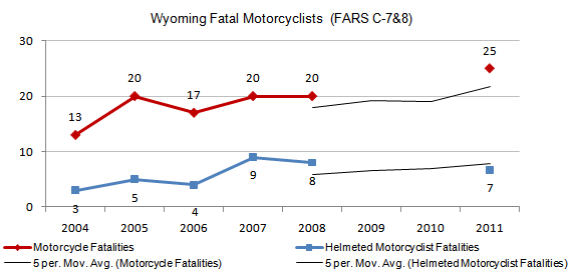
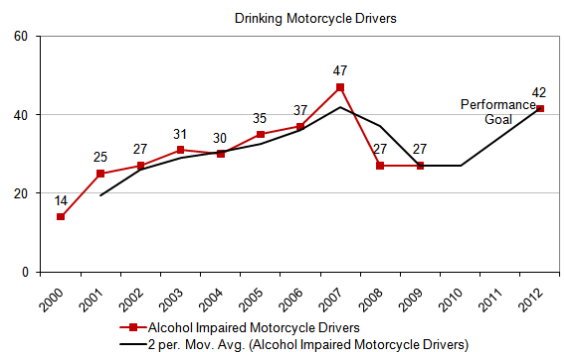
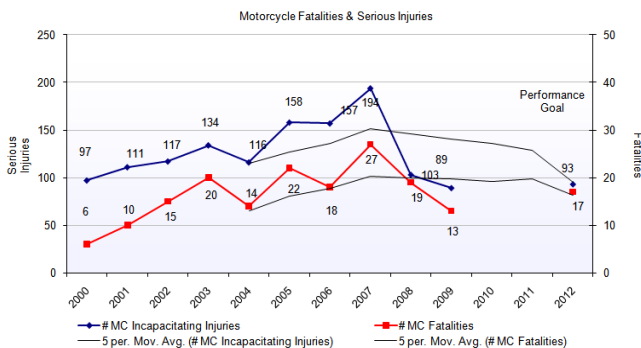
1. To decrease motorcyclist fatalities 11 percent from the 2004-2008 calendar base year average of 18 to 16 by December 31, 2011. (C-7, FARS). **Note:** FARS has a different definition of motorcycles than the state. FARS is less inclusive.
2. To decrease the number of motorcyclist killed or seriously injured by 10 percent from the 2005-2009 calendar base year average of 160 to 144 by December 31, 2012. The five year moving average projection would indicate a 31 percent reduction. (State)

**Note:** Unlike FARS, the state includes the following vehicles in the motorcycle category: ATV's prior to 2008.

3. 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)
4. To reduce the upward trend of alcohol impaired motorcycle drivers by 11 percent from 47 in CY 2007 to 42 in CY 2012. (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 9 percent from the 2004-2008 calendar base year average of 168 to 159 by December 31, 2011.

See Planning & Administration Performance Measure 1 page 6

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

C-2) To decrease serious traffic injuries 10 percent from the 2004-2008 calendar base year average of 1,006 to 910 by December 31, 2011.

See Planning & Administration Performance Measure 4 page 6

### Fatalities/VMT (FARS/FHWA)

C-3a) To decrease Wyoming Fatality Rate/VMT from the 2004-2008 calendar base year average of 1.81 to 1.61 by December 31, 2011.

See Planning & Administration Performance Measure 2a page 6

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

C-3b) To decrease the rural Fatalities from the 2004-2008 calendar base year average of 2.16 to 2.02 by December 31, 2011.

See Planning & Administration Performance Measure 2c page 6

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

C-3c) To maintain a downward trend of urban fatalities from the 2004-2008 calendar base year average of 0.89 to 0.81 by December 31, 2011.

See Planning & Administration Performance Measure 2d page 6

### Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

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.

See Occupant Protection Performance Measure 2 page 15

### 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.

See Alcohol Performance Measure 1 page 10

### 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

See Speed Performance Measure 1 page 18

### 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.

See Motorcycle Performance Measure 1 page 20

### 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.

See Motorcycle Performance Measure 3 page 20

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

C-9) To decrease drivers age 20 or younger involved in fatal crashes 9 percent from the 2004-2008 calendar base year average of 23 to 21 by December 31, 2011.

See Planning & Administration Performance Measure 5 page 6

### 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.

See Planning & Administration Performance Measure 6 page 6

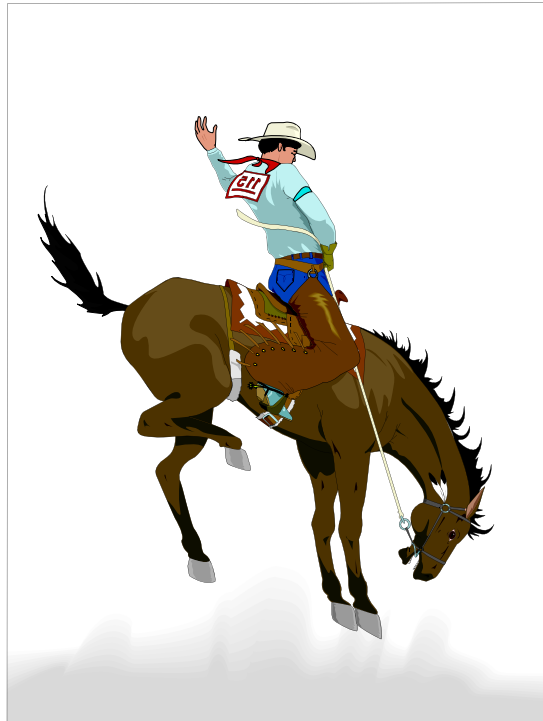
## **Core Behavior Measure (1)**

### 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 percentage point(s) from the 2009 calendar base year average usage rate of 67.6 percent to 71.6 percent by December 31, 2012.

See Occupant Protection Performance Measure 1 page 15

# WYOMING'S HIGHWAY SAFETY PLAN



## FEDERAL FISCAL YEAR 2011

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 2005 - 2009**

Wyoming's average statistics are as follows.

Average Crashes:

142 Fatal Crashes

3,964 Injury Crashes

12,560 Property Damage Only (PDO) Crashes

The average fatal crashes decreased 18.3% while injury crashes decreased 15.4% and PDO decreased 6.0%.

Average Injuries:

162 fatalities

918 incapacitating injuries

2,352 non-incapacitating injuries

2,680 possible injuries

The 2009 fatalities were below the five-year average.

Average Teen (age 15-20) driver involvement:

23 Fatal Crashes

1,065 Injury Crashes

2,904 Property Damage Only (PDO) Crashes

Teen statistics remain consistent over the five year average.

Known Safety Equipment Usage Self or Officer reported averaged 88.9% per year. However, as injury severities increased, the use of safety equipment decreased.

The usage by injury severity is:

Fatal injury: 32.5% use

Incapacitating injury: 60.6%

Non-incapacitating injury: 72.8%

Possible injury: 83.3%

No injury: 91.6%

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

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

2009 Observed Usage: 67.6% (Normal activity and media)

Alcohol Involvement for past 5 years 2005, 2006, 2007, 2008, 2009 respectively:

Fatal crash percentages: 34.7%, 34.3%, 33.8%, 46.8%, 41.8%

Injury crashes: 12.4%, 11.4%, 11.7%, 13.6%, 13.9%

Property Damage Only (PDO) crashes: 4.9%, 4.3%, 4.3%, 4.7%, 5.5%

Average Fatalities: 59

Average Incapacitating injuries: 171

Average Non-incapacitating: 324

Average Possible injury: 241

Average No injury: 1,366

Grant Applicants:

In FY 2010 the Highway Safety Office managed 163 grant applicants and 11 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
2009	116	3,355	11,808	15,279	134	4,866	763	225	314	281

\*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	-	-	212.63	82.45	2.15	1.73
1995	7,045	485,160	-	625,155	204.76	86.03	2.41	1.73
1996	7,339	488,167	-	634,970	224.72	89.94	1.95	1.69
1997	7,649	489,451	-	643,319	217.48	83.54	1.79	1.64
1998	7,991	490,787	-	652,490	201.61	73.67	1.93	1.58
1999	7,796	491,780	-	644,310	198.00	80.55	2.42	1.55
2000	8,067	493,782	407,520	610,473	191.91	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	183.10	73.04	2.05	1.51
2003	9,232	501,915	392,413	736,679	176.67	67.58	1.79	1.48
2004	9,081	505,887	404,178	758,891	171.50	67.33	1.81	1.44
2005	8,899	509,294	397,716	782,687	178.47	68.68	1.91	1.46
2006	9,266	515,004	404,731	801,178	183.12	71.77	2.10	1.42
2007	9,236	522,830	411,788	834,319	188.71	71.68	1.61	1.36
2008	9,275	532,668	418,244	880,726	191.61	60.05	1.71	1.27
2009	9,384	544,270	429,790	902,414	162.82	51.85	1.43	1.27*

\*2009 U.S. Fatality Rate Per 100 Mil. Veh. Miles based on 2008 data. 2009 data not yet available. Source: Traffic Safety Facts publication of USDOT, NHTSA, and FARS.

## **FY 2011 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 \$100,000

### **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**  
 2011-HSP-1  
 For Approval

State: Wyoming

Page: 1  
 Report Date: 07/27/2010

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-2011-11-PA-01	Planning and Administration	\$ .00	\$118,637.18	\$ .00	\$240,000.00	\$240,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$118,637.18</b>	<b>\$ .00</b>	<b>\$240,000.00</b>	<b>\$240,000.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2011-11-OP-01	COMPREHENSIVE SAFETY BELT PROGRAM	\$ .00	\$ .00	\$ .00	\$18,536.77	\$18,536.77	\$9,000.00
	OP-2011-11-OP-02	ALIVE @ 25	\$ .00	\$ .00	\$ .00	\$211,048.50	\$211,048.50	\$211,048.50
	OP-2011-11-OP-03	CRMC - BUCKLE UP KIDS	\$ .00	\$ .00	\$ .00	\$123,205.43	\$123,205.43	\$123,205.43
	OP-2011-11-OP-04	CPS TRAINING - KIM CONFERENCE	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	OP-2011-11-OP-05	WYOMING SEAT BEALT COALITION	\$ .00	\$ .00	\$ .00	\$122,299.90	\$122,299.90	\$49,300.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$481,090.60</b>	<b>\$481,090.60</b>	<b>\$398,553.93</b>
<b>Police Traffic Services</b>								
	PT-2011-11-PT-01	WASCOP - LEC	\$ .00	\$ .00	\$ .00	\$142,800.00	\$142,800.00	\$142,800.00
	PT-2011-11-PT-02	WASCOP - TSC	\$ .00	\$ .00	\$ .00	\$14,000.00	\$14,000.00	\$14,000.00
	PT-2011-11-PT-03	LA. CO. STOPPED PROGRAM	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$30,000.00
	PT-2011-11-PT-04	NA. CO. CRASH RECONSTR. RESPON. TEAM	\$ .00	\$ .00	\$ .00	\$36,000.00	\$36,000.00	\$36,000.00
	PT-2011-11-PT-05	WASCOP - LOCAL HVE O/T ENFORCEMENT	\$ .00	\$ .00	\$ .00	\$525,000.00	\$525,000.00	\$525,000.00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$747,800.00</b>	<b>\$747,800.00</b>	<b>\$747,800.00</b>
<b>Roadway Safety</b>								
	RS-2011-11-RS-01	PAO - TRAFFIC SAFETY INFO/COMMUN.	\$ .00	\$ .00	\$ .00	\$25,750.00	\$25,750.00	\$ .00
	RS-2011-11-RS-02	SMS - SAFETY MANAGEMENT SYSTEM	\$ .00	\$ .00	\$ .00	\$50,000.00	\$50,000.00	\$50,000.00
	RS-2011-11-RS-03	PAO UW INCENTIVES FOR PROJECTS	\$ .00	\$ .00	\$ .00	\$16,234.50	\$16,234.50	\$ .00
	RS-2011-11-RS-04	WHP SAFETY CORRIDOR SIGNS	\$ .00	\$ .00	\$ .00	\$4,000.00	\$4,000.00	\$ .00

**U.S. Department of Transportation National Highway Traffic Safety Administration**  
**Highway Safety Plan Cost Summary**  
 2011-HSP-1  
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State: Wyoming

Page: 2  
 Report Date: 07/27/2010

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	RS-2011-11-RS-05	WINTER DRIVING SAFETY CAMPAIGN	\$ .00	\$ .00	\$ .00	\$28,572.72	\$28,572.72	\$ .00
	RS-2011-11-RS-06	NATIVE AMERICAN OUTREACH & PD MEDIA	\$ .00	\$ .00	\$ .00	\$54,115.00	\$54,115.00	\$ .00
	<b>Roadway Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$178,672.22</b>	<b>\$178,672.22</b>	<b>\$50,000.00</b>
	<b>Safe Communities</b>							
	SA-2011-11-SA-01	SAFE COMMUNITY LOCAL COORDINATORS	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	SA-2011-11-SA-02	STATEWIDE SAFE COMMUNITY COORD.	\$ .00	\$ .00	\$ .00	\$37,664.00	\$37,664.00	\$37,664.00
	SA-2011-11-SA-03	NA. CO. SAFE COMMUNITY - WMCF	\$ .00	\$ .00	\$ .00	\$63,500.00	\$63,500.00	\$63,500.00
	SA-2011-11-SA-04	EXPANDED CHEYENNE CAN PROGRAM	\$ .00	\$ .00	\$ .00	\$52,710.00	\$52,710.00	\$52,710.00
	SA-2011-11-SA-05	CAMPAIGN CALENDAR	\$ .00	\$ .00	\$ .00	\$5,500.00	\$5,500.00	\$ .00
	SA-2011-11-SA-06	CHEY. MPO TRANSPORT. SAFETY PLAN	\$ .00	\$ .00	\$ .00	\$42,600.00	\$42,600.00	\$42,600.00
	SA-2011-11-SA-07	ATTITUDE AND AWARENESS SURVEY	\$ .00	\$ .00	\$ .00	\$30,000.00	\$30,000.00	\$ .00
	SA-2011-11-SA-08	LA. CO. SAFE COMMUNITIES	\$ .00	\$ .00	\$ .00	\$72,338.39	\$72,338.39	\$72,338.39
	SA-2011-11-SA-09	AL. CO. SAFE COMMUNITIES	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	SA-2011-11-SA-10	FR. CO. SAFE COMMUNITIES	\$ .00	\$ .00	\$ .00	\$83,861.00	\$83,861.00	\$83,861.00
	<b>Safe Communities Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$428,173.39</b>	<b>\$428,173.39</b>	<b>\$392,673.39</b>
	<b>Speed Enforcement</b>							
	SE-2011-11-SE-01	WHP HVE ENFORCEMENT/RADARS	\$ .00	\$ .00	\$ .00	\$262,782.44	\$262,782.44	\$ .00
	<b>Speed Enforcement Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$262,782.44</b>	<b>\$262,782.44</b>	<b>\$ .00</b>
	<b>Paid Advertising</b>							
	PM-2011-11-PM-01	PAO PAID MEDIA	\$ .00	\$ .00	\$ .00	\$129,876.00	\$129,876.00	\$ .00
	PM-2011-11-PM-02	PAO SPORTS TARGETED PD MEDIA	\$ .00	\$ .00	\$ .00	\$185,029.20	\$185,029.20	\$ .00
	<b>Paid Advertising Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$314,905.20</b>	<b>\$314,905.20</b>	<b>\$ .00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$118,637.18</b>	<b>\$ .00</b>	<b>\$2,653,423.85</b>	<b>\$2,653,423.85</b>	<b>\$1,589,027.32</b>
	<b>405 OP SAFETEA-LU</b>							
	K2-2011-11-K2-02	405 FUNDS - FISCAL YEAR 2009	\$ .00	\$ .00	\$ .00	\$115,000.00	\$115,000.00	\$ .00



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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 3

2011-HSP-1

Report Date: 07/27/2010

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>405 Occupant Protection Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$115,000.00</b>	<b>\$115,000.00</b>	<b>\$ .00</b>
<b>405 OP SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$115,000.00</b>	<b>\$115,000.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2011-11-TR-01	408 FUNDS - FISCAL YEAR 2009	\$ .00	\$ .00	\$ .00	\$278,605.15	\$278,605.15	\$ .00
	K9-2011-11-TR-02	408 FUNDS - FISCAL YEAR 2010	\$ .00	\$ .00	\$ .00	\$500,000.00	\$500,000.00	\$ .00
<b>408 Data Program Incentive Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$778,605.15</b>	<b>\$778,605.15</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$778,605.15</b>	<b>\$778,605.15</b>	<b>\$ .00</b>
<b>410 High Fatality Rate</b>								
	KBFR-2011-11-41-01	410 HFR FUNDS - FISCAL YEAR 2008	\$ .00	\$ .00	\$ .00	\$284,374.30	\$284,374.30	\$ .00
<b>410 High Fatality Rate Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$284,374.30</b>	<b>\$284,374.30</b>	<b>\$ .00</b>
<b>410 High Visibility</b>								
	KBHV-2011-11-41-02	410 HVE FUNDS - FISCAL YEAR 2008	\$ .00	\$ .00	\$ .00	\$460,929.08	\$460,929.08	\$ .00
<b>410 High Visibility Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$460,929.08</b>	<b>\$460,929.08</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2011-11-MC-01	2010 FUNDS - FISCAL YEAR 2008	\$ .00	\$ .00	\$ .00	\$263.06	\$263.06	\$ .00
	K6-2011-11-MC-02	2010 FUNDS - FISCAL YEAR 2009	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	K6-2011-11-MC-03	2010 FUNDS - FISCAL YEAR 2010	\$ .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>\$200,263.06</b>	<b>\$200,263.06</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$200,263.06</b>	<b>\$200,263.06</b>	<b>\$ .00</b>
<b>154 Transfer Funds</b>								
	154AL-2011-54-AL-01	FISCAL 2008	\$ .00	\$ .00	\$ .00	\$800,000.00	\$800,000.00	\$ .00
	154AL-2011-54-AL-02	FISCAL YEAR 2009	\$ .00	\$ .00	\$ .00	\$665,216.00	\$665,216.00	\$ .00
	154AL-2011-54-AL-03	FISCAL 2010	\$ .00	\$ .00	\$ .00	\$1,865,493.00	\$1,865,493.00	\$1,332,283.60
<b>154 Alcohol Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$3,330,709.00</b>	<b>\$3,330,709.00</b>	<b>\$1,332,283.60</b>

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

State: Wyoming

Highway Safety Plan Cost Summary

Page: 4

2011-HSP-1

Report Date: 07/27/2010

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>154 Hazard Elimination</b>								
	154HE-2011-54-HE-01	154HE - FISCAL YEAR 2009	\$ .00	\$ .00	\$ .00	\$1,103,198.90	\$1,103,198.90	\$ .00
	154HE-2011-54-HE-02	154HE - FISCAL YEAR 2010	\$ .00	\$ .00	\$ .00	\$3,964,172.00	\$3,964,172.00	\$ .00
	<b>154 Hazard Elimination Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$5,067,370.90</b>	<b>\$5,067,370.90</b>	<b>\$ .00</b>
	<b>154 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$8,398,079.90</b>	<b>\$8,398,079.90</b>	<b>\$1,332,283.60</b>
<b>164 Transfer Funds</b>								
	164HE-2011-64-HE-01	164HE - FISCAL YEAR 2009	\$ .00	\$ .00	\$ .00	\$3,093,055.67	\$3,093,055.67	\$ .00
	164HE-2011-64-HE-02	164HE - FISCL YEAR 2010	\$ .00	\$ .00	\$ .00	\$5,829,664.00	\$5,829,664.00	\$ .00
	<b>164 Hazard Elimination Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$8,922,719.67</b>	<b>\$8,922,719.67</b>	<b>\$ .00</b>
	<b>164 Transfer Funds Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$8,922,719.67</b>	<b>\$8,922,719.67</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$118,637.18</b>	<b>\$ .00</b>	<b>\$21,813,395.01</b>	<b>\$21,813,395.01</b>	<b>\$2,921,310.92</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$118,637.18</b>	<b>\$ .00</b>	<b>\$21,813,395.01</b>	<b>\$21,813,395.01</b>	<b>\$2,921,310.92</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
- 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**

#### **Section 402 Requirements**

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;

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));

**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.**

(23 USC 402 (b)(1)(E));

**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. (23 USC 402(I)).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

### **Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42

USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## **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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

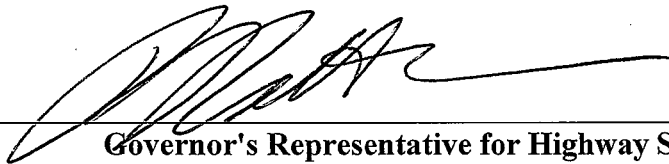
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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

  
\_\_\_\_\_  
State or Commonwealth

2011  
For Fiscal Year

8-20-10  
Date

# **SECTION 402**

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

<b>FY2010 Carry Forward:</b>	<b>\$891,898.85</b>
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**PROGRAM AREA: PA**

**Planning & Administration**

<b>Project Number</b>	<b>2011-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 is committed to reducing deaths and injuries on Wyoming roadways through professional staff development, effective management of federal highway safety funds, data driven programs, and partnerships with other traffic safety groups and organizations.

Highway Safety salaries are not funded with Planning and Administration funds. The Planning and Administration program area 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.

Partners, in this program area, are defined as any person or expert that expands the ability of the current staffing of the Highway Safety Office. A letter from the HSO requesting their assistance or attendance in trainings or meetings will be on file.

Evaluation	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	\$236,152.50
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>FY2011 - 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 2009, young adults who could be parents, 21-44 years of age, were thirty-seven percent (42/112) of those killed in motor vehicle crashes in Wyoming with seventy-six percent (32/42) unrestrained. To educate drivers, 21-44 years of age, materials will be developed with targeted messaging and distributed through appropriate venues. 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. The Project coordinator will plan and implement seat belt awareness events for the May Mobilization statewide and Child Passenger Safety Awareness Week.

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 safety advocates on the increased messaging directed toward the adult driver aged 21-44. Summarize the Awareness Events for the May Mobilization and Child Passenger Safety Awareness Week.
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Program Area Code	402 OP
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Cost Summary	Materials/ Supplies	\$17,127.16
	Indirect Cost (8.23%)	<u>\$ 1,409.57</u>
	Total	\$18,536.73

Local Benefit	50%
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Capital Equipment	None
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Performance Measures	This project will address performance measures: Planning & Administration 1-5, Occupant Protection 1-4.
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<b>Project Number</b>	<b>FY2011 - OP02</b>
<b>Program Name</b>	<b>Alive at 25/ Occupant Protection Education</b>
<b>Subgrantee</b>	<b>Wyoming Highway Patrol</b>
<b>Longevity of Grant</b>	<b>Continuous</b>

Each year in Wyoming, a large number of the deaths and serious injuries on our highways could be prevented or reduced through the proper use of occupant restraints. In 2009, approximately sixty two percent (61.94%) of the fatalities were not properly restrained. Approximately seventy percent of these fatalities were Wyoming residents with 23 of 30 deaths under 21 years of age were not properly restrained. Young drivers are among the leading cause of motor vehicle crashes in the nation and is no different in Wyoming. Young drivers can be persuaded to change their driving behaviors and attitudes through education.

Currently the Wyoming Highway Patrol (WHP) utilizes a variety of programs and displays to promote seat belt and child restraint usage, including the Seat Belt Convincers, Rollover machines, public services announcements, and incentive items. Troopers use safety education displays at fairs, civic groups, elementary, junior high and senior high schools to educate as many people as possible about the importance of seat belt usage. The WHP will continue to teach the "Alive-At-25" Program. The funding will be used to train WHP Troopers and then instruct the "Alive-At-25" Program to educate young adult drivers from the age of 14 to 24 years old. The program is designed to make young drivers aware of safe driving practices, teen behaviors and the importance of seat belt usage. Patrol will purchase a variety of materials and equipment to educate young drivers. For the Elementary School programs, additional Little Convincers will be purchased to educate the children on the importance of using booster seats and how they work for them. A vehicle designed "Bounce House" will be purchased and utilized for children to educate them on the use of seatbelts instead of bouncing around in the car in a crash. The WHP Strategic Plan strives to reduce the number of fatalities by five percent, reduce the overall number of crashes by five percent, and increase seat belt use by five percent. With this in mind, divisions are implementing new ways for the public education through their increased enforcement and safety activities. The funds will also be used to produce an educational assembly video for the "Alive-At-25" assemblies and continue the media campaign for the "Alive-At-25" Program. The 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	To review the program and summarize the number of young drivers, classes, communities and other safety presentations as part of the final report. 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 is 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, 2011 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
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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	402 OP
Cost Summary	Personal Services \$ 50,000.00
	Materials/Supplies \$ 32,000.00
	Training/ Travel \$ 30,000.00
	Media (Purchase & production) \$ 66,000.00
	Non-Major Equipment \$ 4,000.00
	Major Equipment (Bounce House) \$ 10,000.00
	Equipment Maintenance \$ 3,000.00
	Indirect Costs (8.23%) <u>\$ 16,048.50</u>
	Total \$211,048.50
Local Benefit	100%
Capitol Equipment	\$10,000 for Bounce House
Performance Measures	This project will address performance measures in Planning & Administration 1-5 and Occupant Protection 1-4.

**Project Number**                      **FY2011 - 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 than any other single cause in the United States. It is the leading cause of death from unintentional injury for persons of all ages. Motor Vehicle Crashes (MVC) account for nearly 42% of all unintentional childhood injury-related deaths (0-14). In 2009, Wyoming had 37 people (0-24 years) killed in motor vehicle crashes with 3 (0-14 years). Inappropriately restrained children are nearly three and a half times more likely to be seriously injured in a crash than their appropriately restrained counterparts. When correctly installed and used, child safety seats reduce the risk of death by 71% for infants and 54% for toddlers and reduce the need for hospitalization by 69% for children aged 4 years and younger.

Buckle up Kids Program through a partnership with Safe Kids USA, WYDOT Highway Safety Program, Wyoming Department of Health, Safe Kids Wyoming, and Cheyenne Regional Medical Center Foundation (Cheyenne Regional Foundation), is a comprehensive statewide initiative that will continue to work with local communities to train and certify volunteer personnel to provide child safety seat checks in their communities. The program will offer technical support and one statewide data center on checkers, certified trainers, advocates and the checkup results. Effective child passenger safety training also raises awareness for parents/caregivers of the importance of proper occupant restraint usage for all riding with children. In 2009, the misuse rate in Wyoming for child restraints was 82%, decreased from 2008 at 89% and 91% in 2007. Seatbelt usage by parents increased from 82% in 2008 to 84% in 2009 according to the CPS event data. In 2009, the child passenger safety programs resulted in over \$1.5 million in health care savings statewide. In 2009, Wyoming saw 1,735 child restraints inspected; over 800 child restraints distributed to families; held 309 check-up events/workshops; reached more than 3,549 parents/caregivers. Standardized Child Passenger Safety Technician Training classes are scheduled each year, one in the winter and one in the summer and regional refresher and renewal technician training.

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

**Program Area Code**                      402 OP

<b>Cost Summary</b>	Personal Services	\$ 65,838.50
	Materials/Supplies	\$ 15,000.00
	Training/ Travel	\$ 36,500.00
	Bookkeeping Expense (5%)	\$ 5,866.93
	<b>Total</b>	<b>\$123,205.43</b>

**Local Benefit**                              100%

**Capitol Equipment**                      None

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

<b>Project Number</b>	<b>FY2011 - OP04</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 (KIM 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.
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Program Area Code	402 OP
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Cost Summary	Training/ Travel	\$5,543.75
	Indirect Cost (8.23%)	<u>\$ 456.25</u>
	Total	\$6,000.00

Local Benefit	100%
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Capital Equipment	None
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Performance Measures	This project will address performance measures in Occupant Protection 1-4.
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**Project Number**                      **FY2011-OP05**  
**Program Name**                        **Wyoming Seat Belt Coalition**  
**Subgrantee**                              **Johnson & Associates**  
**Longevity of Grant**                  **2<sup>nd</sup> Year**

The 2009 Seat Belt Observational Survey results were 67.6% usage which is a decrease from 2008, for an overall decline in seat belt use of 1.0 percent. Wyoming resident usage was 65.6% with out-of-state usage at 78.5%. By gender, male seat belt usage is at 63.1% while female usage is at 72.8%. Wyoming is below the national average of 84% seat belt usage. The purpose of the Wyoming Seat Belt Coalition (WYSBC) is to provide a forum for discussion and planning to increase the usage of seat belts and child restraints in Wyoming by using the OP Assessment as a blueprint for action. The goal is to reduce fatalities and injuries from motor vehicle crashes through more effective education and enforcement of the occupant protection laws. 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. Each new project will be submitted to NHTSA for approval prior to the expenditure.

**Evaluation Measure**                      To continue the seat belt coalition developing an action plan for a statewide coordinated effort and a summary of the activities the coalition has accomplished – legislative, advocacy, etc. to be provided to the Highway Safety Office by November 15, 2011.

**Program Area Code**                      402 OP

**Local Benefit**                                40%

<b>Cost Summary</b>	Contractual Services		\$58,000.00
	Travel Cost		\$ 5,000.00
	Meeting Cost		\$12,000.00
	Coalition Project Cost		\$40,000.00
	A. Junior High School Project	\$ 7,000	
	B. Law Enforcement Incentive Proj.	\$10,000	
	C. Website	\$ 3,000	
	D. Marketing	\$10,000	
	E. Boost til 9	\$10,000	
	Indirect Costs (8.23%)	\$	<u>\$ 9,299.90</u>
Total		<u>\$122,299.90</u>	

**Capitol Equipment**                      None

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

**PROGRAM AREA: PT**

**Police Traffic Services**



**Overview of the  
Wyoming Association of Sheriffs and Chief of Police (WASCOP)  
Comprehensive Grant Agreement**

The Highway Safety Office has successfully worked grants with the Wyoming Association of Sheriff's and Chief of Police in the past. The Association has had experience with both Highway Safety grants and EUDL grant distribution. Through discussions with the Highway Safety Office, the management of the law enforcement overtime grants will be placed under the Association. In addition to the Law Enforcement Coordination (LEC), High Visibility, DUI enforcement and Video camera projects, the continuation of In-custody Alcohol Factors data reports and Traffic Safety Committee projects will be included. The summary of project costs are:

Project #s		
2011-PT01	Johnson and Associates / LEC Contractor	\$136,000.00
	Indirect Costs (Negotiated 5%)	6,800.00
	SUB TOTAL	\$142,800.00
2011-PT02	Traffic Safety Committee	\$12,500.00
	Indirect Cost (not to exceed 12%)	1,500.00
	SUB TOTAL	\$14,000.00
2011-PT05	Local STEP/HVE Grants (Includes Radar Units w/access.)	\$500,000.00
	Indirect Cost (Negotiated 5%)	25,000.00
	SUB TOTAL	\$525,000.00
2011-154AL18	Local DUI Grants (Includes PBT's w/access.)	\$450,000.00
	Indirect Costs (Negotiated 5%)	22,500.00
	SUB TOTAL	\$472,500.00
2011-154AL19	Video Camera System w/access.	\$175,000.00
	Indirect Costs (Negotiated 5%)	8,750.00
	SUB TOTAL	\$183,750.00
2011-154AL05	Evaluation of Alcohol Factors	\$19,497.50
	Indirect Cost (not to exceed 12%)	2,339.70
	SUB TOTAL	\$21,837.20
	GRAND TOTAL	\$1,359,887.20
Local Benefit	100%	
Capital Equipment	Video Cameras and accessories if purchase price exceeds \$5000.00	

**Project Number:** 2011-PT01  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police (WASCOP) Law Enforcement Coordination  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Year 1

This project, previously contracted directly with Johnson and Associates and managed by the HSO, will be managed by WASCOP this year. They will continue the contract with Johnson and Associates to preserve the knowledge base gained and to make the grant management as smooth as possible for grant agencies.

Similar to grant funding by the HSO, WASCOP will provide opportunities to all law enforcement agencies in the State. The grants will continue to be event based, national or local campaigns, and will focus enforcement on speeding, seat belt usage and other traffic violations placing the traveling public in jeopardy. Approximately 75 individual grant applications were received, processed and approved for funding in FY2011. The grant application process, approval, documentation, reporting and oversight will satisfy NHTSA and WYDOT requirements, rules and regulations. During the fiscal year, the WASCOP Traffic Safety Committee will develop a new funding formula and an evaluation guideline for the Association to use in the distribution of funds based on traffic safety data.

Johnson and Associates, a Wyoming based management consulting firm, will provide the staffing resources necessary to effectively administer the law enforcement grant process. The consulting firm will serve as the state's Law Enforcement Coordinator (LEC). As such, the assigned staff will coordinate law enforcement initiatives and strategies in accordance with grant requirements, perform on-site reviews of activities, invoices, supporting documents and will facilitate the flow of information between the Highway Safety Office, WASCOP and local law enforcement agencies. This new effort will maintain the officer-to-officer communication and, if necessary, motivation in the areas of traffic safety.

The Highway Safety Program will provide WASCOP, the Traffic Safety Committee and 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.

A Johnson and Associates media coordinator will perform the duties of putting media information out on the STEP Agency website so the law enforcement agencies will have access to more media information. This media coordinator will also help in creating specific media posters, handouts, and assist in the coordination of media events for the law enforcement agencies that will result in more earned media.

#### **Evaluation**

- a. Review overtime law enforcement grant activity, review individual agency campaign vouchers and supporting summary report;
- b. pursue late campaign vouchers and Summary Reports from agencies;
- c. discuss grant productivity with agency project directors and superiors; perform on-site monitoring for supporting documentation;
- d. provide monthly activity reports and supporting documentation for reimbursement requests;
- e. provide campaign and annual summaries of LE activities and cost;

**Project Number:** 2011-PT01  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police (WASCOP) Law Enforcement Coordination

Evaluation Continued

- f. maintain STEP/HVE agency website;
- g. meet with the HSO at least quarterly, meetings have been in conjunction with the WASCOP Traffic Safety Committee meetings; report media, media events and earned media activity;
- h. provide final reporting of all equipment such as: Video Camera Systems, Radar Units, and PBT's.

Program Area Code 402 PT

Cost Summary	Professional Services (6 staff members)	\$ 97,000
	Travel	\$ 13,000
	Meetings	\$ 5,000
	Communications	\$ 1,200
	Materials/Media/Supplies	\$ 19,800
	5% Indirect Costs	<u>\$ 6,800</u>
	Total	\$142,800

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, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

**Project Number:** 2011-PT02  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police  
**(WASCOP) Traffic Safety Committee**  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Year 1

The WASCOP Traffic Safety Committee was created by the executive Board of WASCOP to more effectively address traffic safety issues and concerns in Wyoming. This request is a continuation of the efforts initiated in FY2010. The committee provides a forum for sheriffs and chief of police to discuss traffic safety challenges and issues. Issues currently identified include: the new electronic crash report and the interfaces needed for the various records management systems currently in use; a funding formula based on traffic safety data and agency size; and an evaluation template for DUI and High Visibility Enforcement grant activities.

The Committee is comprised of representatives from Sheriffs and Chiefs. Also attending the meetings are the Law Enforcement Coordinator (LEC) consultant, his associates as needed and the Highway Safety Office Coordinator and/or LE Grant Manager.

Evaluation

- a. Administrative - provide contact information for all committee members.
- b. Performance - Report meeting dates, traffic issues, action items, and progress reports of committee efforts.
- c. Impact - Report the outcome of committee recommended strategies.

Program Area Code 402 PT

Cost Summary	Traffic Safety Committee	\$12,500.00
	Indirect Cost (not to exceed 12%)	<u>\$ 1,500.00</u>
	Total	\$14,000.00

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, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

**Project Number:** 2011-PT03  
**Project Name:** Laramie County STOPPED Program (Media)  
**Subgrantee:** Laramie County Sheriff's Office  
**Longevity of Grant:** Year 1

Nationally more than 11,000 people aged 15-24 were killed in crashes in 2002, and 5,940 of those were drivers and passengers in vehicles operated by drivers ages 16-20. 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. 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, Laramie County Sheriff's Office in conjunction with the Wyoming Association of Sheriffs and Chiefs of Police is introducing a state wide STOPPED (Sheriff's 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.

This project will pay for the development and placement of media for the public to be aware of the STOPPED Program in Wyoming.

The Laramie County Sheriff's Office will enhance the STOPPED program with a media proposal from NexMedia to promote the STOPPED Program. They will be working with Nexmedia around Wyoming to do Billboards and Bus Benches for the agencies that have approached Laramie Co. in doing the STOPPED Program in their community.

Evaluation	Provide a report that will include the number and locations of the STOPPED Program and locations of the billboards and bus benches. The audience age that the advertising is reaching.	
	Provide a year end summary report on the different ways the STOPPED Program is being used in other towns and county agencies.	
Program Area Code	402 PT	
Cost Summary	Billboards and Bus Benches	\$30,000.00
Local Benefit	100%	
Capital Equipment	None	
Performance Measures	This project directly impacts Police Traffic Services 1-2, Occupant Protection 1-3, Speed 1-4, Motorcycle 1-4 and Alcohol 1-5, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.	

**Project Number:** 2011-PT04  
**Project Name:** Natrona County Specialized Advanced Accident Reconstruction Response Team  
**Subgrantee:** Natrona County Sheriff's Office  
**Longevity of Grant:** Year 1

The most difficult traffic accident cases to prosecute are those accidents involving multiple occupants in a single car or multiple vehicle accidents where serious bodily injury or death results. Who was driving? Was the accident the result of driver error? Weather? Violation of traffic laws? Illegal or even legal use of drugs and/or alcohol? Driver distraction or even passenger distraction? Or was the accident a combination of any of these factors?

The best officers are rarely available to handle the most serious of traffic crashes. This makes finding the answers to the cause of the motor vehicle crash and the prosecution of the person believed to be criminally responsible a difficult task. The specialized Advanced Accident Reconstruction Response Team can be assembled by the beginning of FY2011 and the supplemental training completed within six (6) to nine (9) months thereafter based upon officers scheduling and availability. All training will be provided through the Casper Police Department and will start October 1, 2010.

Evaluation	Provide a year end summary report of the number of traffic crashes that the Specialized Advance Accident Reconstruction Response Team investigated, the protocol used and any known case outcomes.	
Program Area Code	402 PT	
Cost Summary	Investigating Officer Overtime	\$30,000.00
	Advanced crash reconstruction training	<u>\$ 6,000.00</u>
	Total	\$36,000.00
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, and the recommended counter-measure to increase enforcement participation in traffic safety endeavors.	

**Project Number:** 2011-PT05  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police  
(WASCOP) Local STEP / HVE Grants  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Year 1

The local Selective Traffic Enforcement Program (STEP)/High Visibility Enforcement (HVE) grants will be managed by WASCOP using evaluation guidelines created in the Traffic Safety Committee and approved by the executive board. This project provides funding for and tracks the HVE funds provided to law enforcement agencies to support speed, occupant protection and general traffic enforcement campaigns. It will utilize the contractual agreement with Johnson and Associates (project 2011-PT01) that will provide the staffing resources needed to effectively manage the law enforcement grant process and monitoring on behalf of WASCOP. The administration and coordination of this program will provide WASCOP members with a central repository for grant acquisition, as they manage several other grant projects through the Association. It will also provide candid officer-to-officer discussion during oversight. It will provide a mechanism for making the grant objectives and goals part of the WASCOP strategic plan.

In addition to an evaluation guideline, the Traffic Safety Committee will provide for a data driven HVE funding formula that takes into account agency size and productivity for the FY2012 grant process that will begin in Spring 2011.

This project is part of the combined local law enforcement grant agreements that combine STEP/HVE overtime, radars, DUI overtime, PBTs and video cameras.

Evaluation Provide monthly summary reports on forms supplied by the Highway Safety Program. Activity is reported on motorist citations, warnings and contacts.

Program Area Code 402 PT

Cost Summary	Local STEP/HVE	\$500,000.00
	(Includes Radar Units w/access.)	
	Indirect Cost (Negotiated 5%)	<u>\$ 25,000.00</u>
	Total	\$525,000.00

Local Benefit 100%

Capital Equipment None - Non-major radars 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, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

**PROGRAM AREA: RS**

**Roadway Safety**



**Project Number:** FY2011-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. The development of these campaigns is shared with 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.

In addition, the WYDOT Public Affairs Manager and up to four staff members would attend training at the 2011 National Strategic Communications Forum. The Forum teaches state highway safety offices the latest communication strategies and tactics to enhance their overall program efforts and effectiveness.

**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	\$19,630.77
	Personal/Professional Services	\$ 4,000.00
	Indirect Costs (8.23%)	<u>\$ 2,119.23</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 1-4, Speed 1-4, Motorcycles 1-4.

**Project Number:** FY2011-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 both 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 will be submitted to the NHTSA regional office for approval prior to execution.

Many good projects have had their start through the SMS Committee such as the Ice & Snow campaign and Native American Media Outreach.

Evaluation Measure	Provide progress reports on each project, activities performed, benchmarks reached and milestones accomplished.	
Program Area Code	402 RS	
Cost Summary	SMS Projects	\$45,885.00
	Indirect Costs (8.23%)	<u>\$ 4,115.00</u>
	Total	\$50,000.00
Local Benefit	50%	
Capital Equipment	None	
Performance Measures	This project will address performance measures: Planning and Administration 1 & 4, Alcohol 1-5, Occupant Protection 1-3.	

**Project Number:** FY2011-RS03  
**Project Name:** Sports Incentives for Projects  
**Subgrantee:** WYDOT-Public Affairs Office (PAO)  
**Longevity of Grant:** 3<sup>rd</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 2009 observed seat belt usage rate for Wyoming was at 67.6% which is far below the national average of 84%. During 2009, Wyoming fatalities failed to use safety equipment 71% 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.

Males who are between the ages of 18-34 are a demographic we target with our messaging. Ninety-two percent (92%) of male pickup drivers between the ages of 18-34 killed in Wyoming traffic crashes did not use safety equipment. Drinking drivers between the ages of 21-34 accounted for 44% of all alcohol related fatal crashes and 92% were male.

**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 Sported Targeted Media project.

**Program Area Code:** 402 RS

<b>Cost Summary:</b>	Incentive Items	\$15,000.00
	Indirect Costs (8.23%)	<u>\$ 1,234.50</u>
	Total	\$16,234.50

**Local Benefit:** 0%

**Capital Equipment:** None

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

<b>Project Number</b>	<b>FY2011-RS04</b>
<b>Program Name</b>	<b>Safety Corridor Signage</b>
<b>Subgrantee</b>	<b>Wyoming Highway Patrol</b>
<b>Longevity of Grant</b>	<b>1<sup>st</sup> Year</b>

Each year in Wyoming, a large number of the deaths and serious injuries on our highways could be prevented or reduced through the use of enforcement corridors through their identification and use. In 2009, approximately sixty two percent (61.94%) of the fatalities were not properly restrained. Approximately seventy percent of these fatalities were Wyoming residents with 23 of 30 deaths under 21 years of age not properly restrained. Wyoming's alcohol-involved traffic crashes in the past two years have been steady despite the efforts in enforcement. The data from 2005-2009 has a steady trend of fatal traffic crashes involving an impaired driver average at 37.16% per year. In 2009, 39.55% of the fatalities involved alcohol and/or drugs. Alcohol-involved fatal crashes continue to be a major factor in Wyoming's fatal traffic crashes each year. In 2009 over 5,000 Driving Under the Influence arrests were made in the state by all law enforcement officers with 1,310 of these arrests by Troopers. Speed related crashes are represented in 53% of fatal crashes and 26% of all Wyoming traffic crashes.

Roadside safety signs will be designed, purchased and posted to indicate to the motoring public the safety corridors in which troopers vigorously enforce safety belt use, aggressive driving, drunk driving, and speeding. The signs will be movable to work on a corridor for extra enforcement. The safety corridors will be targeted by the patrol division through the use of the statistics, working knowledge of the area and will be coordinated with the District Traffic Engineer for appropriate placement of the safety corridor signs.

Evaluation Measures	To summarize the number of purchased signs and how they were used as well as what impact they had on the corridor. To summarize how the safety corridors were selected in the different divisions.
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Program Area Code	402 RS
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Cost Summary	Materials/Supplies	\$3,695.83
	Indirect Cost (8.23%)	<u>\$ 304.17</u>
	Total	\$4,000.00

Local Benefit	0%
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Capitol Equipment	None
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Performance Measures	The project will address performance measures in Alcohol 1-5, Occupant Protection 1-3, Speed 1-4 and Motorcycles 1-4.
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**Project Number:** 2011-RS05  
**Project Name:** Safety Management System (SMS) - Winter Driver Safety Campaign  
**Subgrantee:** SMS  
**Longevity of Grant:** Continuous

WYDOT is one of 14 state DOT's participating in the "Clear Roads" pooled fund project. The WYDOT Winter Research Services office personnel address a diverse range of winter road issues and challenges, depending on geography, climate, population density and prevalent traffic types. One safety problem, common to all jurisdictions, is the motorists who drives too fast for roadway conditions. The months of January and December average an On-System crash rate of 3.51 compared to July and August with an average crash rate of 1.56. Winter road conditions are involved in 12% of fatalities and 18% of injuries.

Educating and reminding drivers to reduce speeds during these conditions will directly reinforce ongoing efforts in the areas of law enforcement traffic services, speed enforcement and roadway safety. This type of public information and awareness focus is the key component of the Clear Roads effort. State DOT's have initiated a coordinated multimedia winter driving safety campaign using the basic slogan "Ice and Snow?...Take It Slow". Information can be seen at [www.clearroads.org](http://www.clearroads.org). The messaging is reinforced on DMS signs throughout the State of Wyoming.

The effort is part of a long-term campaign and will work in conjunction with the Wyoming Strategic Highway Safety Plan.

How will the funds be used: Radio, print

How will effectiveness be assessed: No individual assessment survey on this topic will be performed.

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

Evaluation Measure Provide a summarized report on number of paid/free airings and print ads that occurred with the audience size/reach and media organization for radio or newspaper.

Program Area Code 402 RS

Cost Summary	Incentive Items	\$10,000.00
	Radio Advertising/Print Media	\$15,800.00
	Production Costs	\$ 600.00
	Indirect Costs (8.23%)	\$ 2,172.72
	Total	\$28,572.72

Local Benefit 0%

Capital Equipment None

Performance Measures This project directly impacts Speed measures 1-4.

**Project Number:** FY2011-RS06  
**Project Name:** Native American Media Outreach & Paid Media  
**Subgrantee:** WYDOT - District 5 Public Involvement Specialist  
**Longevity of Grant:** 2<sup>nd</sup> Year

Fremont County houses the Wind River Indian Reservation that includes Northern Arapahoe and Eastern Shoshone tribes. Getting safety related messages to this targeted population has been difficult. The Reservation is number one in the nation in pedestrian fatalities and Fremont County ranks above the statewide average for driver safety equipment NON-usage, VMT crash rate, population and VMT alcohol crash rate. Fremont County consistently ranks as the #1 county with the most fatalities (total and alcohol related).

The WYDOT District 5 Public Involvement Specialist has worked directly with the NHTSA Diversity Contractor law enforcement, civic groups and athletes to create campaigns targeted specifically to Native Americans. The campaigns will include pedestrian safety, child passenger safety, seat belt and alcohol messaging. The campaigns will coordinate with the development and distribution of communication-related traffic safety information through various sporting events, outdoor venues and media outlets. This will include radio, TV and print media. Incentive items will be provided as part of the media event.

**Evaluation Measures:** A report will be provided that includes the number of airings or print ads and separation of paid media versus free, if available. Also included will be a report on any campaign related materials distributed.

**Program Area Code:** 402 PM

<b>Cost Summary:</b>	Paid Media Advertising,	
	Production & Incentive Items	\$46,661.34
	Survey	\$ 3,000.00
	Indirect Costs (8.23%)	<u>\$ 4,453.66</u>
	Total	\$54,115.00

**Local Benefit:** 100%

**Capital Equipment:** None

**Performance Measures:** Project addresses performance measures: Planning & Administration 1-6, Occupant Protection 1-4, Alcohol 1-5.

**PROGRAM AREA: SA**

**Safe Communities**

<b>Project Number</b>	<b>FY2011 - SA01</b>
<b>Project Name</b>	<b>Safe Communities Local Coordinators (1)</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 2009 statewide seat belt usage rate is now 67.6% determined by an observation survey. In 2007, the usage rate was 72.2%. The national seat belt usage rate is 84%.

Fatal crashes decreased from 139 in 2008 to 116 in 2009, a 17% decrease. Fatalities were reported having non-seat belt usage remain constant at 71% in both 2008 and 2009. Alcohol involvement in crashes has been reducing over the last three years but still an issue in 2009 with 55 fatalities. Speed related crashes were represented in 53% of fatal crashes and 26% of all Wyoming traffic 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 Total \$20,000.00
Local Benefits	100%
Capitol Equipment	None
Performance Measures	These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-4 and Speed 1-4.



**Project Number**                      **FY2011 - SA02**  
**Program Name**                        **Safe Community Statewide Coordinator**  
**Subgrantee**                              **LP Consulting**  
**Longevity of Grant**                  **2<sup>nd</sup> Year**

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. 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	\$30,000.00
	Traffic Safety Planning Meetings	\$ 2,000.00
	Communication Expense	\$ 500.00
	Travel	\$ 3,500.00
	Indirect Costs (not to exceed 8.23%)	<u>\$ 2,962.80</u>
	Total	<u>\$38,962.80</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.

**(Revised 9-27-10)**

**Project Number**                      **FY2011 - SA02**  
**Program Name**                        **Safe Community Statewide Coordinator**  
**Subgrantee**                              **LP Consulting**  
**Longevity of Grant**                  **2<sup>nd</sup> Year**

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. 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

Cost Summary	Personal Services	\$28,000.00
	Traffic Safety Planning Meetings	\$ 4,100.00
	Communication Expense	\$ 500.00
	Travel	\$ 2,200.00
	Indirect Costs (not to exceed 8.23%)	<u>\$ 2,864.00</u>
	Total	\$37,664.00

Local Benefits                              0%

Capitol Equipment                      None

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

**Project Number**  
**Program Name**  
**Subgrantee**  
**Longevity of Grant**

**FY2011 - SA03**  
**Natrona County Safe Communities**  
**Wyoming Medical Center Foundation**  
**2<sup>ND</sup> Year**

In the *2009 Wyoming Fatal Crash Summary*, it was noted that 42 fatal crashes out of 116 were suspected of having alcohol use involvement. In 2009, Natrona County decreased the number of alcohol related fatal crashes (from 8 to 4) and the number of alcohol related fatalities (from 11 to 4). Natrona law enforcement report DUIs to be at an all time high with 100 total in the County just in the month of April (2010). Law enforcement also reports BAC levels to be higher and the severity of the alcohol related crashes to be higher.

In 2007-2009, 260 fatally or seriously injured vehicle occupants were unbelted 44 percent of the time. Rollovers are the most common crash in Wyoming, and without a seat belt, become the most deadly. Although the child restraint law has gotten many parents attention, the use of booster seats is still a concern. The rate of misuse of child passenger safety seats remains around 85% at monthly car seat checks.

In 2009, Wyoming has the lowest rate of seat belt use in the nation with 67.6% of people using seat belts. Seat belts and child passenger restraint use must increase, if we are to save lives. The following programs will be conducted to increase occupant protection in Natrona County.

- \* Monthly Car Seat Checks
- \* Little Convincer program in every elementary kindergarten in N.C.S.D. #1
- \* Junior High Project: a seat belt campaign in junior highs
- \* High School Campaigns (fall & spring)
- \* Presentations to senior groups

Natrona County is ready to address the problem of alcohol and driving. The following initiatives will be undertaken to address this issue.

- \* You Drink & Drive. You Lose. of Natrona County will conduct a minimum of four holiday related campaigns during the year. This group consists of members from more than 15 organizations and agencies including law enforcement, emergency, hospital and education.
- \* The Alcohol Task Force was created to change the culture of drinking and driving in our community. Another partnership of this kind increases awareness and expands everyone's efforts.
- \* P.A.R.T.Y. (Prevent alcohol risk related trauma in youth) involvement. This particular group works with a different group of teens on several scheduled Saturdays during the year. Class size averages 20 teens and requires several adults along with clothing and materials.

Operational costs (such as office space, equipment, partial salary, etc) will be supplemented by the Wyoming Medical Center Foundation. Grant funds will be used for partial salary, planning projects and activities. Developing brochures, collecting data and organizing a publicity campaign are a few activities requiring a planning process of coalition meetings with an evaluative strategy to assess progress toward these goals.

The coalition consists of members in law enforcement, education, health and safety advocates in the county to stimulate change in how the county deals with drunk drivers, speed and occupant protection at the local level.

Evaluation Measures	Numbers will evaluate progress and success of projects launched addressing these questions: 1) How many people are reached by each project? 2) Is there a reduction in the number of injuries due to alcohol related crashes, lack of a seat belt? 3) Have we narrowed our
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focus to a particular area of the population that is at most risk? 4) Is the rate of DUI arrests down in Natrona County? Has the media and our legislatures adopted the safety message to advocate for stronger seat belt use and DUI enforcement? A summary, investigating numbers and outcomes will accompany projects and/or campaigns along with a final report due no later than November 15, 2011.

Program Area Code	402 SA	
Cost Summary	Personal Services	\$30,000.00
	Office Expenses	\$ 3,600.00
	Travel	\$ 3,500.00
	Training	\$ 2,000.00
	Materials/ Supplies	\$ 2,000.00
	Printed Materials	\$ 2,400.00
	Media (Radio & Billboards)	<u>\$20,000.00</u>
	Total	\$63,500.00
Local Benefits	100%	
Capitol Equipment	None	
Performance Measures	These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-4 and Speed 1-4.	

**Project Number**                      **FY2011 - SA04**  
**Program Name**                        **Cheyenne CAN (Change Attitudes Now)**  
**Subgrantee**                            **Laramie County School District #1**  
**Longevity of Grant**                 **3<sup>rd</sup> Year**

In 2009, Laramie County had twelve fatal crashes with fourteen fatalities and of the fatal crashes, eight were alcohol related. Wyoming saw an increase in teen (15-18 years of age) fatalities from 11 in 2008 with 81.8% not restrained, to 16 in 2009 with 87.5% not restrained. This shows young, inexperienced drivers need reminders to buckle up and to ride with only sober drivers.

The CAN program consists of recruiting junior high and high school students to serve as mentors and role models who believe in making positive lifestyle choices. The CAN students promote the importance of seat belt usage, ride only with sober drivers and other issues pertaining to leading a drug and alcohol free life. The students are examples to not only the children they speak to in elementary schools, but also to their peers and teachers. The CAN program is in the three Junior Highs and the three High Schools in Cheyenne. The CAN students will begin a new venture by providing highway safety classroom presentations in the Health and Physical Education classes. The students will continue to be involved in numerous school activities such as school health fairs, DARE classes and other community events such as Safe Kids Day where the students reinforce the message to always buckle up and ride only with sober drivers. A safety belt observational survey will be done in each school to compare the previous years results and work to improve usage.

The funds will be used for a full-time facilitator, travel expenses, educational materials and printing.

**Evaluation Measures**                 The results of the seat belt observational survey will be provided to the Highway Safety Office as part of the summary report of all projects and objectives completed no later than November 15, 2011. The CAN students will plan and implement activities around the national emphasis campaigns while in school such as the May Mobilization, the Alcohol Crackdown, and/or the Child Passenger Safety Awareness Week.

**Program Area Code**                    402 SA

<b>Cost Summary</b>	Personal Services	\$33,000.00
	Benefits	\$12,210.00
	Travel (In-state & Out-of-state)	\$ 4,000.00
	Education Materials	\$ 2,000.00
	Printing	<u>\$ 1,500.00</u>
	Total	\$52,710.00

**Local Benefit**                            100%

**Capitol Equipment**                    None

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

<b>Project Number</b>	<b>FY2011-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 with the National Highway Traffic Safety Administration campaign schedule to fight impaired driving, promote motorcycle awareness, increase the use of safety belts/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 encourages 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 as a focus device for community event planning.

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.
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Program Area Code	402 SA
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Cost Summary	Printing	\$5,081.77
	Indirect Costs (8.23%)	<u>\$ 418.23</u>
	Total	\$5,500.00

Local Benefit	0%
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Capital Equipment	None
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Performance Measures:	This project will address performance measures in all traffic safety areas.
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**Project Number**                      **FY2011 - SA06**  
**Program Name**                      **Transportation Safety Management Plan Implementation**  
**Subgrantee**                            **Cheyenne Metropolitan Planning Organization**  
**Longevity of Grant**                **2<sup>nd</sup> Year**

In 2008 in Cheyenne, 180 crashes involving distracted driving occurred, of which 52 involved an injury. From 2004 to 2008, 8 people died and 247 were injured in crashes involving alcohol. Between 2004 and 2008, 11 people died in crashes where they were unbelted. During the same period 67 people suffered incapacitating injuries, and 270 people experienced non-incapacitating injuries who also were unbelted. There also were four fatal crashes and 330 injury crashes involving older drivers; and 9 fatal crashes with 1,117 injury crashes involving young drivers.

The Cheyenne Metropolitan Planning Organization (MPO) plans to improve transportation safety via implementation of the Transportation Safety Management Plan (TSMP) established in 2008. The TSMP implementation is being undertaken via six emphasis area teams (distracted, older, younger, intersections, occupant protection and impaired drivers).

The MPO will continue with the ongoing management of the safety emphasis area organizational structure to bring a wide range of safety stakeholders to the table for ongoing identification and implementation of strategies. The MPO will hold 6 one-hour meetings two times per year, with interim communications via email and teleconference. The MPO will maintain and update the emphasis area action plans. The MPO will secure crash data on the emphasis areas to monitor crash trends and to use in refining strategies. The MPO will update and maintain the safety section of its website to share its data and safety information with the community. The MPO will work with its partners to develop an alternative transportation system to reduce DUIs. The MPO will develop branding for this new program through a logo and program materials plus print ads and radio advertisement scripts to announce the program with possible posters for the back of rest room stall doors and drink coasters for distribution in bars. The MPO will work with the Mayor's Youth Council to develop a distracted driving prevention campaign customized to their age group and relate to the culture of Cheyenne. The campaign will be distributed within existing structures of the high schools, including the television studio broadcasts, newsletters, and clubs. Cheyenne MPO will work through existing business organizations such as the Chamber of Commerce to distribute a kit of information on the risks of distracted driving. The kit is produced by the Network of Employers for Traffic Safety and can be distributed electronically to all interested companies for them to distribute internally. The MPO will deliver presentations to business at existing meetings or other forums to follow up with distribution of the kits.

**Evaluation Measures**                To track the crash data in each emphasis areas and monitoring of trends to support the overall goal of a ten percent reduction in fatalities and serious injuries in the Cheyenne area. To reduce DUIs and alcohol related crashes by providing alternative transportation to people that have been drinking. To improve the communications about the risks of distracted driving and raise awareness of the statutes restricting distracted driving. A summary of the web-based surveys conducted before and after the campaign among high school students to measure an increased knowledge and awareness. Survey businesses after distribution of the business kits to improve distracted driving.

Program Area Code	402 SA	
Cost Summary	Consultant Services	\$35,800.00
	Printing Costs	\$ 2,000.00
	Media Purchases	<u>\$ 4,800.00</u>
	Total	\$42,600.00
Local Benefits	100%	
Capital Equipment	None	
Performance Measures	These programs may address performance measures in Alcohol 1-5 and Occupant Protection 1-3.	



**Project Number:** FY2011-SA07  
**Project Name:** Attitude and Awareness Survey  
**Subgrantee:** WYDOT-Public Affairs Office  
**Longevity of Grant:** 2<sup>nd</sup> Year

Traffic safety surveys seek to obtain information on the public's knowledge, opinions, or self-reported driving behavior. So the population of interest usually 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 will select a representative sample of all drivers throughout the State.

In partnership with WYDOT's Public Affairs Office, Strategic Performance Improvement Program and the Highway Safety Office will conduct one survey. Included will be 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, 2011. The report will summarize the results of the survey. Results will be provided in the FY2011 Annual Report.

**Program Area Code** 402

<b>Cost Summary</b>	Attitude and Awareness Survey	\$27,531.00
	Indirect Costs (8.23%)	<u>\$ 2,469.00</u>
	Total	\$30,000.00

**Local Benefit** 0%

**Capital Equipment** None

**Performance Measures** This program addresses Paid Media and Alcohol Paid Media x-

<b>Project Number</b>	<b>FY2011 - SA08</b>
<b>Program Name</b>	<b>Laramie County Safe Communities</b>
<b>Subgrantee</b>	<b>Cheyenne Regional Medical Center Foundation</b>
<b>Longevity of Grant</b>	<b>2<sup>nd</sup> Year</b>

Laramie County, in 2004-2009 had 73 fatal crashes with 80 fatalities. Of those killed, 65 percent (39/60) had access to belts but were not buckled. Impaired driving was involved in 34.2% of the fatal crashes with 33.8% of the deaths. The highest first harmful event for both alcohol and non-alcohol involved fatal crashes was the single vehicle rollover. Laramie County incapacitating injury crashes in 2004-2009 were 459 with 576 incapacitating injuries. Out of the 459 crashes, 283 persons (283/436) were buckled. According to the 2009 Statewide Seat Belt Observational Survey, Laramie County seat belt usage had decreased from the high in 2006 of 83.9% to 67.8% in 2009 which is just barely above the state usage rate of 67.6%. During this same time frame, there were 85 bicyclists involved in crashes. There was 1 bicyclist killed and 8 received serious injuries, 53 received non-incapacitating injuries with the majority of crash victims in the 5-20 year age group.

Seat belts and child passenger restraint use must continue to increase. The coalition will address the driving issues that challenge the citizens of Laramie County resulting in crashes, particularly alcohol related crashes and the lack of seat belt use and child safety seats. It has been documented that children who are injured or die in alcohol related crashes are generally riding in the vehicle with the impaired driver causing the incident. The funding will be used for staff support to strengthen the involvement of this agency in the local events and partnerships in Laramie County by participating in three National Campaigns, the May Mobilization, 4th of July and the August Crackdown plus one other time selected by the coalition where the data shows a need. CRMC Injury Prevention Program will expand the new partnership with Cheyenne Metropolitan Planning Office to assist them in the Transportation Safety Management Plan implementation. The coalition will focus on the lack of adult occupant protection and the dangers in alcohol related motor vehicle crashes in Laramie County through the partnership with the Cheyenne MPO and the Laramie County Community Partnership organization.

Grant funds will be used for partial salary and benefits, planning and implementing projects and travel for Lifesavers to gain a broader traffic safety picture of the county. Developing brochures, collecting data and organizing a publicity campaign are a few activities requiring a planning process of coalition meetings with an evaluative strategy to assess progress toward these goals.

The coalition consists of members in law enforcement, educators, health and safety advocates in the community as well as county to stimulate change in how the county deals with drunk drivers and unbuckled citizens at the local level.

The program will also strengthen the "Protect Our Future" program; a comprehensive strategy designed to increase the correct use of child safety seats, booster seats, safety belts and bicycle helmets by children from birth through their tween years. The Protect Our Future program provides unique approaches for each age group, and incorporates child development and learning behaviors of children as they mature from complete dependence on their parents and care givers to becoming decision-makers themselves. This program targets children and tweens to form the life-saving habits of child safety seats and seat belt usage. Life-saving habits formed early are most likely to continue throughout their lives. Children and tweens are being targeted because, when properly prepared, can assume a powerful role in positively influencing safety belt use by family members and friends.

<b>Evaluation Measures</b>	Measuring the completion of the objectives will provide the evaluation of this program to be provided to the Highway Safety Program on or before November 15, 2011. Provide a summary of activities during Awareness Weeks listed to the HSO. Track the number of events held
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for the scheduled projects of Safe Communities. Report all findings in the activity reports and summarize the safety project impact on child restraint, booster, seat belt use and impaired driving in the county. Assess the number of citations and warnings issued by local law enforcement for failure to use child safety seats, safety belts and impaired driving.

Program Area Code	402 SA	
Cost Summary	Personal Services	\$50,893.70
	Project Expenses	\$18,000.00
	(Includes travel/training, media, Printing, materials/supplies)	
	Book-keeping Expense (5%)	<u>\$ 3,444.69</u>
	Total	<u>\$72,338.39</u>
Local Benefit	100%	
Capitol Equipment	None	
Performance Measures	These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-3 and Speed 1-4.	

<b>Project Number</b>	<b>FY2011 - SA09</b>
<b>Program Name</b>	<b>Albany County Safe Communities</b>
<b>Subgrantee</b>	<b>Coalition To Prevent Substance Abuse</b>
<b>Longevity of Grant</b>	<b>2<sup>nd</sup> Year</b>

Albany County, in 2007-2009, had 17 fatal crashes with 21 fatalities. Forty-six percent had access to belts but were not buckled. Thirteen fatal crashes were speed or driving too fast for conditions related. There were 19 alcohol related fatal/serious injury crashes in which there were 27 persons fatally or seriously injured with 5 fatalities and 22 incapacitating injuries. These are the top three traffic safety areas involved in the Albany County traffic crash data. According to the FY2009 Seat Belt Survey, Wyoming's seat belt usage rate has decreased and is now 67.6%. In Albany County, the seat belt usage rate of 76.3% in 2009 was decreased from 80.7% in FY2008.

The Coalition to Prevent Substance Abuse (CoPSA) meets monthly. The executive committee, leadership committee, and taskforces meet periodically between monthly meetings with e-mail and phone conversations used between to conduct business and make coalition decisions. Local DUI data is being collected from Albany County Circuit Court and Laramie Municipal court. This data will be compiled and analyzed to create a media campaign to encourage the use of University of Wyoming SafeRide and the importance of designating a sober driver. The data will also be used to create momentum for stricter and more consistent penalties for DUI offenders. These funds will be used to collect data on DUI crashes, demographics, conviction rates, and sanctions in Albany County. After the data is collected and analyzed, the coalition will review gaps and use the data to increase awareness regarding DUI laws and sanctions to reduce the occurrence of DUIs in Albany County. The staff will expand the program in the community by participating in three National Campaigns: the May Mobilization for seat belt usage; 4<sup>th</sup> of July for both impaired driving and seat belts; the August Crackdown for impaired driving; plus one other campaign selected by the coalition where the data shows a need. Grant funds will also be used for partial salary and benefits; planning projects and travel for Lifesavers to provide a broader traffic safety picture for the county.

Evaluation Measures	Motor vehicle crashes in Albany County will be tracked to determine the number of crashes with injuries, deaths and/or property damages; reviewed and compared to recent years to assist in the program focus. A summary of each project with the details of development, media garnered, implementation, and the effectiveness and change in the community will be provided to the Grant Manager in the Highway Safety Office on or before November 15, 2011.
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Program Area Code	402 SA
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Cost Summary	Personal Services	\$ 6,600.00
	Project Expenses (Printing, advertising, travel expenses, meeting, events and other expenses related to project goals and objectives)	\$12,000.00
	Indirect Expense (7%)	
	(Albany County Resource Center-Fiscal Agent)	<u>\$ 1,400.00</u>
	Total	\$20,000.00

Local Benefits	100%
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Capitol Equipment	None
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Performance Measures	These programs may address performance measures in Alcohol 1-5, Occupant Protection 1-4 and Speed 1-4.
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**Project Number**                    **FY2011 - SA10**  
**Program Name**                    **Fremont County Safe Communities**  
**Subgrantee**                        **Injury Prevention Resources**  
**Longevity of Grant**              **1<sup>st</sup> Year**

Between 2004 and 2009 Fremont County had 99 fatal crashes with 113 fatalities. Of those killed, 90% had access to seat belts but were not buckled. Impaired driving was involved in 66% of the fatal crashes and 64% of the deaths. The highest first harmful event for both alcohol and non-alcohol involved fatal crashes was the single vehicle rollover. Observed seat belt usage in Fremont County from 2008 to 2009 remained the same at 66% -- which is below the state average of 67.8%. The coalition assembled through this grant will identify and address the driving challenges/issues facing the citizens of Fremont County, particularly alcohol related crashes and the lack of seat belts and child safety seats.

The program will be comprehensive in addressing age groups from birth through adult by using the Protect Our Future programs for children birth through 9 years old, work with the Middle Schools to do the Jr. High Project sponsored by the Wyoming Seat Belt Coalition, do a similar program with the High Schools called "Battle of the Belts", and then add a drug and alcohol component to the 100-mile challenge for the 5<sup>th</sup> and 6<sup>th</sup> graders. Each of the programs requires participation by the parents thus getting the adult population involved in the process. The Safety Rodeos will also be utilized to focus on messages to the adults. IPR will assemble a coalition who will assist with all the programming and develop campaigns for the May Mobilization and the Alcohol Crackdown and two other events throughout the year as determined by the data for Fremont County. Grant funds will be used to pay for partial salaries and benefits, planning and implementation of projects and travel both in-state and out-of-state (as approved by the Highway Safety Office). IPR will assist implementing the Protect Our Future Statewide.

**Evaluation Measures**              Motor vehicle crashes in Fremont County will be tracked to determine the number of crashes with deaths and/or serious injury; reviewed and compared to recent years to assist in the program focus. A summary of each project with the details of development, media garnered, implementation, and the effectiveness and change in the community will be provided to the Grant Manager in the Highway Safety Office on or before November 15, 2011.

**Program Area Code**              402 SA

<b>Cost Summary</b>	Personal Services	\$51,161.00
	Project Expenses	\$14,700.00
	Travel/ Training	\$10,000.00
	Office Expense	\$ 5,000.00
	Project Media	<u>\$ 3,000.00</u>
	Total	\$83,861.00

**Local Benefits**                    100%

**Capitol Equipment**              None

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

**PROGRAM AREA: SE**

**Speed**

**Project Number:** 2011-SE01  
**Project Name:** WHP High Visibility Speed Enforcement  
**Subgrantee:** Wyoming Highway Patrol (WHP)  
**Longevity of Grant:** Annually

The WHP is the primary agency responsible for the enforcement of speed limits on Wyoming's state and interstate highways where they experience more fatal crashes due to the speed of the vehicles. The great distances between cities, coupled with the low fines assessed for the first few miles per hour over the speed limit, contributes to a problem of overall low compliance with this law. Commercial vehicle traffic volumes continue to increase causing an increase in crashes involving commercial vehicles and passenger vehicles. The major contributing factor for these crashes is speed.

To enhance enforcement, the WHP will be utilizing volunteer overtime pay for WHP Officers to enforce the speed limit laws. District Supervisors will again through surveys, traffic volumes, high speed crash data and practical experience determine the best locations and times in their area for this extra enforcement effort. This effort will also include selective enforcement details to address the commercial vehicle traffic safety concerns. Overtime funds will be used during the summer travel season (June through September).

In addition to the regular speed enforcement, 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.

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. To aid officers in their efforts to reduce speeding, the grant will allow the WHP to purchase IACP approved radars and associated accessories and distribute them to their divisions.

**Evaluation** Provide 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.

At least one press release notifying the public of their heightened enforcement is required during their grant period.

**Program Area Code** 402 SE

<b>Cost Summary</b>	Personal Services	\$123,000.00
	Radar Units w/accessories	\$119,800.00
	[ \$2,995.00 ea/40 radar w/access. ]	
	Indirect Costs (8.23%)	<u>\$ 19,982.44</u>
	<b>Total</b>	<b>\$262,782.44</b>

**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 1-2 and Occupant Protection 1-3.

**PROGRAM AREA: PM**

**Paid Media**



**Project Number:** FY2011-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. As requested by the State Highway Safety Program Manager/ Governor’s Representative, the PAO will coordinate with the district public involvement specialists to 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 August National Alcohol “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.

The FY2009 media assessment indicated that 57% of those surveyed had a positive response to WYDOT’s PSA. Twenty-seven percent (27%) of respondents are more likely or somewhat more likely to use seat belts.

A survey will be conducted to include seat belt, alcohol, motorcycle and sports targeted media messaging and their effectiveness on Wyoming citizens.

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	\$116,187.21
	Survey (1)	\$ 3,000.00
	Indirect Costs (8.23%)	<u>\$ 10,688.79</u>
	Total	\$129,876.00

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Project addresses performance measures: Occupant Protection 1-4, Motorcycles 1-4.

**Project Number:** FY2011-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 2009, 71% of all fatalities were not using safety equipment. Wyoming averages 6,280 injuries per year in traffic crashes. The 2009 observed seat belt usage rate for Wyoming was at 67.6% which is far below the national average of 84%.

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 Mountain Sports Network, KFBC/Don Day Weather, University of Wyoming /Learfield Sports, Northern AG Network/Broncos 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.

Males who are between the ages of 18-34 are a demographic we target with our messaging. Ninety-two percent (92%) of male pickup drivers between the ages of 18-34 killed in Wyoming traffic crashes did not use safety equipment. Drinking drivers between the ages of 21-34 accounted for 44% of all alcohol related fatal crashes and 92% were male.

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

Cost Summary:	Paid Media Advertising	\$166,801.30
	Assessments (1)	\$ 3,000.00
	Indirect Costs (8.23%)	<u>\$ 15,227.90</u>
	Total	\$185,029.20

Local Benefit: 0%

Capital Equipment: None

Performance Measures: Project addresses performance measures: Occupant Protection 1-3, Alcohol 1-5.

# **PROGRAM AREA: K2**

## **405 Funding**

**The following projects will be funded with Section 405 monies.**

<b>FY2009 Carry Forward:</b>	<b>\$ 115,000.00</b>
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<b>Project Number</b>	<b>FY2011-405-01</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 pre-survey and the statewide seat belt survey will be conducted to measure progress of occupant protection programs and state legislation. The safety belt usage surveys 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. A new methodology will be established by January 2011 by NHTSA for the FY2011 Seat Belt Observational Survey. The baseline results from June 2011 will be incorporated into the survey to develop the trend relationships associated with the use rates. An annual on-site training for the observers will be funded. The current seat belt usage rate reported for FY2009 is 67.6% down from 72.2% in FY2007.

Evaluation Measure	Complete Seat Belt Survey within specifications and report results by Sept. 1, 2011	
Program Area Code	405OP	
Cost Summary	Contractual Services	\$106,255.20
	Indirect Costs (8.23%)	<u>\$ 8,744.80</u>
	Total	\$115,000.00
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 408

### Section 408

FY2009 Section 408 Carry Forward:	\$ 278,605.15
FY2010 Section 408 Carry Forward:	\$ <u>500,000.00</u>
Total	\$ 778,605.15

### Projects TR01-TR08

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:** FY2011-TR01 through TR06  
**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:** FY2011-TR01 (TSIS Project ID = 10MapLoct)  
**Project Name:** Report Beam Map Module

The project is to enhance the current electronic Crash Reporting System to allow officers to locate the crashes with a map-based user interface rather than through text (pick lists, etc.)

This will provide a significant improvement to the automatic geo-location of crashes, accuracy of the location, and officer satisfaction with the system. It should also improve the number of reports entered, as it removes one significant impediment to crash reporting.

Report Beam Map Module	\$33,282.00
Indirect Costs (8.23%)	<u>\$ 2,739.11</u>
	\$36,021.11

**Project Number:** FY2011-TR02 (TSIS Project ID = TRPxCrash)  
**Project Name:** Crash Data Quality Control

This project is an attempt to meet user needs with respect to crash data timeliness, accuracy, completeness, consistency, integration and accessibility. Problems affecting the crash data can occur at various steps along the way. Each step in the collection process is an area where monitoring and/or corrective action can occur.

Crash Data Quality Control	\$50,000.00
Indirect Costs (8.23)	<u>\$ 4,115.00</u>
	\$54,115.00

**Project Number:** FY2011-TR03 (TSIS Project ID = TRP4Equip)  
**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.

Electronic Crash/Citation Data Capture Tools	\$123,889.50
Indirect Costs (8.23)	<u>\$ 11,110.50</u>
	\$135,000.00

**Project Number: FY2011-TR04 (TSIS Project ID = TBD)**  
**Project Name: WASCOP Report Beam/RMSsystem Interface**

The Wyoming Association of Sheriffs and Chief of Police represent the state's law enforcement agencies that are trying to utilize the new Wyoming electronic crash report system. Since the electronic crash database capture system is not integrated with each agency's record management system (RMS), most agencies are having to enter each crash twice, once to meet state requirement and once for their local RMS. This duplication of effort slows the reporting time to both the state repository and local RMS, creates errors between systems and does not utilize the integration that could be possible with assistance. Ultimately, it also prevents the officers from returning to their street enforcement responsibilities. This project would provide approximately four prioritize agencies to receive interface at approximately \$20,000 each.

Report Beam/RMSsystem Interface	\$80,000
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**Project Number: FY2011-TR05 (TSIS Project ID = TRP5Manger)**  
**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 Manager	\$163,000.00
Indirect Costs (8.23%)	<u>\$ 13,414.90</u>
	\$176,414.90

**Project Number: FY2011-TR06 (TSIS Project ID = TRP6EMS)**  
**Project Name: EMS Electronic Data System - Hardware**

The Wyoming EMS is in the process of replacing the current ambulance trip and reporting program and trauma registry. Improvements to this process require the purchase of equipment in fostering support for an electronic system including EMS Trip and Reporting Hardware and Software Maintenance.

EMS Electronic Data System - Hardware	\$120,000.00
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**Project Number: FY2011-TR07(TSIS Project ID = TRP10ERP)**  
**Project Name: GIS/LRS**

As noted in the 2005 Traffic Records Assessment, the state is in need of an GIS/LRS 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 GIS/LRS standard.

GIS/LRS	\$100,000.00
Indirect Costs (8.23%)	<u>\$ 8,230.00</u>
	\$108,230.00

**Project Number:** FY2011-TR08 (TSIS Project ID = TBD)  
**Project Name:** P.O.S.T Record System

In December 2009, the state conducted an SFST Assessment. Within this assessment, need was repeatedly expressed for tracking officer training in SFST, ARide and DRE and repeatedly the discussion was followed with the inability for the POST records system to handle the need. In May 2009, the Governor appointed a 16 member Governor's Leadership Team to Prevent Impaired Driving. During discussions to close gaps in the myriad of impaired driving systems, again, discussion focused on the need to track training and the inability for POST to provide the service. This project would address upgrading the records system to more efficiently capture officer information, provide a broader database capability, better verification of data, automate officer notification and better reporting/analysis tools.

P.O.S.T. Record System \$68,824.14

**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

<b>Cost Summary</b>	Report Beam Map Module	\$ 36,021.11
	Crash Data Quality Control	\$ 54,115.00
	Electronic Crash/Citation Data Capture Tools	\$ 135,000.00
	Traffic Records Project Manager	\$ 176,414.90
	EMS Electronic Data System-Hardware	\$ 120,000.00
	GIS/LRS Project	\$ 108,230.00
	Report Beam/RMSsystem Interface	\$ 80,000.00
	P.O.S.T. Record System	\$ 68,824.14
	Total	\$ 778,605.15

**Local Benefit** 0%

**Capital Equipment** Non-Major

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



# **410 ALCOHOL IMPAIRED DRIVING**

**The following project will be funded with Section 410 Monies.**

**Project Number:** FY2011-410-01  
**Project Name:** Driver Services Ignition Interlock Program and Updates  
**Subgrantee:** WYDOT - Driver Services Program  
**Longevity of Grant:** 1st Year

The Wyoming Department of Transportation, Driver Services Program is enhancing the Ignition Interlock Program and updating brochures/notices informing the public of Driver Service and law enforcement action regarding DWUI convictions.

These funds would be used to ensure accuracy, completeness, timeliness and integrity of the DWUI information in the Driver's Services data system. In 2005, Driver Services worked with the Supreme Court to set up the electronic Court System (SCIS). The Supreme Court has sent information that must be manually entered into RIS (Revenue Information System) Database. The Supreme Court is currently updating their system in which Driver Services we will now be able to receive data necessary to automate the DWUI information.

Driver Services would like to automate the DWUI records information when adding or updating changes made by the courts to eliminate manual processes, which improves accuracy and thus allows the DWUI information to be entered in a timely manner. This has been an ongoing project and Driver Services would like to continue to enhance this program with cross field edits to heighten the data integrity, enhance youthful ignition interlock requirements and ensure license cancellations occur properly when a first time DWUI conviction occurs thus reducing manual intervention.

Updates to brochures/notices are requested for the 2002 Guide to Driving Privilege Withdrawals, Implied Consent Advisement Cards and the DWUI Suspension and Temporary License Notice (DSFR6) form to inform the public and provide law enforcement requested updates.

**Evaluation Measures:** A report will be provided summarizing number of brochures and notices as well as edits/updates to the Driver License Data File no later than November 15, 2011. Also included in the report will be the results of the Electronic Court system evaluating the number of citations automatically placed on RIS vs. problems and number of man hours required to review and work problem reports.

**Program Area Code:** 410 (K8)

<b>Cost Summary:</b>	Automation of Data Edit Checks &	
	Updated Data Records Information	\$16,000.00
	Updated Driving Law Materials	\$15,000.00
	Indirect Costs (8.23%)	<u>\$ 2,551.30</u>
	Total	\$33,551.30

**Local Benefit:** 0%

**Capital Equipment:** None

**Performance Measures:** Project addresses performance measures: Planning & Administration 1-4, Alcohol 1-5, Traffic Records 1 & 5.

**Project Number:** FY2011 - 410-02  
**Program Name:** Governor's Impaired Driving Prevention Strategies  
**Subgrantee:** Various  
**Longevity of Grant:** Year 1

In June 2009 Governor Freudenthal signed Executive Order 2009-4, creating the Governor's Leadership Team to Prevent Impaired Driving to promote the review, discussion and create a plan to reduce the incidence of impaired driving in Wyoming. The Governor charged the Leadership Team with developing a multi-agency Strategic Plan, specifically addressing policy changes within the state's administrative DUI system. The Team was asked to consider existing programs and countermeasures in the administrative system and to recommend strategies to implement the proposals outlined in the Strategic Plan. The Leadership Team was also directed to solicit input and direction from stakeholders and advocates from both in and outside the Wyoming state government. All state agencies were directed to cooperate with the Leadership Team.

As a result, the team and stakeholders were able to select fifteen recommendations and develop initial implementation plans. Eleven of the recommendations have a financial component in which grant funds can assist. One additional recommendation, drug testing equipment for the Chemical Testing Program, has already been contracted in FY2010 using 410 HFR funds. The recommendations listed below will outstrip the anticipated FY2008 carry forward funds but are listed in the effect the state is successful in their FY2010 High Fatality Rate grant application.

As a special note, since the recommendations have not been formally presented to the Governor yet, the HSO would appreciate no mention of the projects in the HSP approval letter to the Governor.

More detail on evaluation, local benefit, equipment, etc. will be provided to NHTSA for approval as each project moves forward.

**Project A: DUI Policy Coordinator**

This is a recommendation to create a Governor's Office level coordinator to coordinate the state's efforts with local initiatives to reduce impaired driving in Wyoming. It is anticipated that it would be similar to the AZ Alcohol Czar.

Program Area Code 410 HFR  
Cost Estimate \$120,000

**Project B: Prevention Supports Enforcement**

The goal of this recommendation is to increase the number of Wyoming communities in which active cooperation and collaboration would exist between prevention coalitions and law enforcement agencies, particularly with respect to DUI and MIP enforcement.

Program Area Code 410 HVE  
Cost Estimate \$50,000

**Project C: Statewide Media Campaign**

The goal of this recommendation is to develop, implement and evaluate a statewide DUI prevention media campaign that meets established quality criteria for evidence-based anti-DUI media campaigns.

Program Area Code 410 HFR/HVE  
Cost Estimate \$625,000

**Project D: E-Citations**

E-citations are needed for DUI tracking even though the start-up cost of implementing them is high. It would be an investment in reducing costly redundancy and improving efficiency in DUI management by state and local government agencies including law enforcement, prosecutors, the courts, driver licensing and administrative hearing examiners. The recommendation supports Supreme Court budget request to develop a central repository for uniform electronic citation data as well as support the budget request from the Wyoming Attorney General for local and state law enforcement agencies to obtain the equipment, software and services necessary to collect electronic citation data. The Highway Safety Office may be part of the funding equation.

Program Area Code 410 HFR/HVE  
Cost Estimate \$ 100,000

**Project E: Streamlining DUI reporting**

The project would create a uniform electronic format for the officer DUI arrest report which would be used by all participating law enforcement agencies in the State and would be compatible with the various computerized record management systems used by Wyoming's municipalities and counties.

Program Area Code 410 HFR/HVE  
Cost Estimate \$150,000

**Project F: DUI Database**

The project would develop a process by which the state can build a comprehensive electronic database of drivers arrested for DUI in Wyoming.

Program Area Code 410 HFR  
Cost Estimate \$50,000

**Project G: DUI Enforcement Training**

In addition to FY2011 efforts to provide SFST and DRE training, funded by 154AL, the recommendation also includes training in Advanced Roadside Impaired Driving Enforcement (ARIDE). The recommendation goal, once a training structure is in place, states the following:

- To require all peace officers to complete SFST prior to assuming patrol responsibilities.
- To require all peace officers to complete a 4-hour SFST refresher course every two years.
- To encourage all peace officers with patrol responsibilities to complete an ARIDE class.
- To encourage officers from counties with few or no DREs to attend the DRE program.

Program Area Code 410 HVE  
Cost Estimate \$45,000

**Project H: Expand the DRE program**

Should 154AL be unavailable in future years, Section 410 funds will be used to support this recommendation. The goal of the recommendation is to annually expand the DRE program to have approximately 90 -120 DRE's for the State.

Program Area Code 410 HFR/HVE  
Cost Estimate \$85,000

**Project I: TSRP**

The recommendation is to secure permanent funding for a full-time Traffic Safety Prosecutor. Should this not occur in a timely fashion, the Highway Safety Office will fund the position until permanent funding is identified and available.

Program Area Code 410 HFR  
Cost Estimate \$120,000

**Project J: Task Force to Explore Supervision of Adjudicated DUI Offenders**

The goal of the recommendation is to establish a task force to investigate and recommend various means of supervising high risk convicted DUI offenders while on court-ordered probation. Topics to be included are DUI Courts, expanding Drug Court hybrids, Probation & Parole and developing DUI Supervised Probation programs.

Program Area Code 410 HFR  
Cost Estimate \$8,000

**Project K: Task Force for the Adjudication of Underage Alcohol Offenders in WY**

The recommendation calls for the establishment of a task force to thoroughly investigate best practices and available resources for effectively and uniformly adjudicating youth convicted of underage alcohol offenses in Wyoming.

Program Area Code 410 HFR  
Cost Estimate \$8,000

**Total Estimated Costs**

410 HFR	\$ 306,000
410 HVE	\$ 95,000
410 HFR/HVE,	<u>\$ 960,000</u> split to be determined
Total	\$ 1,361,000

# PROGRAM AREA: MC

## Motorcycle Safety

The following projects will be funded with Section 2010 monies.

FY2008 Carry Forward:	\$ 263.06
FY2009 Carry Forward:	\$ 100,000.00
FY2010 Carry Forward:	<u>\$ 100,000.00</u>
Total	\$ 200,263.06

**Project Number**                    **FY2011 - 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 Program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. With motorcycle fatalities decreasing, the Highway Safety Program has applied for 2010 funding to continue this trend through heighten public awareness of motorcyclists on the roadway, developing a more robust website, and improving the training elements of motorcycle instructors/riders recruitment and associated equipment. Motorcycle registrations have doubled since 2000 growing from 14,408 to 28,336 in 2009. Seventy-five percent of the fatally and seriously injured motorcyclists in 2009, were not wearing a helmet.

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)

Cost Summary:	Project funding	\$185,034.70
	Indirect Costs (8.23%)	<u>\$ 15,228.36</u>
	Total	\$200,263.06

Local Benefit:                         Project specific - 0% until otherwise adjusted

Capitol Equipment:                    None

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

**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.

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>\$10,034.70</u>
	Total	\$10,034.70

Local Benefit: 100%

Capital Equipment: None



**Project Number**                    **FY2011 - MC02**  
**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 Program is responsible for the statewide motorcycle training courses. Such courses include classroom and field instruction. The Highway Safety Program will work directly with the Motorcycle Safety Coordinator to use 2010 funding for local program requests and to expand the media through a new media source. The new media will be gas tank toppers in high motorcycle traffic areas and other locations according to the motorcycle crash data. The new media will reflect the messaging from the billboards, radio, TV and posters to enhance the branding effort.

**Evaluation Measure**            Provide appropriate reporting for each of the projects listed reviewing the effectiveness of each to determine future use of these funds. Project MC01 will provide the funding for the required media assessment.

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

<b>Cost Summary:</b>	Project funding	\$92,395.82
	Indirect Costs (8.23%)	<u>\$ 7,604.18</u>
	Total	\$100,00.00

**Local Benefit:**                    Project specific - 0% until otherwise adjusted

**Capitol Equipment:**            None

**Performance Measures:**        Each projects will address the Motorcycle measures 1 - 4.

# Alcohol Impaired Driving Prevention Program

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

154AL/PM Funds	
FY2008 Carry Forward:	\$ 800,000.00
FY2009 Carry Forward:	\$ 665,216.00
FY2010 Carry Forward:	<u>\$1,865,493.00</u>
Total	\$3,330,709.00

**Project Number:** FY2011 - 154AL01  
**Program Name:** Comprehensive Alcohol Program  
**Subgrantee:** WYDOT-Highway Safety Program  
**Longevity of Grant:** Continuous

This program intends to compliment 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	\$13,859.37
	Indirect Costs (8.23%)	<u>\$ 1,140.63</u>
	<b>Total</b>	<b>\$15,000.00</b>

**Local Benefit:** 50%

**Capital Equipment:** None

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

**Project Number:** 2011-154AL02  
**Project Name:** City of Laramie - DRE Class  
**Subgrantee:** City of Laramie Police Department  
**Longevity of Grant:** Annually

The Drug Evaluation and Classification Program (DECP) 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 four years of the program, Wyoming's DREs have completed at least 400 training evaluations and another 430 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 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.

**Evaluation** 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 \$85,247.00

**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:** 2011-154AL03  
**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 contract with 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 1-2.

**Project Number**                    **FY2011 - 154AL04**  
**Program Name**                    **Traffic Safety Resource Prosecutor**  
**Subgrantee**                        **Wyoming county and Prosecuting Attorneys Association**  
**Longevity of Grant**              **2<sup>nd</sup> Year**

The State of Wyoming’s Traffic Safety Resource Prosecutor (hereafter referred to as “TSRP”) salary and benefits may be funded by a grant from the National Association of Prosecution Coordinators (hereafter referred to as “NAPC”). The TSRP is a position designed to address the needs of prosecutors who contend with traffic safety problems in the State of Wyoming. The focus of this position will be on solving the many problems associated with the violation of Wyoming traffic safety laws. Considerable emphasis will be placed on the prosecution of DUI cases and as such, this focus will require travel, equipment and training funds to supplement the NAPC grant. The TSRP’s goals are as follows:

- 1        Design and management of traffic safety training programs, with an emphasis on the prosecution of drunk driving and vehicular homicide cases;
- 2        Provide solution-oriented presentations to county and municipal prosecutors and law enforcement;
- 3        Serve as a consultant for prosecutors on traffic safety issues;
- 4        Prepare memoranda, amicus briefs, and model briefs when appropriate;
- 5        Write and/or update an Operating While Impaired (OWI) manual for prosecutors;
- 6        Prepare and distribute a traffic safety newsletter and publish it to the website, [www.tsrp.org](http://www.tsrp.org);
- 7        Serve as a liaison between prosecutors, courts, the DMV, law enforcement agencies, and other traffic safety professionals on traffic safety issues;
- 8        Participate in state and national traffic safety conferences to remain current on the latest knowledge and issues in traffic safety;
- 9        Create a listserv for prosecutors to exchange questions, answers and resources on traffic safety issues;
- 10      Complete other duties as they relate to traffic safety.

This project pays for only the TSRPs travel and non-major equipment but additional salary has been planned in the event that the Prosecutor’s Association is not successful in their NAPC grant application.

Evaluation Measure	The TSRP is required by the NACP grant to provide quarterly progress reports that will outline the current goals and progress. The TSRP will provide a copy of these progress reports to WYDOT. All reimbursement requests will be accompanied with an activity summary and supporting costs documentation.	
Program Area Code	154AL	
Cost Summary	Professional Services	\$ 85,000.00
	Travel	\$ 25,000.00
	Non-major Equipment	<u>\$ 10,000.00</u>
	Total	<u>\$120,000.00</u>
Local Benefit	100%	
Capitol Equipment	Non-major equipment	
Performance Measures	This program addresses Alcohol 1-5 and Planning and Administration 1-6.	

**Project Number:** 2011-154AL05  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police (WASCOP) Evaluation of Alcohol Factors in DUI Arrests  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

Alcohol-involved arrest data has been collected since 2006 as a result of Highway Safety funding. The projects historically included the data capture, analysis, report printing and distribution. In 2010 WASCOP institutionalized the collection of data but requests funding to analyze the data, produce and disseminate two year-end reports, 1) a statewide report and 2) a supplemental which will contain county/department specific information. Reports have been shared with legislators, community leaders and the press across the state for the last four years. This effort was initiated in order to gather and analyze arrest data for the expressed purpose of devising more effective enforcement strategies to reduce the number of alcohol related traffic crashes and crimes in Wyoming. The continuation of this data collection effort is essential in evaluating a series of strategies that continue to be formulated and implemented.

- Evaluation
- a. To analyze the twelve-months of alcohol-related arrest data collected by WASCOP.
  - b. To produce two year-end reports as noted above.
  - c. To present the findings of the data collection to various governmental and community groups.
  - d. To continue an on-line project management site for all project participants.

Program Area Code 154AL

Cost Summary	Evaluation of Alcohol Factors	\$19,497.50
	Indirect Cost (not to exceed 12%)	<u>2,339.70</u>
	Total	\$21,837.20

Local Benefit 100%

Capital Equipment None

Performance Measures Alcohol 1-5, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

**Project Number**                    **FY2011 - 154AL06**  
**Program Name**                    **DUI Monitoring**  
**Subgrantee**                        **Injury Prevention Resources**  
**Longevity of Grant**              **1<sup>st</sup> Year**

Between 2004 and 2009 Fremont County had 99 fatal crashes with 113 fatalities. Impaired driving was involved in 66% of the fatal crashes with 64% of the deaths. There were just over 430 DUIs with another 250 in Tribal Court – the numbers did not decrease from 2008. There is a DUI Supervised Probation Program and a Drug Court with an active Probation and Parole. The jail is overcrowded which means many multiple DUI offenders do only their minimum time and then are released with unsupervised probation. Currently too many offenders are finishing some type of monitoring – 2 x daily breathalyzer, intoxilock, Drug and Alcohol Testing System (DATS) – then when there is no one or anything monitoring their actions they re-offend. Re-offending means they get another DUI, are cited for public intoxication, or are at some party where officers respond to a noise complaint and the offender is impaired. The County Attorney no longer has the sentencing option from the judge for probation revocation because of the overcrowded jail. The second problem is inability to pay for monitoring devices if available and the third problem is the offender is changing their drug of choice when alcohol is no longer available for another substance.

The program will be a multi-pronged approach in dealing with the offenders and their abuse of substances. IPR will be at the center of this process with all the courts (Drug Court, Tribal Court, Circuit Court etc.) and programs (Probation and Parole, Juvenile programs etc.). The parameters and criteria will be set for who will receive priority for services by a team made up of Judges, attorneys and mental health professionals. The components of the program will be as follows: 1) the SCRAM bracelets for the highest level of monitoring. 2) Smart Start In-Hom which would be used for those offenders who live in rural locations or have transportation issues for the 2 x daily (or more) breathalyzers. 3) Intoxilock is a new product with GPS, photo monitoring and real time reporting so the governing agency could request the offender go out to the vehicle and give a breath sample and report. 4) DATS is the Drug and Alcohol Testing System but offender could still offend between the hours of 9 am.until later in the evening as long as clear by 7 am. The overall program would be worked through IPR, with the monitoring agency for the SCRAM receiving the data directly.

**Evaluation Measures** To increase the availability of alcohol monitoring devices for courts and probation supervisors as a viable alternative to jail; to decrease recidivism through the use of intense alcohol monitoring devices; to train IPR staff on use of SCRAM and number of clients who used the units; determine a change in recidivism.

**Program Area Code**              154AL

<b>Cost Summary</b>	Personal Services	\$ 19,406.00
	Project Expenses	\$ 37,769.00
	Alcohol Monitoring Expense	\$ 62,160.00
	Bookkeeping fee (5%)	<u>\$ 5,997.00</u>
	Total	<u>\$125,332.00</u>

**Local Benefit**                      100%

**Capitol Equipment**              None

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



**Project Number:** 2011-154AL07  
**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, knowledge required: configuration, calibration, repairs and 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** 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 \$14,000.00  
 @ \$2,000.00 ea.

**Local Benefit** 0%

**Capital Equipment** None

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

**Project Number:** 2011-154AL08  
**Project Name:** State Chemical Testing Program - Testing Equipment and Software Upgrade  
**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 equipment software upgrade.

This project will provide the purchase of two (2) EC/IR II breath test instruments. The EC/IR II breath test instruments have enhanced capabilities that will be used to train law enforcement officers and ultimately to perform procedures well enough to support the conviction of alcohol impaired drivers.

This project will also provide software upgrade for an INTOXNET that was purchased in a previous fiscal year.

Evaluation	To purchase (2) EC/IR II breath test instruments, and upgrade software for an INTOXNET. To report number of times utilized in training.
Program Area Code	154AL
Cost Summary	2 EC/IR II breath test instruments, @ \$5600.00 each, and upgrade software @ \$7102.40.
Total	\$18,302.40
Local Benefit	None
Capital Equipment	Major Equipment
Performance Measures	This project directly impacts Alcohol measures 1-5.

**Project Number**                      **FY2011- 154AL09**  
**Program Name**                         **Sweetwater County DUI Supervised Probation(DSP) Program**  
**Subgrantee**                              **Sweetwater County Juvenile Probation**  
**Longevity of Grant**                    **3rd Year**

This is the third year for the DUI Supervised Probation Program in Sweetwater County and therefore will only receive a portion of 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 program 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 much 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 maintained and will be used to evaluate the effectiveness of the DSP program. To track program income and its use.

<b>Program Area Code</b>	154AL		
		<u>WYDOT</u>	<u>Sweetwater Co.Total Cost</u>
<b>Cost Summary</b>	Personal Services		\$65,751.29
	Non-major Equipment		500.00
	Materials/ Supplies		1,800.00
	Travel		1,500.00
	Training		<u>1,500.00</u>
	<b>Total</b>	<b>\$18,362.83</b>	<b>\$71,051.29</b>

**Local Benefits**                              100%

**Capital Equipment**                        Non-major equipment

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

**Project Number**                    **FY2011 - 154AL10**  
**Program Name**                    **Governor's Leadership Team to Prevent Impaired Driving**  
**Subgrantee**                        **LP Consulting**  
**Longevity of Grant**              **Continuous**

The Leadership Team was charged to develop a multi-agency strategic plan to prevent impaired driving. The Team looked at policy changes to be made within the state's DUI administrative system and included stakeholders and advocates in this process. The Leadership Team will continue to meet monthly to identify gaps in how the state's administrative system manages DUI. The Team developed 15 recommendations to address the gaps in the overall system with an implementation plan. These recommendations will be submitted to the Governor for his review by September 2010.

With a new Governor taking office in 2011, questions have arisen regarding the future of the DUI Leadership Team and its recommendations. The Executive Order that created the Team will remain in force unless it is rescinded by the incoming Governor. The recommendations included in the report can be implemented or coordinated by the DUI Leadership Team. The Team expects to continue to meet monthly to begin implementing the recommendations and will include the stakeholders and advocates in this process.

One project the Leadership Team will coordinate is the Impaired Driving Conference in the spring of 2011, April or May, at the UW Conference Center in Laramie.

The funds will be used for the monthly meetings of the Team, personal services, communication expenses, training and the conference. The funds will also be used to establish a DUI Supervised Probation Task Force and a Task Force for MIP's.

**Evaluation Measures**              To report on the implementation of the recommendations provided to the Governor. Establishment of the two Task Forces mentioned above to provide progress reports on each. Plan and implement the Impaired Driving Conference with a summary report to the Highway Safety Office no later than November 15, 2011.

**Program Area Code**                154AL

<b>Cost Summary</b>	Personal Services (LP Consulting)	\$ 78,800.00
	Indirect Cost (8.23% thru Eng. Serv.)	\$ 6,419.40
	Contractual Services	\$ 12,500.00
	Meeting Costs (LTmtgs 12)	\$ 10,500.00
	Stakeholders Meetings	\$ 21,600.00
	Communication	\$ 2,500.00
	Training (Lifesavers)	\$ 8,000.00
	Impaired Driving Conference	\$ 47,000.00
	Media Campaign	\$ 17,000.00
	DUI Supervised Probation Task Force	\$ 30,000.00
	MIP Task Force	<u>\$ 30,000.00</u>
	<b>Total</b>	<b>\$323,119.40</b>

**Local Benefit**                        100%

**Capitol Equipment**                None

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

**Project Number:** 2011-154AL11  
**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 for 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. Within the letter, it is required they provide the statement of need from Chemical Testing before the request is considered.

**Evaluation** 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:** 2011-154AL12  
**Project Name:** Judges and Prosecutors Alcohol Impaired Driving Training  
**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 2009, there were 48 Alcohol Related Fatal crashes and 54 Drinking Drivers. 41% (55/134) of the fatalities involved alcohol. Drinking Drivers between the ages of 21-34 accounted for 44% of alcohol related crashes (92% were male). Overall, male drivers account for 87% of the alcohol related drivers.

Alcohol related VMT fatality rates have decreased from .75 in 2008 to .59 in 2009 (based on 2008 VMT's).

The alcohol training grant is designed to provide both judges and prosecutors opportunities to attend training that address the reduction of drinking and driving.

Evaluation	Each applicant and attendee will be identified in the project file
Program Area Code	154AL
Cost Summary	\$10,000.00
Local Benefit	100%
Capital Equipment	N/A
Performance Measures	This project directly impacts Alcohol measures 1-5.

**Project Number:** 2011-154AL13  
**Project Name:** Fremont County Sheriff's Office - Wireless Transfer Server Software  
**Subgrantee:** Fremont County Sheriff's Office  
**Longevity of Grant:** Year 1

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 in 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 has Fremont County S.O., wanted this tool in their enforcement tool belt. The Highway Safety Office applauds their interest and use of the devices.

The Fremont County Sheriff's Office currently have 23 DVM 750 Video Cameras. They are looking to improve the equipment. The upgrade in equipment will help to close a loop on the integrity of the existing system. The Wireless Transfer Server would be placed in the vehicle to provide a wireless download of the video to the controller in the Sheriff's Office. This would negate the need to remove the SD Card, would avoid card loss and would allow more patrol time in the county.

Evaluation	Provide a year end summary report on the pros/cons of the software upgrade.	
Program Area Code	154AL	
Cost Summary	Wireless Transfer Server Software	\$17,000.00
Local Benefit	100%	
Capital Equipment	None	
Performance Measures	This project directly impacts Alcohol Measures 1-5	

**Project Number:** FY2011-154AL14  
**Project Name:** Laramie County DUI Court Advanced Training  
**Subgrantee:** Laramie County DUI Court  
**Longevity of Grant:** 3<sup>rd</sup> Year

Driving under the influence (DUI) incidents remain 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 16% of the state's population and is the largest city of the state. Per the latest statewide Alcohol Factors & Evaluation, alcohol was involved 67.4% 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.

The DUI Court has 163 individuals associated with the program. Those individuals accounted for 596 DUI arrests prior to their participation in the DUI Court program. After graduating the program, only 12 have had another DUI arrest. This demonstrates a preprogram conviction rate of 3.53 reduced to 0.15 new conviction rate per participant.

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 dependance, then provides them supervised probation, utilizing sobriety compliance technologies, and using philosophies and practices of DUI Court programming. This project will pay for 2011 Advance Subject Matter Training for up to 8 team members. It is hoped by attending this training, the Laramie County DUI Court will become an "Academic Court" and serve as a role model for newly created DUI courts in Wyoming and the region.

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 trip report due to the Highway Safety Office no later than November 15, 2010.	
Program Area Code	154AL	
Cost Summary	Travel Expenses	\$7,418.00
Local Benefit	100%	
Capital Equipment	Non-Major	
Performance Measures	This project addresses Alcohol measures 1-5.	



**Project Number**                    **FY2011 - 154AL15**  
**Program Name**                    **Youth Intervention Track**  
**Subgrantee**                        **Juvenile & Family Drug Court**  
**Longevity of Grant**              **1<sup>st</sup> Year**

Wyoming's alcohol-involved traffic crashes in the past two years have been steady despite the efforts in enforcement. The data from 2005-2009 has a steady trend of fatal traffic crashes involving an impaired driver average at 37.16% per year. In 2009, 39.55% of the fatalities involved alcohol and/or drugs. Alcohol-involved fatal crashes continue to be a major factor in Wyoming's fatal traffic crashes each year. In Campbell County, according to the "Evaluation of Alcohol Factors in Custodial Arrests in the State of Wyoming - 2008," the youth arrests for DUI were 780 with 31 Minor in Possession from October 1, 2007 through September 30, 2008. The average BAC for the youth arrests was 0.139. Community acceptance of the use, and misuse, of alcohol contributes significantly to the high level of alcohol-related traffic offenses including alcohol-related traffic crashes. This is particularly true of the 17-21 year old population who is often cited into Municipal and/or Circuit Court and receive only nominal fines, which do not educate, treat, or otherwise deter behavior.

The Juvenile & Family Drug Court Youth Intervention Track will be developed as a comprehensive approach to include regular court appearances, intensive supervision probation, substance abuse education/treatment, mental health counseling and life skills development to decrease the use of alcohol and/or other drugs among program participants thus leading to a decrease in alcohol-involved traffic offenses and overall criminal activity. The youth offender will be between the ages of 17-21 who are too old to participate in the Juvenile & Family Drug Court but have not reached the status of felony offender required for admission into the Adult Drug Court program.

The grant funds will be used to target the youth 17-21 years old cited into Municipal/ Circuit Court for DUI and other alcohol-related offenses. It will be an individualized program up to 8 months in length. All participants will receive intensive supervised probation and random alcohol & other drugs (AOD) monitoring. The first year's anticipated client base is 8-10 during any six-month period, or 16-20 over the course of a year. Any program income will be tracked and used to supplement the program.

**Evaluation Measures**              To provide a summary report on the comprehensive program for the offenders sentenced to the program due to alcohol-related traffic offenses. To report any changes in alcohol-involved traffic offenses and crashes involving the 17-21 year old in Campbell County.

**Program Area Code**                154AL

<b>Cost Summary</b>	Personal Services & Benefits	\$ 53,068.00
	Non-Major Equipment (SCRAM monitors)	\$ 15,000.00
	Training/Travel	<u>\$ 11,292.00</u>
	<b>Total</b>	<b>\$ 79,360.00</b>

**Local Benefit**                        100%

**Capitol Equipment**                None

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

**Project Number:** 2011-154AL16  
**Project Name:** DUI Enforcement  
**Subgrantee:** Wyoming Highway Patrol (WHP)  
**Longevity of Grant:** Annually

The Wyoming Highway Patrol 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 the high seen in 2008 (47%) to (36%) seen in 2009, but this still continues to be a significant factor in fatal and serious injury crashes in Wyoming. Almost 36% of all fatalities were alcohol involved.

By offering overtime pay in addition to their own commitment of overtime and holiday pay for DUI enforcement by all the sworn officers, the WHP can provide more patrolling hours and increase their enforcement during the times and locations where increased enforcement is needed. This provides an increased enforcement presence on the highways of Wyoming.

The grant will also allow the WHP to send officer(s) to the annual Combined Accident Reduction Enforcement (C.A.R.E.) Conference in order to learn the latest DUI enforcement techniques being used nationally. The funding for this conference will include travel, registration fees, and subsistence expenses.

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. The WHP will notify media outlets of their heightened DUI enforcement at least once during their grant period.

Evaluation 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	\$ 98,000.00
	C.A.R.E. conference	\$ 6,700.00
	Indirect Costs [8.23%]	<u>\$ 8,616.81</u>
	Total	\$113,316.81

Local Benefit 0%

Capital Equipment None

Performance Measures This project directly impacts Alcohol Measures 1-5 and Occupant Protection 1-3.

**Project Number**                    **FY2011 - 154AL17**  
**Program Name**                    **DUI Education**  
**Subgrantee**                        **Wyoming Highway Patrol**  
**Longevity of Grant**              **Continuous**

Wyoming's alcohol-involved traffic crashes in the past two years have been steady despite the efforts in enforcement. The data from 2005-2009 has a steady trend of fatal traffic crashes involving an impaired driver average at 37.16% per year. In 2009, 39.55% of the fatalities involved alcohol and/or drugs. Alcohol-involved fatal crashes continue to be a major factor in Wyoming's fatal traffic crashes each year. In 2009 over 5,000 Driving Under the Influence arrests were made in the state by all law enforcement officers with 1,310 of these arrests by Troopers. In addition to removing impaired drivers off Wyoming roadways, Troopers also provide public education on the dangers of being an "impaired driver." The Troopers educate Wyoming residents by teaching at schools, public and private organizations and through high school assemblies which focus on impaired driving and decision making.

The patrol will use the funds to provide overtime for the Troopers to educate Wyoming residents to the dangers of impaired driving; to purchase promotional items to emphasize the R.E.D.D.I. program and the DUI Educational programs; to provide travel expenses for Troopers who travel outside their division to teach and to also attend the Governor's DUI Conference. The funds will also be used to help produce a 30 to 45 minute Wyoming specific video to be used during High School presentations in connection with the Alive At 25 grant.

Evaluation Measures              To review the objectives, and provide a final project report summarizing the activities, number of presentations, number of participants, etc. to be submitted to the Highway Safety Office by November 15, 2011.

Program Area Code                154AL

Cost Summary	Personal Services	\$20,000.00
	Travel Expenses	\$ 5,000.00
	Incentive Items	\$15,000.00
	Printed Materials/ Signs	\$ 4,000.00
	Media (Purchase and Production)	\$30,000.00
	Indirect Costs (8.23%)	<u>\$ 7,090.20</u>
	Total	\$80,090.20

Local Benefit                        100%

Capitol Equipment                None

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

**Overview  
of the  
Wyoming Association of Sheriffs and Chief of Police (WASCOP)  
Comprehensive Grant Agreement**

The Highway Safety Office has successfully worked grants with the Wyoming Association of Sheriff's and Chief of Police in the past. The Association has had experience with both Highway Safety grants and EUDL grant distribution. Through discussions with the Highway Safety Office, the management of the law enforcement overtime grants will be placed under the Association. In addition to the Law Enforcement Coordination (LEC), High Visibility, DUI enforcement and Video camera projects, the continuation of In-custody Alcohol Factors data reports and Traffic Safety Committee projects will be included. The summary of project costs are:

Project #s		
2011-PT01	Johnson and Associates / LEC Contractor	\$136,000.00
	Indirect Costs (Negotiated 5%)	<u>6,800.00</u>
	SUB TOTAL	<b>\$142,800.00</b>
<hr/>		
2011-PT02	Traffic Safety Committee	\$12,500.00
	Indirect Cost (not to exceed 12%)	<u>1,500.00</u>
	SUB TOTAL	<b>\$14,000.00</b>
2011-PT03	Local STEP/HVE Grants (Includes Radar Units w/access.)	\$500,000.00
	Indirect Cost (Negotiated 5%)	<u>25,000.00</u>
	SUB TOTAL	<b>\$525,000.00</b>
2011-154AL18	Local DUI Grants (Includes PBT's w/access.)	\$450,000.00
	Indirect Costs (Negotiated 5%)	<u>22,500.00</u>
	SUB TOTAL	<b>\$472,500.00</b>
2011-154AL19	Video Camera System w/access.	\$175,000.00
	Indirect Costs (Negotiated 5%)	<u>8,750.00</u>
	SUB TOTAL	<b>\$183,750.00</b>
2011-154AL05	Evaluation of Alcohol Factors	\$19,497.50
	Indirect Cost (not to exceed 12%)	<u>2,339.70</u>
	SUB TOTAL	<b>\$21,837.20</b>
	Policy Maker Forums	
	Travel Expenses	\$ 6,325.00
	Forum Expenses	\$ 9,900.00
	Consultant/Staff Cost	\$33,080.00
	Indirect Costs (not to exceed 12%)	<u>\$ 5,916.60</u>
	SUB TOTAL	<b>\$55,221.60</b>
	<b>GRAND TOTAL</b>	<b>\$1,415,108.80</b>

Local Benefit 100%

Capital Equipment Video Cameras and accessories if purchase price exceeds \$5000.00

**Overview of the  
Wyoming Association of Sheriffs and Chief of Police (WASCOP)  
Comprehensive Grant Agreement**

The Highway Safety Office has successfully worked grants with the Wyoming Association of Sheriffs and Chiefs of Police in the past. The Association has had experience with both Highway Safety grants and EUDL grant distribution. Through discussions with the Highway Safety Office, the management of the law enforcement overtime grants was placed under the Association. In addition to the Law Enforcement Coordination (LEC), High Visibility, DUI enforcement and Video camera projects, the continuation of In-custody Alcohol Factors data reports and Traffic Safety Committee projects will be included. The summary of project costs are:

Project #s		
2011-PT01	Johnson and Associates / LEC Contractor	\$136,000.00
	Indirect Costs (Negotiated 5%)	6,800.00
	SUB TOTAL	\$142,800.00
2011-PT02	Traffic Safety Committee	\$12,500.00
	Indirect Cost (not to exceed 12%)	1,500.00
	SUB TOTAL	\$14,000.00
2011-PT03	Local STEP/HVE Grants (Includes Radar Units w/access.)	\$500,000.00
	Indirect Cost (Negotiated 5%)	25,000.00
	SUB TOTAL	\$525,000.00
2011-154AL18	Local DUI Grants (Includes PBT's w/access.)	\$450,000.00
	Indirect Costs (Negotiated 5%)	22,500.00
	SUB TOTAL	\$472,500.00
2011-154AL19	Video Camera System w/access.	\$175,000.00
	Indirect Costs (Negotiated 5%)	8,750.00
	SUB TOTAL	\$183,750.00
2011-154AL05	Evaluation of Alcohol Factors	\$19,497.50
	Indirect Cost (not to exceed 12%)	2,339.70
	SUB TOTAL	\$21,837.20
	<b>GRAND TOTAL</b>	<b><u>\$1,359,887.20</u></b>
Local Benefit	100%	
Capital Equipment	Video Cameras and accessories if purchase price exceeds \$5000.00	

**Project Number:** 2011-154AL18  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police  
**(WASCOP) Local DUI Grants**  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Year 1

Similar to the STEP/HVE grants process, this project provides WASCOP with the alcohol funds for local overtime DUI grants and evaluate productivity using the guidelines created in the Traffic Safety Committee and approved by the executive board. It will utilize the contractual agreement with Johnson and Associates (project 2011-PT01) that will provide the staffing resources needed to effectively manage the law enforcement grant process and monitoring on behalf of WASCOP. The administration and coordination of this program will provide WASCOP members with a central repository for grant acquisition, as they manage several other grant projects through the Association. It will also provide candid officer-to-officer discussion during oversight. It will provide a mechanism for making the grant objectives and goals part of the WASCOP strategic plan.

In addition to an evaluation guideline, the Traffic Safety Committee will provide for a data driven HVE funding formula that takes into account agency size and productivity for the FY2012 grant process that will begin in Spring 2011.

This project is part of the combined local law enforcement grant agreements that combine STEP/HVE overtime, radars, DUI overtime, PBTs and video cameras.

Evaluation	Provide monthly summary reports on forms supplied by the Highway Safety Program. Activity is reported on motorist citations, warnings and contacts.	
Program Area Code	154AL	
Cost Summary	Law Enforcement DUI (Includes PBT's w/access.)	\$450,000.00
	Indirect Costs (Negotiated 5%)	<u>\$ 22,500.00</u>
	Total	<u>\$472,500.00</u>
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, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.	

**Project Number:** 2011-154AL19  
**Project Name:** Wyoming Association of Sheriff's and Chiefs of Police (WASCOP) Local Video Cameras  
**Subgrantee:** WASCOP  
**Longevity of Grant:** Annually

Typically one third of Wyoming fatal crashes are alcohol involved. There was a reduction in alcohol related fatal crashes from the high seen in 2008 (47%) to (36%) seen in 2009, but this still continues to be a significant factor in fatal and serious injury crashes in Wyoming. Almost 36% of all 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 the 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.

This project is part of the combined local law enforcement grant agreements that combine STEP/HVE overtime, radars, DUI overtime, PBTs and video cameras.

**Evaluation** Provide for the purchase of 35 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

<b>Cost Summary</b>	Video Camera System w/access.	\$175,000.00
	Indirect Costs (Negotiated 5%)	<u>8,750.00</u>
	<b>Total</b>	<b>\$183,750.00</b>

**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, and the recommended countermeasure to increase enforcement participation in traffic safety endeavors.

**Project Number:** 2011-154AL20  
**Project Name:** SFST Trainer Prerequisite and Certification Courses  
**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 provide the needed funding to offer a Standardized Field Sobriety Testing Trainer Certification Course (SFST Trainer) for officers within 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. This course follows the NHTSA/IACP curriculum and provides the needed information for the new officer to develop the foundation of knowledge and skills needed for proper DUI Enforcement.

In December of 2009 the WLEA requested the assistance of the Highway Safety Office and NHTSA to complete a comprehensive SFST Assessment to review the DUI course content to validate the prescribed classroom and practical skill requirements of such training. As a result of the assessment a number of recommendations were made with the needed adjustments made within the WLEA basic curriculum. Additional recommendations require the collaboration of efforts from several stakeholders to insure their successful implementation. To address the recommendations, the WLEA will develop a cadre of SFST Trainers within the State of Wyoming. This group would address the expressed needs from the NHTSA Assessment and components of the Governor's Leadership Team to Prevent Impaired Driving.

Evaluation	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	\$14,200.00
Local Benefit	0%
Capital Equipment	N/A
Performance Measures	This project directly impacts Alcohol Measures 1-5.



**Project Number:** 2011-154AL21  
**Project Name:** Law Enforcement Blood Sample Kits  
**Subgrantee:** WYDOT Highway Safety Program  
**Longevity of Grant:** 1 Year only

Historically the Department of Health, Chemical Testing Program (CTP) distributes blood sample kits throughout the State for law enforcement free of charge. Effective July 1, 2010, all entities requesting blood kits would have to pay a fee of \$9.50. This new and unexpected cost to agencies will impact DUI traffic enforcement.

The project will pay the purchase price of the kits ordered by law enforcement and for coroners as it applies to traffic fatalities.

**Evaluation:** Chemical Testing will provide blood kits for each law enforcement department/agencies throughout the State of Wyoming. Along with the kit distribution, the CTP will provide the Highway Safety Office a list of department/agencies that have received the kits.

**Program Area Code** 154AL

**Cost Summary** Blood Kits - 2000 @ \$9.50 = \$19,000.00  
 Indirect Cost has been waived by WYDOT HSO

**Local Benefit** 100%

**Capital Equipment** None

**Performance Measures** This program addresses Alcohol 1-5 and Planning and Administration 1-2.

**Project Number:** FY2011-154PM01  
**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 August National Alcohol “Crackdown” efforts, C.A.R.E., Frontier Days targeted campaigns are examples.

As requested by the State Highway Safety Program Manager/Governor’s Representative, the PAO will coordinate with the district public involvement specialists to provide the desired local participation and flavor to media campaigns.

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	\$150,000.00
	Assessments (1)	\$ 3,000.00
	Indirect Costs (8.23%)	<u>\$ 12,591.90</u>
	Total	\$165,591.90

Local Benefit: 0%

Capital Equipment: None

Performance Measure: Alcohol 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 - 154HE transfer funds and will be provided documentation which will indicate costs to be reimbursed to WYDOT through the GTS finance process.

Project Number: FY2011 - 154HE01  
Project Name: FY2009 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$8,863,041.31

Project Number: FY2011 - 154HE02  
Project Name: FY2010 154 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$3,964,172.00

**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: FY2011 - 164HE01  
Project Name: FY09 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$14,153,834.49

Project Number: FY2011 - 164HE02  
Project Name: FY2010 164 Hazard Elimination Projects  
Subgrantee: Wyoming Department of Transportation (WYDOT)  
Cost Summary: Estimated funds: \$5,829,664.00